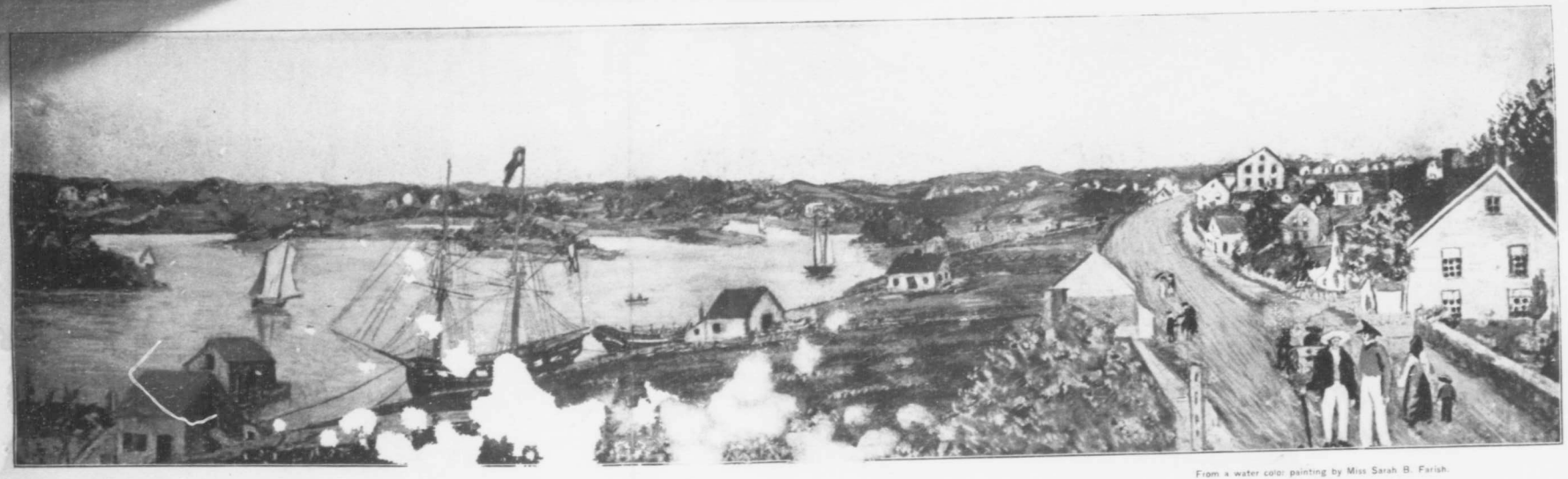

From a water color painting by Miss Sarah B. Farish.

YAr f 1

Looking north from the Farish homestead, Ma' eet, opposit erland Stre The first buildi he right is resent Cliff House, which is located in the picture on the corner of Cliff street. The large building with porch, further up the street, e First B urch. The small building on the f the street the present site of L. B. Wyman's store, corner of Main and Brown streets. The brig is the "Rhoda" owned by Anthony Landers, and the hulk is the "Bittern," a prize captured from the Americans in 1814.

YARMOUTH

PAST AND PRESENT

A BOOK OF REMINISCENCES

COMPILED BY

J. MURRAY LAWSON

YARMOUTH, NOVA SCOTIA

1902

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Entered according to Act of the Parliament of Canada, in the year one thousand nine hundred and two, by

J. MURRAY LAWSON,

AT THE DEPARTMENT OF AGRICULTURE.

PRINTED AND BOUND AT THE YARMOUTH HERALD OFFICE.

TO THE MEMORY OF

MY FATHER,

Alexander Lawson,

FOR 62 YEARS

EDITOR AND PROPRIETOR OF

"THE YARMOUTH HERALD,"

THIS BOOK IS DEDICATED.

YARMOUTH—1829.

Looking Southwest from Rock Cottage Mound, Forest Street.

From a water color sketch by Miss Sarah B. Farish

Academy.

Tooker barn

Tooker house

Jos. Tooker shop

Blacksmith shop

The buildings from Gouley's to the Blacksmith shop are all on the Harbor.

Thos Gouley's house, east side Main street

Barn—west side.

Geo Gouley's house, west side Main St

FAC-SIMILE OF YARMOUTH TOWN SEAL.

"There is a land, of every land the pride,
Beloved of Heaven o'er all the world beside;
A land of beauty, virtue, valor, truth,
Time-tutored age, and love-exalted youth:
The wandering mariner, whose eye explores
The wealthiest isles, the most enchanting shores,
Views not a realm so bountiful and fair,
Nor breathes the spirit of a purer air.
Where shall that land, that spot of earth be found?
Art thou a man?—a patriot?—look around;
O, thou shalt find, howe'er thy footsteps roam,
That land THY *country, and that spot* THY *home!"*

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ERRATA.

On page 530, 5th line from bottom—the name of "Patrick McGill, Meteghan," should be "Patrick McGirr."

On page 546—Yarmouth Seminary—last line and top line of page 547: "Mrs. Carruthers, Paris, C. W.; Music, Prof. Blanchard," instead of "Mrs. Carruthers, Paris; C. W. Munro, Prof. Blanchard."

On page 564—Exchange Bank—the cost of the building should be $16,000, instead of $6000.

In one or two places slight grammatical errors will be noticed. These were observed too late for correction.

OMISSION.

Co-Partnerships — Porter & Pendrigh, dry goods, William Lloyd Porter, Robert H. Pendrigh, March, 1889, commencing business in Mechanics block, April 1st, 1889.

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PREFACE.

The cordial reception with which former publications by the compiler of this volume were received by the public of Yarmouth, has led to the preparation of the present work. As the books alluded to, viz.: "RECORD OF THE SHIPPING OF YARMOUTH," and "APPENDIX" to the same, referred solely to the marine enterprises of Yarmouth, it was thought that a treatment of other subjects of local historical interest along the same lines would meet with similar approval.

Every community enjoying a healthy and vigorous growth naturally cherishes an abiding interest in the persons and events connected with its past, and contemporary with the foundations of its prosperity. Yarmouth, it is pleasing to state, is not exceptional in this regard. Possibly owing to its early comparatively isolated situation—at a distance from the great centres of population and commerce — this feeling of interest in its own history has been somewhat more intense than in many other communities. It is peculiarly true of Yarmouth that the community has grown up and progressed in an independent and self-contained spirit, revolving, as it were, about its own centre—social, commercial and political. Hence it is believed that these reminiscences and memorials of many events and scenes of by-gone times, in which the names of the ancestors and relatives of the present generation of Yarmouthians are found, will meet with the heartiest sympathy from those still actively engaged in advancing the interests and carrying on the affairs of Yarmouth town and county.

From the very necessity of situation, the principal resources for information are the Yarmouth newspapers published since 1831. The details contained in the present volume, therefore, do not, with but few exceptions, comprise any record of circumstances previous to that year. Since that time the fund upon which draughts of information may be drawn for the delectation of the present residents of Yarmouth

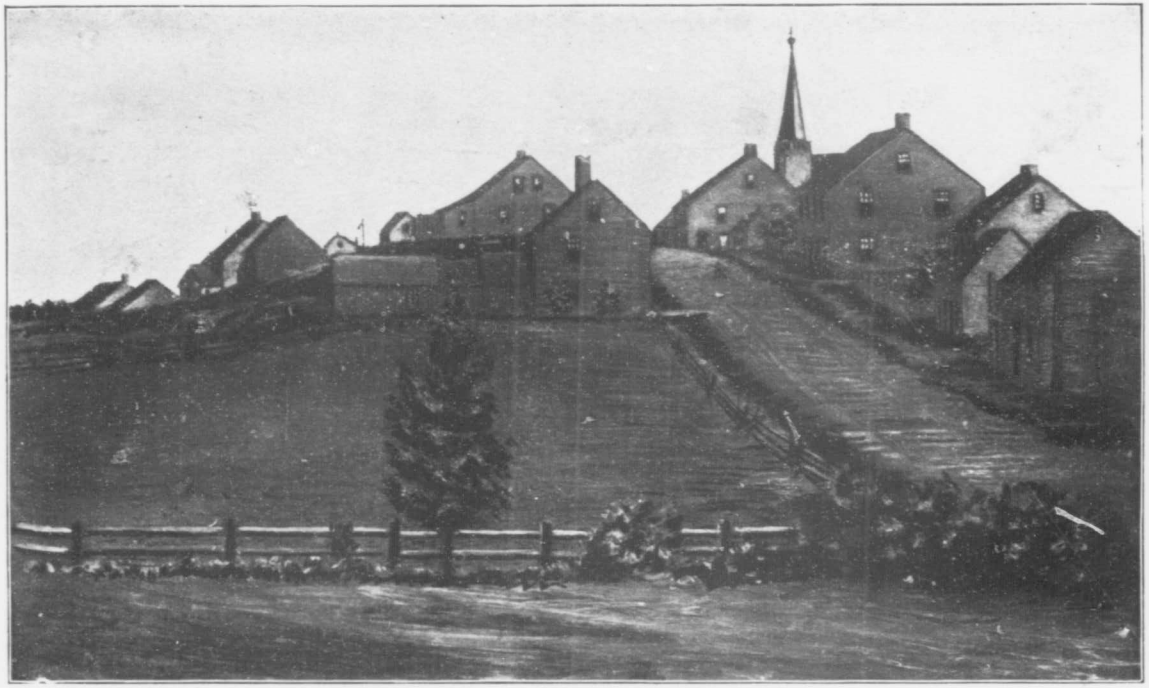
and their friends abroad has been large, and the principal difficulty of the compiler has been to make his excerpts both judicious and exhaustive, without being tedious or irrelevant to a genuine history of the place.

This book does not aspire to the status of an historical work, but rather to that of a correct and interesting reference volume. The Index, it is hoped, will enable the reader to readily refer to any important event in Yarmouth's history since its journalism began.

Although the labor of preparing these pages has been considerable, yet it has not been without its pleasing aspects. Many forgotten circumstances have been recalled to memory. Yarmouth's past, and the many worthy citizens identified with it, have seemed to live again in the present. If the reader shall derive any portion of this satisfaction in the perusal of the book, and thereby be led to feel a new interest in "the olden times," the compiler will be amply rewarded.

J. MURRAY LAWSON.

Yarmouth, N. S., May, 1902.



From pen and ink sketch by Miss Sarah B. Farish

LOOKING UP CHURCH HILL—1829.

LOOKING UP CHURCH HILL—1829.

YARMOUTH NEWSPAPERS.

Before perusing the pages of this volume the reader must carry himself back in fancy to the time when Yarmouth was a mere village — before the days of railways, steamers, electric cars, telegraphs, telephones, or any of the discoveries and inventions of science for which the nineteenth century has become famous, and which have completely revolutionized the methods and operations of business and social life.

As no extracts from Yarmouth journalism, or chronology of events that have taken place in Yarmouth, would be complete without some account of the journals themselves from which the extracts are compiled, the writer thinks it proper, and that he would be cheerfully pardoned by the reader, should he first allude to the origin of newspaperdom in Yarmouth, and especially to the YARMOUTH HERALD, the complete files of which are in his possession, and from which the extracts are largely taken.

The first attempt towards establishing a newspaper in Yarmouth was made by Mr. Youghusband, of St. John, N. B., in 1827, but it died in the bud.

Messrs. Jackson & L'Estrange produced the first newspaper in Yarmouth, and indeed in the portion of Nova Scotia west of Halifax. It was called the YARMOUTH TELEGRAPH, and made its first appearance on Friday, November 23, 1831. The office of the paper was on Butler's Hill, one door north of the residence of the late Mr. James Forster, on the second flat. The first item under its editorial heading is as follows:

"It was originally intended to call this PAPER "*Herald*," "Telegraph," is preferred, for reasons of no importance to the Reader."

The next article is somewhat lengthy, and alludes to the course

LOOKING UP CHURCH HILL.—1829.

From pen and ink sketch by Miss Sara B. Piers

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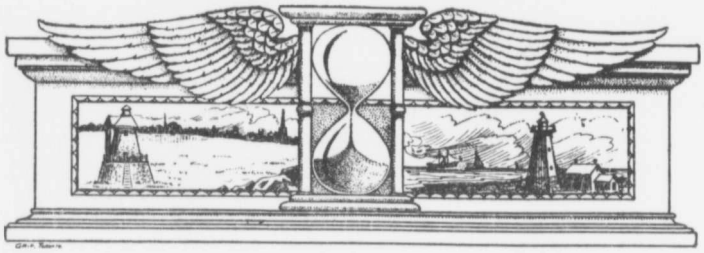

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"It was originally intended to call this PAPER "*Herald.*" "Telegraph" is preferred, for reasons of no importance to the Reader."

The next article is somewhat lengthy, and alludes to the course

which the proprietors of the journal intended to pursue, and to the encouragements already received. The concluding portion of its editorial is as follows:

"We enter upon our first No. with more than common ardour; the period is one of the most critical since the commencement of the present century.

"The latest accounts excite in our minds fearful apprehensions for the present order of things in the Mother Country, and throughout Europe generally;—nor are our prospects of peace and unanimity on this side the Atlantic of that complexion which we could wish; the extracts which will be found in our columns will lead to a knowledge of the feeling which exists among our Neighbours, so far as can be judged through the medium of the PRESS—no mean authority. We are taught to believe that the Governments of England and America are upon the very best terms with each other,—and we pray Heaven that they may long continue so,—we trust, that this *boundary question* will not be suffered to remain undecided much longer lest it may involve itself in such difficulties as *even expediency* itself may not be able to disentangle with satisfaction to the parties concerned.

"The mournful account of the fall of Warsaw on the 8th of Sept. by capitulation, after two days hard fighting, will be read with unusual feelings of commisseration for the survivors by every friend of civil and religious liberty throughout the world. The brave and chivalrous Poles have fallen by the ruthless and merciless hand of the semi-barbarian of the North, for supporting a virtuous and magnanimous cause. * * * * *"

In the first number of the TELEGRAPH are recorded one marriage and two deaths. The marriage is that of Mr. Joseph Parry to Mrs. Mary Parry, on the 24th Nov., by Rev. Harris Harding. The deaths are those of Capt. Theophilus Crosby, aged 77 years, "an old and respectable inhabitant of this township," which occurred on the 15th November, "after an illness of about 3 weeks, which he bore with Christian fortitude"; the other, which occurred "at her house in London, on the 11th September, the Countess Mornington, in her 92d year. Her Ladyship was mother of the Marquis Wellesley, the Duke of Wellington, Lord Maryborough and Lord Cowley."

Among the advertisements are those of S. Rust, who "respectfully begs to inform the inhabitants that he intends opening a Day School in Milton School House on the 5th December, upon the terms stated: "Reading and Writing 10s. per quarter, or 10d. per week; arithmetic, grammar, etc., 15s. per quarter, or 1s. 3d. per week." Two evenings in each week were to be devoted to Vocal Music, at 6s. 6d. per quarter. Another—A sale by the Sheriff of the County of Shelburne, at Tusket Village.

The proprietors of the TELEGRAPH also announce that they have opened a Public News Room, in connection with their office, and modestly state that "it shall be supplied with every periodical of merit which can be procured either in America or Great Britain, and as the proprietors have no pecuniary views connected with the Establishment, they intend to expend every farthing of subscription in fitting it up in a style worthy its supporters. Terms 20s. per annum."

Announcements appear by E. Lonergan, general dealer; Samuel Dunseith, J. Forster, tailors; James Bond, Richard Power, John Robertson, merchants; James Murray, saddle and harness maker; Edwin Sterns, jeweller; James Starr, blacksmith and farrier; and several wants and legal announcements.

Among the general news items is the following:

"*Windsor College.*—We are informed that this Establishment is to be removed to Halifax and amalgamated with the Dalhousie College erected in that place."

In the second issue it is stated that "a letter has been received from His Excellency Sir Peregrine Maitland, through the Provincial Secretary, Sir Rupert D. George, stating that His Majesty's Government had acceded to the wishes of the inhabitants of Yarmouth for a Free and Warehousing Port, on condition that the sum of £120 per annum for a warehouse keeper, and 4s. per diem for a tide-waiter while employed, should be guaranteed by the Legislature of the Province."

THE FIRST TEMPERANCE SOCIETY.

It has long been conceded that the first Temperance Society in British North America was formed at Beaver River, in this County, in 1829. We find it recorded in the issue of the YARMOUTH TELEGRAPH of Friday, Dec. 9th, 1831, that the YARMOUTH TEMPERANCE SOCIETY was established on the 23d March, 1829. The following are the Rules and Regulations and officers of the Society:

"RULES AND REGULATIONS OF THE YARMOUTH TEMPERANCE SOCIETY, ESTABLISHED 23D MARCH, 1829.

First—This Society shall be called the Yarmouth Temperance Society.

Second—The Officers of this Society shall be a President, Vice-President, Secretary, & a Committee of eighteen persons who shall be chosen annually.

President—Rev. Harris Harding.

Vice-Presidents—Rev. Abel Cutler, Rev. William Burton, Rev. Mr. Ashly.

Secretary—Mr. Edward Heustis.

Committee for 1832—William Harris, Wm. C. Williams, William Doty, Nathan Butler, Joseph Shaw, Amos Baker, T. Purney, Nathaniel Holmes, Joseph Robins, Thomas Hilton, Joseph Raymond, M. Cleaveland, Capt. Thomas Crosby, John Whetmore, Nathaniel Currier, W. Heustis, senr., George Jenkins, Moses Saunders.

Third—No member shall drink any Rum, Brandy, Gin or other distilled spirituous Liquors, except in case of sickness, and then to be taken only as a medicine.

Fourth—No member shall sell any spirituous Liquors, or give any away, except to those who may require them as medicine.

Fifth—No member shall give any spirituous Liquors to his work-men, or to those whom he may employ, as has hitherto been customary.

Sixth—Each member shall use his influence to encourage others to join this Society; and shall do all that he can, with propriety, to prevent the use of Ardent Spirits.

Seventh—Any person may join this Society that will make application to any of the officers, and subscribe to *these Regulations.*

Eighth—Any member violating the rules of this Society shall be visited by a committee of the society for the *first* and *second* offence, and EXPELLED for the THIRD.

Ninth—This Society shall meet six times in a year, viz.:—On the first Tuesday in January, the first Tuesday in March, first Tuesday in May, first Tuesday in July, first Tuesday in Sept., first Tuesday in November.

Tenth—These rules may be amended, added to, or revised, at an annual meeting of the Members of the Society."

This Society, although established in 1829, had apparently been meeting without these Rules until the second annual meeting, which was held on the 6th December, 1831. We quote verbatim:

Agreeable to public notice, the second annual meeting of the friends of Temperance was held in the Baptist Chapel on Tuesday, the 6th inst. The inclemency of the day was such as to prevent a numerous attendance, even of the Members. However, a number of the foes to the *miseries* and *crimes* of men assembled, to discharge the duties for which they hold themselves accountable, viz., the establishing of RULES and the appointing of OFFICERS for the ensuing year. After the usual christian ceremony of singing, and prayer, the late President, (the Rev. M. Burton) addressed the audience upon the objects of their meeting. When he concluded, the above Rules were read by the Secretary and approved of."

The Society at this time numbered 260 members, and only 3 had so far "transgressed the law."

The next officers of the Society were: President, Josiah Porter; Vice-Presidents, Jonathan Raymond, Jonathan Corning; Treasurer, Thomas Trask; Secretary, John Whitmore; Executive Committee, Daniel Raymond, sen., Jabez Landers, Wm. Parry, Daniel Corning, Ebenezer Corning, David Parry. It was called at first the Beaver River Society.

We also find in the same issue the announcement that a "Temperance Society was organized at Barrington on the 21st October last (1831), at which time 170 persons subscribed to the rules, which enjoin total abstinence from distilled liquors, except where their use is necessary as a medicine, extreme cases of bodily hurt or sickness. Since the period of the Society's formation there has been an addition of 175 members, making the total number up to the 30th November, 345. The following persons were chosen office bearers: President—Rev. Thomas H. Davies; Vice-Presidents—Rev. Thomas Crowell, Rev. Jacob Norten, Ebenezer Crowell, Esq.; Secretary—Mr. John Bennison."

A correspondent, writing on the early history of Yarmouth, recites among other things the following:

Moses Parry's daughter Anne, now Mrs. Silas Clements, was born 6th September, 1762, and was the first English child, and her mother was the first English woman who set her foot on this soil, and William Harris, son of Samuel Harris, was born in March, 1763, and was the first English male child born in Yarmouth. Thus the first born pair, male and female, are still living in good health—a pretty good evidence in favour of the healthfulness of the climate, etc."

PETITION TO MAKE YARMOUTH A FREE WAREHOUSING PORT.

A public meeting was held in "Richan's large room" on the 14th December, "to consider the best and most effectual method of applying to the Legislature of the Province, to secure to His Majesty's Government the sum of £120 per annum, and 4s. per diem, in order to qualify the port of Yarmouth being made a Free Port, agreeable to the wish and recommendation of the Lords of the Committee of the Privy Council of Trade." Mr. Pool was called to the chair, and addresses were delivered by Messrs. John Forman, John Moody, Benj. Bingay, Herbert Huntington, Capt. R. Kelley, Capt. Clements, Mr. Tooker, Mr. Staley Brown, and several other gentlemen. A number

of gentlemen present offered to subscribe and make up the sum in question on the spot, and lodge it in the hands of the Government as security, but being instructed that the Legislature would not, nor could not accept of such surety the project dropped. A committee of seven was appointed to draw up the necessary petition and adopt such means as would secure its success, viz.: Benj. Bingay, John Moody, James Bond, Reuben Clements, Herbert Huntington, Staley Brown and Robert Kelley, Esqs. A Petition was accordingly drawn up and forwarded to the House of Assembly, but on the 2d of April it was rejected by a majority of four. The vote was as follows: For the resolution—Barss, Morse, Young, Forman, Blanchard, Fairbanks, Pool, Homer, C. Roche, Huntington, Chipman, Kavanagh, Lovett, Deblois, Uniacke—15. Against—B. Dewolf, Bliss, Wier, Cochran, Johnston, Delap, Freeman, Budd, Archibald, J. R. Dewolf, Heckman, Smelt, Shey, Rudolf, Stewart, W. H. Roach, Morton, Dickson, Lawson—19.

In the issue of January 13, 1832, it is announced that owing to the arrival of the Sheffield, at New York from Liverpool, we have intelligence from Liverpool up to the *9th November*, and from London to the 8th.

On Friday, January 27th, 1832, was put forth the

FIRST LIST OF YARMOUTH SHIPPING,

ever printed, and as it is somewhat unique in its style and interesting, as showing who the shipowners of that day were, we reproduce it verbatim:

The following is a list of the Vessels with their Tonage, and Owned altogether, or part owned, sailing out of the Port of Yarmouth:

Vessels.	Tons.	Owners.
Enterprise	31	Lemuel Ring
Surprise	42	Benjamin Bingay
Licence	43	R. Kelly
Shepherd	37	R. Clements
Freetown	43	F. W. Redding, and others
Mary Jane	40	D. Flint
Good Fortune	62	T. Flint
Mary	38	S. Kelly
Swallow	32	E. Crosby
Nancy	23	J. Hilton
Bee	24	B. Lewis, and others
Diligence	61	B. Bingay

VESSELS.	TONS.	OWNERS.
Cherub	59	Jno. Murray
Hero	32	R. Kelly
Royal Oak	39	R. Kelly
John & Mary	110	Jos. Tooker
Broke	54	J. Cann
Jane & Maria	80	William Brown
Maria	37	J. Tooker
Surprise	37	S. Corning
Sea Flower	13	Peter Surat
Mercrator	68	R. Clements
Milton	126	John Killam
Caledonia	65	Samuel Kelly
Emeline	78	Robert Kelly
Ann	16	G. Goudy
Jane	28	T. Crosby
Trial	13	H. Cann
Fancy	14	S. Stanwood
Lady	33	James Bingay
Margaret	24	E. Hemmion
Defiance	26	William Brown
Catherine	25	T. Sullivan
Olive Branch	37	J. Healy
Adventure	33	W. Patch
Polly	33	David Flint
Fair Lady	28	Rufus Kinny
George	52	J. Durkee
Hannah	54	J. Healy
Daniel Dana	26	P. Hemmion
Catherine	12	D. Baudreau
Ann	13	B. Redding
Ann	67	George Trefry
Ocanans	80	J. Jenkins
Mary	71	Jos. Tooker
Brisk	80	D. Flint
Jane Kelly	108	R. Kelly
Elizabeth	25	R. Guest
Ruth Hannah	71	John Kenney
Tusket Lady	30	M. Boudreau
Friendship	47	S. Porter
John	28	P. Surat
Fox	11	V. Cotreau
Hope	53	Dennis Crocker
Margaret	21	W. Raymond
Margaret	13	J. Wyman
Hope	13	J. Phillips
Matilda	75	J. Pinkney
Lark	97	G. Bingay

Vessels.	Tons.	Owners.
Robust	42	A. Ferguson
George & Sarah	86	J. Tooker
Charles & Margery	105	do.
Mary	23	John Parry
Star	48	R. Kelly
Henry	30	J. Hilton
Fly	42	C. Richards, and others
Mary	68	J. Baker, and others
Trinidad	160	J. Killam
Ocean	55	J. Bourque, and others
Prosperity	48	D. Crocker, and others
Jasper	163	E. Scott
Emerald	105	C. Cook
Fly	65	G. Bingay
Ploughboy	9	S. Foot
Thomas & Jane	81	T. Crosby
Olive Branch	32	J. Trefry
Ayr	44	J. McCormick
Rosalie	13	J. Therio
Shelburne	49	J. Wyman
Two Brothers	21	J. Baker and J. Hilton
Two Partners	105	Thomas Flint, and others
Edward and Mary	40	E. Crosby
Don Juan	58	E. Bingay
Jason	64	J. Jenkins
Sally Ann	18	M. Cook
Maitland	21	R. Vanhorn
Mary	13	J. Patten
Romily	111	B. Bingay
	4348	Tons.

Vessels Building.	*Tons.*	*By Whom.*
A Brig	160	E. B. Moody
A Schooner	53	William Harris
Ditto	23	J. Gowans
A Brig	160	J. Cann
Ditto	160	G. Bingay
A Schooner	110	J. Lovett
A Brig	120	B. Rogers
Ditto	120	R. Clements
A Schooner	35	William Allen
	941	Tons.
	4348	
	5289	Tons, Fractions omitted.

An Agricultural Society was formed in Barrington on the 20th December, 1831, with the following officers: President, John Homer; Vice-President, Joseph Reynolds; Treasurer, Samuel O. Doane; Secretary, John Bennison; Committee, Rev. Asa McGray, Edward Kendrick, John Lyle, John McKillup, William Patterson, Samuel Reynolds, James Snow, Jonah Coffin and Eaton Crowell.

On the 24th February, 1832, after issuing 12 numbers, the proprietors of the TELEGRAPH deemed it judicious to add to the heading of the paper SHELBURNE ADVERTISER, with the motto: "The noblest motive is the public good."

In its issue of April 20th, 1832, we learn that the "steamer Henrietta is *again* plying between the ports of Annapolis, Digby, St. John and St. Andrews. The convenience thus afforded to travellers between these provinces is very great. She is an excellent vessel; indeed her merits were severely tried in the boisterous weather which prevailed in the months of November and December last. Her accommodations are extensive,—and her Commander has been all his life employed in the navigation of the Bay of Fundy, and has at all times so conducted himself towards his Passengers as to deserve their warm commendations." This steamer was followed in 1835 by the Maid of the Mist, which kept on the route for several years.

During the last week of May, 1832, the little steamer Pocahontas began plying between Pictou and Prince Edward Island, and received a Provincial grant for the service.

The Yarmouth Academy was opened for the admission of pupils on Monday, September 10, 1832. Mr. C. Wiggins was the first Master. He was succeeded by Mr. William McCulloch, of Pictou, on the 23d August, 1833.

The Milton Academy was opened October 25, 1832, under the direction of Mr. R. Phipps.

The firm of Jackson & L'Estrange, proprietors of the TELEGRAPH, was dissolved by mutual consent on the 13th July, 1832, Mr. Jackson continuing the business.

The publication of the TELEGRAPH ceased with its issue of October 26th, 1832, having been issued 45 times. Several of the numbers were printed on half sheets and there were several omissions of a week or ten days at a time. From that date till August 9th, 1833, the Western portion of Nova Scotia was without a newspaper.

The printing press and type used for the TELEGRAPH were imported from Bermuda in 1831 by Jackson & L'Estrange. The press and type were used for printing the HERALD from its establishment in August, 1833, until May, 1836. The press was then disposed of to Mr. James Bowes, of Halifax, and was afterwards purchased by George T. Fenerty, to print the St. John News, the first penny paper in the maritime provinces. It was a very primitive machine, with a wooden frame, stone bed and wooden (mahogany) platen, printing only one page at one impression.

THE LATE A. LAWSON,
FOUNDER OF THE YARMOUTH HERALD.

On the 16th July, 1833, Mr. A. Lawson issued the following

PROSPECTUS OF THE YARMOUTH HERALD AND WESTERN ADVERTISER.

In giving to the Public the Prospectus of any contemplated work, it has hitherto generally been the custom for Editors and Proprietors to promise largely, and to create and uphold high-raised hopes and

expectations, which, though sometimes honorably fulfilled, and amply gratified, have yet in but too many other instances been sadly disappointed by the appearance of the work itself. Fearful lest "*The Yarmouth Herald*" should be ranked even in anticipation, among the latter, its Proprietor is resolved that his promises at least shall not comprehend aught that shall exceed his means of performance; if, therefore, he appear to hold forth less allurements than others, let it be remembered what it is that limits him in these, and that less promises (however trifling they may be) will be performed *to the letter*, perhaps even beyond it.

Knowing that correctness and punctuality are the very life and essence of every contract, it will be the Proprietor's first and chief care that no delay, save such as may not be prevented by human means, shall ever intervene between the actual issuing of his paper and the hour named for its appearance. Its columns shall be rendered as interesting and as beneficial as possible to the Public. Politics and political discussions shall be avoided as much as may be in a publication of the kind; and when compelled to touch upon them, it shall be in a liberal and manly spirit. Advocating no party—biased by no faction—the principles upheld by "*The Yarmouth Herald*" shall be those dictated by a genuine attachment to independence and to freedom, tempered at the same time by a love of order and decorum. Carefully avoiding all such topics as may in any degree intrude upon the sacred privacy of domestic life, it will be the Proprietor's pleasing duty to afford to all classes of his readers both information and amusement:—choice selections from the best Foreign and Provincial publications of the day, together with original matter, shall tend to promote the latter,—and for the advancement of the former no resource shall be left untried. In a mercantile community like this, every thing pertaining to commerce or agriculture must of course be regarded with interest; a portion, therefore, of "*The Yarmouth Herald*" shall be particularly devoted to these subjects, as well as to the shipping and local intelligence.

Yarmouth, July 16, 1833.

The first number of the HERALD was issued, as stated above, on Friday, August 9th, 1833. It was a sheet 18x24, and was well printed, at the rate of 15s. per annum, payable half-yearly. Its Salutatory was as follows:

ADDRESS TO THE PUBLIC.

Every business requires some experience to conduct it with propriety: it is therefore with some diffidence that we come before the public as Editor of *The Yarmouth Herald*, sensible that zeal, industry, and sincere intention to do our duty, cannot wholly supply this deficiency. We must, therefore, beg some indulgence to our first efforts. Assiduous application, and better acquaintance with the

tastes of our readers, will, we hope, gradually produce an improvement.

One prejudice has already arisen against us, by a false report that the Press is not our own, and that it would be under improper influence. We beg distinctly to state, that *The Yarmouth Herald* shall ever remain as independent of improper influence, as our sense of honour, and love of truth can render it; and these, we trust, will always accord with that just respect due to every generous friend and patron.

Every new undertaking of this kind naturally excites warm expectations; but the desire for knowledge has no limit, and can never be fully gratified, and this feeling should be respected as the immediate cause of the advancement of general knowledge, yet let not our friends be disappointed if we do not always come up to their wishes.

In the absence of original matter we shall borrow freely from contemporary writers. We shall ever be ready to concede a preference to merit, and cannot hope to rival those journals of well established reputation, which more advanced communities supply. However, every little star adds to the beauty of the Heavens.

Our readers will consider the difficulties which must waylay us in our present circumstances, and we trust will cheerfully contribute their assistance.—It is to the temper, spirit, and good sense of this fine, thriving portion of Nova Scotia, not less than to our own exertions, that we look for success. Let us, then, have a frank and liberal correspondence with our friends, on every subject they judge interesting to the public, as our columns shall always be open to the temperate discussion of public questions—taking care to avoid all personal abuse, and topics unconnected with the public welfare.

Communications on the various subjects connected with the improvement of Agriculture, the extension of Commerce, and the advancement of the Mechanical Arts, being of the first importance to the great body of our readers, will always have special attention.

Our lot is cast in eventful times. Wherever we cast our eye, great changes are in progress, which it is the peculiar province of newspapers to record, as well as to mark and detail their apparent causes and consequences.

Newspapers have now become an appendage of civilization, and abound in every enlightened country. They always increase with the intelligence of the people, and whenever they have been once fully established they are never abandoned. It would be difficult to enumerate the many advantages they confer on society: they scatter irresistibly the seeds of knowledge and freedom, and multiply the subjects of social conversation, so that they are become a necessary element of social life.

Our claim, then, for public patronage, we shall now rest on the general utility of the undertaking—on our industry and impartial fidelity as public journalists.

The "Act to Regulate the Trade of the British Possessions Abroad" was passed on the 28th August, 1833, and was received in Yarmouth on the 15th November. By this Act Yarmouth was withdrawn from the list of Free Ports, which virtually excluded her shipping from a participation in the trade of the United States. It was, however, rescinded, and on October, 1834, Yarmouth again enjoyed the privilege of a free warehousing port.

Yarmouth at this time evidently "farmed out the Poor," as witness the following advertisement issued on the 26th December, 1833:

Notice—Tenders will be received by the Subscribers, either verbal or sealed, until Thursday, the 2d day of January next, for the purpose of maintaining *Dorcas Studley*, a Pauper of the Town, for the present winter.

JOHN MURRAY,
E. W. B. MOODY,
CHAS. LEWIS,
ISRAEL KELLEY. } Overseers of Poor.

The value of the Imports at Yarmouth for the year ending January 5th, 1834, were as follows: From Great Britain £856 10 0. From New Brunswick £8,032 18 0. From the United States £10,764 2 11 1-2d. From the West Indies £3,706 19 10.

The Exports for the same year were: To Great Britain £6,818 12 1. To the United States £993 16 0. To the West Indies £11,618 10 5d.

Clearances for the year: To Great Britain 1 vessel, 176 tons, value £250 0 0. To New Brunswick, Canada and Newfoundland 85 vessels, 4092 tons, £6318 12 1. To the West Indies 49 vessels, 4,520 tons, value £11,618 10 5. To the United States 27 vessels, 1,369 tons, value £993 16 0. To different ports of the Province, 180 vessels, 8,777 tons, value £12,872 18 4d. Total 342 vessels, 18,934 tons, value £32,053 16 10d.

There were entered: From Great Britain 1 vessel, 295 tons, value £856 10 0. From New Brunswick, Canada and Newfoundland, 65 vessels, 3,036 tons, value £8,032 18 0. From the West Indies 34 vessels, 3,290 tons, £3,706 19 10. From the United States, 89 vessels, 4,337 tons, value £10,764 2 11. From different ports of the Province, 137 vessels, 7,487 tons, value £25,700 4 7. Total imports, 326 vessels, 18,455 tons, value £49,070 15 4d. Duties collected under old Acts £81 8 0 sterling; under new Acts £327 13 6. Duty collected on wheat flour £202 2 6 sterling.

THE HERALD'S FIRST NEW YEAR'S ADDRESS.

TWELVE rapid months their course have run,
And round the Zodiac rolled the Sun,
Since first, my courteous Patrons, here,
I wish'd you all a happy year!
And happy sure that year has been,
No dire misfortune have we seen,
Your Shipping safe attains their shores,
Her loss no weeping wife deplores.
Auspicious Heaven has blessed your fields;
Abundant crops your harvest yields:

No Cholera, with blighting breath,
Has swept around the scythe of death,
While neighboring towns have felt the blow,
That lays its countless victims low.
A Guardian Power has stretched His arm
To save your happy land from harm,
Who spreading wide His sheltering wing,
Bade genial Health her treasures bring.

Hail! Yarmouth, to thy opened Port,
May ships from many a clime resort,
May Commerce hither waft her stores
With circling wealth to glad thy shores.
May learning flourish—Science here
The gloom of mental darkness cheer;
Our Press shall lend its piercing ray,
To aid the intellectual day,
O'er Ignorance to pour the light,
As morning's beams dispel the night.

Then happy be the coming year,
May joy attend its whole career:
My Patrons may your commerce thrive,
Your Vessels safe in port arrive,
Your fruitful fields your toils reward,
And Heaven your homes from sickness guard,
And Christmas sports and Christmas cheer,
Bid welcome to the coming year.

January 1, 1835.

A Bill to divide the County of Shelburne (into the present Counties of Yarmouth and Shelburne) was passed by both branches of the Legislature on March 30, 1836, after two or more unsuccessful attempts—the previous one being bitterly opposed by one of its own members, Mr. Homer, of Barrington. It was also allowed to increase

its representation—Argyle to have a "town" member, the two eastern townships to send one County member, in addition to their town members, while Yarmouth Township, besides its own member, together with Argyle, will send a County member.

A grant of £500 passed the lower House towards the erection of a lighthouse on Cape Forchu, but it was defeated in the Council, which requested a Conference on the grant be held before passing it. Messrs. Huntington, Barss, Smith, Rudolf and Freeman were appointed the committee for the purpose. The Committee met and resolved that the Lieut. Governor be requested to appoint a competent person to examine and report to His Excellency for the information of the Legislature at its next session, on the necessity and propriety of erecting said Light House on Cape Forchu, and also to the amount that will be required to erect the same, and if erected, the best method of distinguishing it from Seal and Brier Island Lights. A grant of £750 was, however, passed at the next Session, March, 1837, for the purpose, and the Light House was erected in 1838, and lighted for the first time on the 15th January, 1840. The grant was, however, rejected by His Majesty's Council in April, 1837, and was finally agreed to in April, 1838.

An Act was also passed at this Session of the Legislature, which *received the immediate sanction of the Lieut. Governor*, prohibiting, under severe penalties, *the exportation of potatoes, oats and wheat*, out of the Province, from the 1st April to the 10th June. It was stigmatized as a high-handed measure at the time, and we believe it was. The penalty was the confiscation of the article exported, together with the vessel in which they were loaded, and payment of double the value of the articles to be exported. Huntington bitterly opposed the Bill.

A Bill to divide the County of Annapolis into the present Counties of Annapolis and Digby, with an extra member for the District of Clare, passed the House on March 16th, 1837, by a vote of 31 to 13.

The news of the death of His Majesty William the Fourth, which occurred at Windsor Castle on the 20th June, 1837, was received at Yarmouth on the 1st August, and the HERALD of the 4th was put in mourning.

The prospectus of the YARMOUTH CONSERVATIVE, to be published by Richard Huntington, was issued in September, 1839. The paper was issued for a period of six months, when it was withdrawn.

A letter was received at Yarmouth on the 24th January, 1840, from Her Majesty's Government, making the ports of Yarmouth, Liverpool and Pictou Ports of Registry.

As the name of Mr. Richard Huntington has been prominently connected with the newspaper enterprise of Yarmouth, the followiug prospectus of the CAPE BRETON ADVOCATE, issued by him, is here reproduced:—July 24th, 1840.

Prospectus of a new Weekly Newspaper, to be published at Sydney, Cape Breton, by Richard Huntington, and to be entitled

THE CAPE BRETON ADVOCATE.

It is proposed to publish in Sydney, Cape Breton, as soon as a sufficient number of subscribers can be obtained, a Weekly Newspaper to be called "THE CAPE BRETON ADVOCATE." It will be printed on a quarter sheet of fine paper, the size of the Halifax Pearl, at the rate of Fifteen Shillings per annum, payable half-yearly. Knowing that in a community like the Island of Cape Breton every species of commercial information must be interesting, we shall constantly endeavor to collect and publish such intelligence. For this purpose a correct and copious Marine Journal will be published in every number, and the fluctuations of the American, West India and Provincial Markets will be duly noticed. In addition to this, a general summary of foreign and domestic intelligence will be given, together with a correct record of local events. During the session of the Legislature, the proceedings will always be briefly noticed. Communications, when not of a personal nature, will always be readily inserted. The day of publication will be Wednesday.

This paper was discontinued on December, 1841, and was succeeded by the SPIRIT OF THE TIMES, edited by Mr. Huntington.

In the issue of the HERALD of November 25th, 1843, the following Prospectus of the YARMOUTH MORNING COURIER was published:

Prospectus of a New Semi-Weekly Paper, to be published in Yarmouth (as soon as a sufficient number of Subscribers can be obtained to warrant the undertaking) to be entitled the

YARMOUTH MORNING COURIER.

"*This is my own, my native land.*"

In announcing a Prospectus for the publication of another paper

in Yarmouth, the Public will of course expect to be informed in what manner the publisher proposes to conduct it, in order to make a sheet worthy of their support; and perhaps one of the first and most important questions will be, "what party politics does he intend to advocate—what views will he hold on the various political and sectarian questions which from time to time agitate the country?"

IN POLITICS AND RELIGION

The Yarmouth Morning Courier will be strictly NEUTRAL, and entirely independent of Sect and Party.

NEWS.

No exertions will be spared by the publisher to lay before the public a fair, impartial, and speedy record of local and general News.

LEGISLATIVE REPORTS.

While the Legislature is in Session its proceedings will be fairly and impartially copied from the leading Halifax papers, and no effort will be spared towards furnishing an exact and faithful report of the Debates in the Provincial Parliament.

SHIPPING AND COMMERCIAL INTELLIGENCE.

To this department of our paper we will give the closest attention, and in a community possessing so many and extensive commercial relations as Yarmouth, it is highly necessary to be fully and correctly informed on all subjects relating to Shipping and Commercial concerns; it will be our great object to lay before the public the latest and most correct intelligence relating to the fluctuations and changes in the various markets in which the mercantile community is interested.

LITERATURE.

The Literary Department of the *Morning Courier* will not be overlooked, and while insertion will be given to moral and well-written Tales, by writers of merit, yet these shall not exclude USEFUL INFORMATION on the Arts, Sciences, etc.

COMMUNICATIONS.

Being of opinion that discussions on subjects of public importance—when conducted in a temperate and correct manner—are productive of good, our columns will cheerfully be opened to such; but in no case will communications of a personal or immoral nature be inserted.

CONDITIONS OF PUBLICATION.

The "*Yarmouth Morning Courier*" will be published twice in each week, on a sheet of good paper, at the rate of 12s. 6d. a year, payable half-yearly, in all cases *in advance*.

JOHN G. BINGAY.

Yarmouth, November 21, 1843.

The COURIER continued to be printed for a few years, when it ceased publication. It was succeeded about the 1st of March, 1848, by the TEMPERANCE GAZETTE, whose prospectus was issued on the 28th February, 1848, and which was as follows:

"THE TEMPERANCE GAZETTE."

"Love, Purity and Fidelity."

A Journal devoted to the advocacy of sound Temperance principles, and to the dissemination of correct information concerning the progress of the Temperance Reform throughout the world, has long been a desideratum in this province, but at the present time, when the friends of Temperance are making such strenuous efforts in the cause, and are binding themselves in bonds of "*Love, Purity and Fidelity*," to resist the progress of Intemperance, a Journal of the kind has become an object of the utmost importance.

If the undersigned can obtain a sufficient number of subscribers to warrant the undertaking, they propose publishing a weekly paper under the above title, and whilst asking the support of the friends of temperance, they consider it due to them to explain briefly the plan upon which it will be conducted.

The "*Temperance Gazette*" will be chiefly devoted to the advocacy of Temperance, but will contain besides, Literary and miscellaneous matter, and a summary of the news of the day. *Nothing of a political or sectarian nature shall ever appear in its columns*, but it will be the aim of the publishers to furnish a paper that can be taken by every Tee-totaller, no matter what may be his political or religious sentiments—a good family paper, advocating sound principles of Temperance and Morality.

TERMS—In order that the "TEMPERANCE GAZETTE" may be placed within the reach of every person, it will be printed weekly for the very low price of FIVE SHILLINGS A YEAR, payable in advance.

JOHN G. BINGAY,
HANDLEY C. FLINT.

Yarmouth, February 28, 1848.

The first number of the COURIER and TEMPERANCE GAZETTE made its appearance on the 13th April, 1848. In June, 1848, Mr. Bingay transferred his interest in the GAZETTE to Mr. Flint, on account of ill health. Mr. Flint continued it for some weeks, when it also ceased publication.

The YARMOUTH HERALD was issued semi-weekly—Tuesday and Friday—Dec. 22d, 1843, and was the first semi-weekly newspaper published in Nova Scotia. It continued to be issued semi-weekly until August 29th, 1850, when it again appeared as a weekly.

On the 21st August, 1845, the management of the HERALD was given to Mr. Angus M. Gidney, and it continued under his control until December, 1850. It reverted to its original founder, Mr. A. Lawson, and began publication, after a few weeks' delay, February 15th, 1851.

The HERALD office was first located in the rear half and whole of the upper floor of Nathan Butler's building, corner of Main and Queen streets. In 1835 it was moved to the small building, owned by O. Viets Dakin, on the present site of Mrs. Geddes' house, Butler's hill. In 1837 it was moved to the eastern corner of James Bond's block, Argyle street, adjoining store of Thomas Barnard. In 1840 a new building was erected by the proprietor on the south-west corner of his homestead lot, corner of Main and Barnard streets, where it remained until 1845, when Mr. Lawson removed to Pictou.

In 1850 Mr. Lawson again became editor of the paper, and located the plant in rear of his general store, in Moody's row, between Mr. Rowley's store and E. W. B. Moody's office. In 1852 the office was removed to the Queen's Row; in 1855 to the new Exchange Building; in 1857 to Whitten & White's Building, now the Salvation Army barracks; in September, 1861, to Mr. Lawson's new building, corner Main and Jenkins streets; in 1866 to Hood's building, and in 1874 to its new home, its present quarters, erected by the proprietor.

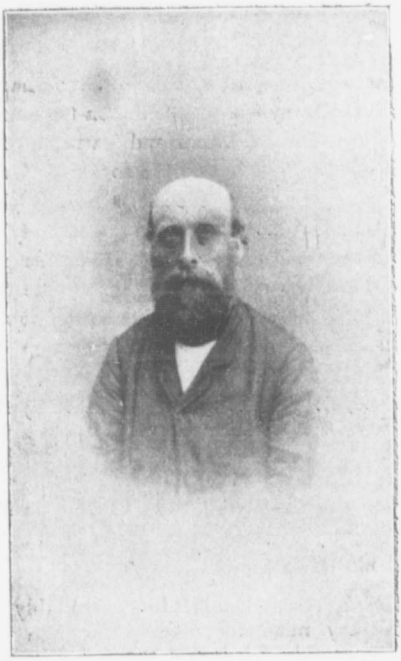
THE YARMOUTH TRIBUNE.

The first copy of the YARMOUTH TRIBUNE was issued on Saturday, September 1st, 1855, by Richard Huntington, Esq., its Editor and Proprietor. The following is its Salutatory:

Our Paper.—The delays and difficulties inevitably attendant on the inception of every newspaper enterprise, fairly overcome; the subscription list respectably filled; and those "preliminary arrangements" whereof we spoke in our prospectus, fully completed—we this day lay before our patrons the first number of "THE YARMOUTH TRIBUNE." We are not ashamed of it—nothing about it requires apology—it speaks for itself. As the poet says of a bird's nest, "Mark it well, within, without,"—and it shall not suffer from the scrutiny.

The establishment of a paper such as the one before you, reader,—here, in our native town—has long been a cherished idea with us; always tenaciously clung to—never for one moment relinquished. Through the long years of our sojourn beneath an alien sky, the hope of carrying that idea into practical effect gained force and intensity; till at last, in the fulness of time, came the

opportunity. Had we listened to or heeded the lugubrious warnings of some of those to whom we first intimated our determination—had not common sense and the habit of judging for ourselves triumphed—assuredly we should have relinquished the idea in despair or disgust. But we did not "give it up so." It was plain as day to us, that the establishment here of an additional Journal was not only a possibility but a desideratum. So we took a leisurely survey of the



THE LATE RICHARD HUNTINGTON,
FOUNDER OF THE YARMOUTH TRIBUNE.

field before us, drew up our prospectus, and, in military parlance, opened "our first parallel." All that remained was to devote a few weeks to a personal canvass of the township and county; and this was done so effectually as to settle beyond cavil, the question as to the ability of Yarmouth to sustain more than one newspaper. Some of our most interesting and instructive reminiscences are connected with that canvass; and if recorded with the pen of "a ready writer," would

form an amusing chapter in the history of Colonial journalism. With the acquisition of a sufficiently imposing subscription list, the real difficulties of the undertaking vanished; and the subsequent importation and setting up of the TRIBUNE press has been but what Kossuth would call a "logical sequence." Here we are; and here, in default of some satisfactory reason to the contrary, we purpose remaining. We have said nothing pertaining to this paper requires apology,—and yet those who know how hard at first it is to get the machinery of a new enterprise to run smoothly, will not need to be reminded that with each recurring week we can offer some fresh improvement. As our compositors acquire expertness, we can devote more time to those departments which demand, though they do not always obtain, an editor's undivided attention. At present we work at a disadvantage, our exchanges and other periodicals have not yet arrived, our very thoughts are constrained to flow in unaccustomed channels. Looking to the future, we anticipate for the TRIBUNE a long career of usefulness. The rapid growth and continued prosperity of the town of Yarmouth afford us the assurance of a constantly widening field; whilst the development of its arts, commerce, and manufactures will furnish prolific themes for the editorial pen. As to our political course, we intend to adhere to the programme laid down in our prospectus—speaking out when we can do so with a clear conscience, and keeping our peace when we can not.

On March 23d, 1865, Mr. William Powers published the prospectus of an independent family paper to be called the EXAMINER, but which did not make its appearance for want of support.

THE YARMOUTH TIMES.

The first number of the YARMOUTH TIMES made its appearance on Saturday, February 17th, 1883, from Mechanics Block, Main street. It was published by Messrs. Rolston & Bowes, who came to Yarmouth from Halifax. It was published semi-weekly, on Wednesday and Saturday, and was a 4-page sheet. The following was its Salutatory:

It is needless in a community, liberal and enlightened such as ours, to expatiate on the Press, and the services it has rendered, and is capable of yet rendering, to the public. The newspaper is acknowledged on every hand to be one of the great agencies of modern progress. It is the mind, the life, the soul of the community. It is the friend, the leader, the teacher of our families. We welcome it as a messenger of light; and we cannot but be grateful to the men who thus minister to our comfort and necessities.

But will the public spirited men and women of Yarmouth and the Western Counties welcome a new paper specially devoted to their

interests? We cannot for a moment doubt that they will bid a hearty God-speed to an earnest, modest, but enthusiastic effort to furnish them with a paper abreast of the times and fully alive to the mighty pulsations of the living world all around us. An important centre of trade, manufacture, education, travel and commercial enterprise, such as Yarmouth has become, is entitled to another journal,—a journal which we may add with all modesty, will at least aim at being equal to the requirements of the place and the times. This town is now second in Nova Scotia to Halifax only. In some respects it is in advance of Halifax. Its favorable situation as a terminal point in the railway system—as the nearest town to Portland and Boston—must secure to it a large stream of travel. Its shipping is famous over two continents. Its manufactures are now receiving honorable mention far and wide. For beauty of situation, for picturesque scenery, for a healthy bracing atmosphere, commend us to the rising town of Yarmouth. But it is its sturdy, enterprising, large hearted men, and its lovely women that give character to Yarmouth, and it is upon them that its future depends. Anything that the TIMES can do to advance the prosperity of the County of Yarmouth, to develop its resources, to declare its advantages, and to encourage united and persistent effort in the right direction will most surely be done.

The Western Counties have much in common; and it shall be our aim to represent them all as well as Yarmouth. Although confessedly a local journal, the TIMES will, as in duty bound, ever display a patriotism that will embrace the whole Province, and the whole Dominion. We have a country of which we may be proud and which calls forth all the energies of the whole people. It is, however, by cultivating well a limited section of the vast field that we hope most effectually to aid the whole.

It is obvious to the mere casual observer that Yarmouth is not satisfactorily served so far as railway communication is concerned. In a few months our Western Counties Railway will need to be very materially repaired. It is time too that the "missing link" between Annapolis and Digby were completed. It shall be our endeavor to promote some well devised method for completing and maintaining efficiently our railway system; an enterprise in which this county has a very large stake, being called upon to pay several thousand dollars annually towards the interest on the Western Counties Railway bonds.

In politics we hope to represent the views of Yarmouth and the Western Counties generally. We have no intention of hounding one party with indiscriminate abuse, or bestowing on another party fulsome laudation. What is good, honest and patriotic in all parties shall meet our cordial approbation. What is unworthy, unpatriotic or unjust, we must, with all earnestness, oppose.

We shall endeavor to keep our readers thoroughly informed upon all matters of consequence relative, first, to Yarmouth, and the Western Counties; secondly to Nova Scotia; thirdly, to the Dominion; and then to the magnificent Empire of which we form a part, and

the great world beyond. The journalist's "field is the world," and nothing that concerns humanity is alien to him.

Our paper will be published twice a week on terms low enough to place it within reach of the poorest family in these counties. We shall have space enough to give due attention to the political issues of the day, to social questions, to horticulture, agriculture, manufactures, and commerce. We hope that no citizen of intelligence will read an issue of our paper without meeting with some matter that will interest him, whatever his calling or his "hobby" may be. We hope, too, to be duly mindful of the claims of the ladies, and of the "little folk," who form so important and so interesting an element in every community.

But while thus addressing our readers for the first time, we respectfully ask them not to judge us by our promises, or by the programme we have imperfectly sketched. We ask them to give the TIMES a trial, and to judge us by our performances.

The firm of Rolston & Bowes was dissolved on the 25th October, 1884, Mr. Bowes returning to Halifax, and Mr. Rolston continuing the business. The TIMES appeared as an 8-page sheet on the 14th June, 1892, in which form it remained until May 25th, 1894, when it assumed its original form of 4 pages, and in which it still appears. On the 5th March, 1898, the TIMES began to be issued as a Daily, and continued as such until April 10th, 1900, when it readopted its semi-weekly plan, being issued on Wednesday and Saturday. On the 19th October it again changed its days of publication to Tuesday and Friday.

THE YARMOUTH TELEGRAM.

The TELEGRAM made its appearance on Friday, May 1, 1885, and has continued to be issued weekly, on Friday, up to the present. It was a small sheet, of 4 pages, and has been four times enlarged. It is issued in connection with the HERALD, being sent free to all subscribers to that paper. Its "Salutatory" was as follows:

The TELEGRAM enters upon the field of journalism because of the important events transpiring at home and abroad—because there is a serious rebellion in the North West and a stupendous war on the eve of commencement in the Old World—because there is an unprecedented craving for late news—and also because, there being no evening paper published in Yarmouth, it is believed the TELEGRAM will be cordially welcomed, adequately sustained, and its issues eagerly looked for.

The TELEGRAM will be issued every Friday, or oftener, according to circumstances, or to the importance or interest to the public of the news received.

THE YARMOUTH LIGHT.

The YARMOUTH LIGHT began its career on the 10th June, 1890, being published by Mr. Charles Carey, in 4-page form, on Tuesday. Its "Greeting" was as follows:

To-day marks the publication of the initial number of the YARMOUTH LIGHT. Judging from the encouragement given by friends of the project, this is but the first of many days upon which the LIGHT will shed its rays of intelligence upon the public eye.

As great as has been the growth of the population and business interests of this and the neighboring counties, the intellectual wants of the people have increased in a still greater ratio; and the demands for a paper such as it is proposed to make the LIGHT have become sufficiently numerous to warrant the commencement of its publication.

Its columns will be devoted to literary matter, select reading of general interest, farm and household items, and the news of the week in a condensed and readable form. Particular attention will be given to local news. Although the discussion of politics offers an inviting theme for newspaper work it will not be entered upon at present, as that branch of journalism is now ably represented by the press of this section.

It is the aim of those connected with this paper to so conduct it that every resident in this part of the province will feel that he is directly interested in the YARMOUTH LIGHT. Each issue will contain some mention of interest concerning himself, his family or his friends. In its columns he will find expressions of praise for his successes and triumphs, and words of sympathy for his misfortunes and sorrows—in short to make it so interesting as a local paper that the public will look forward to each recurrent day of publication with pleasant anticipation, is the object which will be kept in view.

With new type and new press, a large and zealous staff of correspondents, a generous and an appreciative public, there is every condition for making the new paper a credit to the community.

The day of publication was changed to Thursday on the 6th August. The LIGHT was enlarged in January, 1891, and again in November of the same year, still retaining its 4-page form. On the 11th June, 1896, it adopted the 8-page style, which it still retains.

THE DAILY NEWS.

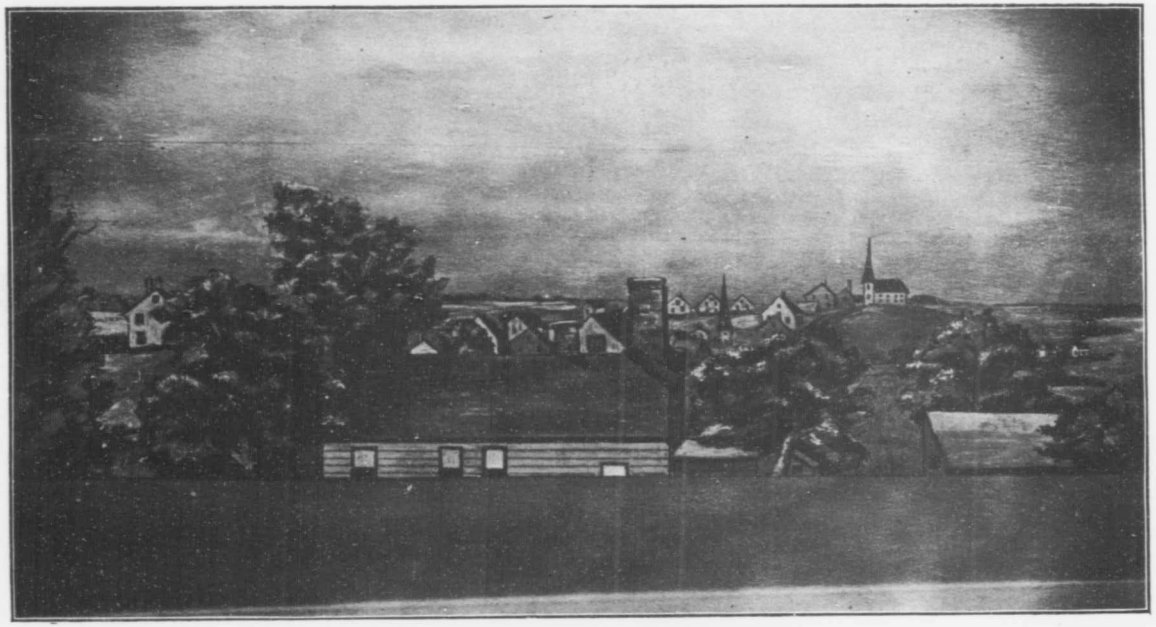
The YARMOUTH DAILY NEWS made its first appearance on the streets on Saturday, October 24th, 1896, being printed by the NEWS Publishing Co., of which Mr. W. Saunders was manager and Mr. H. H. MacDonald was editor. It was a 4-page sheet, and continued to be issued daily under the same staff until March 31st, 1897, when Mr. MacDonald withdrew. He was succeeded in a few weeks by Mr. A.

E. McGinley, as editor, who remained a few months. The proprietor, Mr. Saunders, continued the publication of the NEWS until January 17th, 1898, when he sold out the plant and good will to Mr. Percy St. C. Hamilton, who had been editor of the TIMES since its establishment in Yarmouth. Mr. Hamilton altered the style of the paper to 8 pages, and continued its publication until Saturday, September 23d, 1899, when he removed to Montreal. After a few weeks' omission the NEWS again appeared from its office on Cliff street, under the management of Mr. William D. O'Brien, but ceased publication on the 3d November, 1899.

Mr. Richard Huntington, editor and proprietor of the TRIBUNE, died at his home at Milton on Sunday, May 13th, 1883, aged 64 years and 3 months. With his death the TRIBUNE ceased to exist, although a few numbers were issued afterwards.

Mr. A. Lawson, founder of the HERALD, died at his home in Yarmouth on Sunday morning, March 3d, 1895, aged 80 years. He was undoubtedly the youngest editor and proprietor of a newspaper on the continent when he established the HERALD, and was also, undoubtedly, the oldest at the time of his death. Since that time the HERALD has been continued by the compiler of this volume.

ELECTIONS.



From a pencil sketch by Miss Sarah B. Farish.

YARMOUTH—AUGUST, 1829.

From the Farish homestead, looking south. Episcopal church in the distance.

From the Farish homestead, looking south. Episcopal church in the distance.

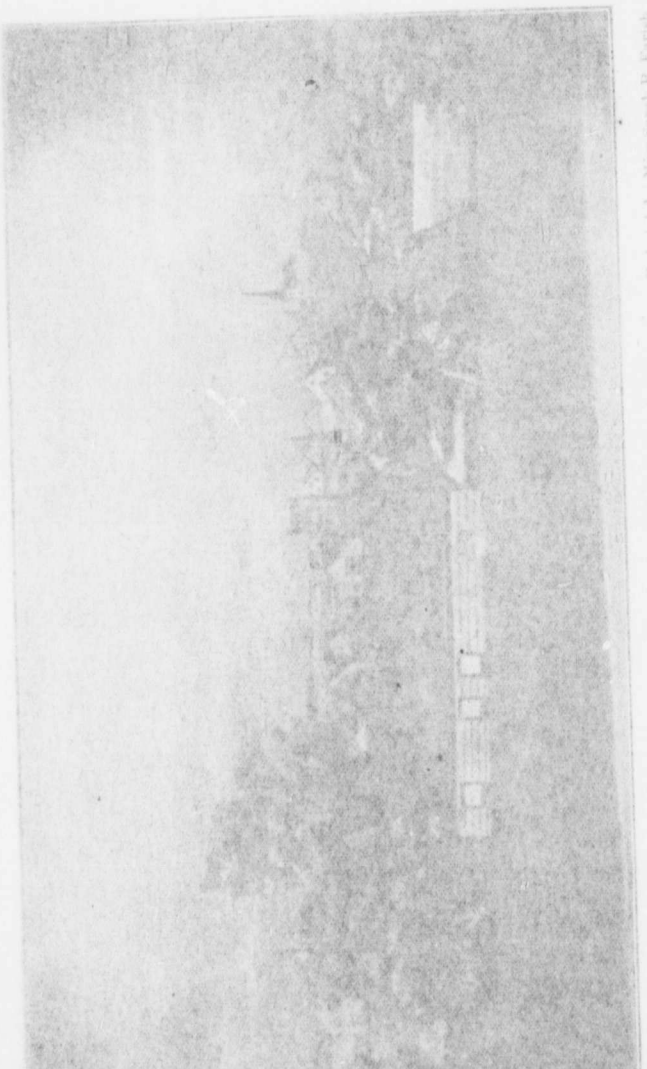
ELECTIONS.

It appears to be impossible to reconcile the official statements relating to the representatives of Yarmouth in the early days of the settlement of the place.

Some years ago, at the request of the writer, Hon. Robert Gayton, who then represented the County in the House of Assembly, devoted much time in examining the original returns of the Sheriffs in the keeping of the Record Commissioner, Mr. Akins. Although these documents are official, yet they do not agree, which may be accounted for by the fact that the dates in one instance are from the Sheriffs' returns, and the others are taken from the Journals of the House. One gives the time of the elections and the other the time of the meeting of the House. It was impossible to find any record giving the votes for the candidates contesting the elections other than those supplied herewith.

The first Parliament of the Province met in 1758. It consisted of 22 members—16 from the Province at large, 4 from Halifax and 2 from Lunenburg. It was dissolved after two sessions, and in 1759 the second Parliament assembled. This Parliament consisted of 22 also, but there were 2 members returned for each of the counties of Halifax, Kings, Annapolis, Cumberland and Lunenburg; the township of Halifax returned 4, and the township of Horton, Annapolis, Cumberland and Lunenburg 2 each. The name of Malachi Salter, who appears to have represented Yarmouth Township from 1765 to 1767, was a member of this Parliament, representing Halifax. This Parliament was also dissolved after two sessions, and also by the death of George II. in July, 1760.

The third Parliament assembled in July, 1761. Malachy Salter again represented Halifax. Yarmouth at this time was a portion of Queens County, and the County was represented by:



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SHERIFFS' RETURNS.

Queens County—William Smith, Simeon Perkins, 13th March, 1765.
" " John Doggett, 17th Aug., 1768.
" " William Smith, Simeon Perkins, 6th June, 1770.
" " Major Nathaniel Freeman, 20th April, 1780, "he having 48 votes, there being only 5 other votes for different people and no opposition I declared, etc."

Shelburne County—George Gracie, 28th Nov., 1799.
" " James Cox, 28th Nov., 1799.
" " Jacob VanBuskirk and Jas. Lent, 14th July, 1806.
" " " " " " " 26th Sept., 1811.
" " John Bingay, Abraham Lent, 25th Aug., 1818.
" " John Bingay, John McKinnon, 23d June, 1820.
" " John McKinnon, James B. Moody, 1st July, 1826.
" " John Forman, Herbert Huntington, 3d Oct., 1830; 800 votes for J. Forman; 486 votes for Herbert Huntington; 439 votes for Jas. Geddes.
" " Abraham Lent 590 votes; Benj. Bingay 561; 27th Nov., 1832.

Town of Yarmouth—John Crawley, Esq., returned 3d Dec., 1772.

Co. Queens " James Monk, Esq., 22d Aug., 1776.
" " Richard Cunningham, Esq., 12th April, 1779.

Co. Shelburne, " Samuel Sheldon Poole, Esq., 4th March, 1793.
" " Nathan Utly, Esq., 12th Dec., 1799; 78 votes for Utly, 58 for Poole.
" " Samuel S. Poole, Esq. (18 maj.), 9th July, 1806.
" " Samuel Marshall, Esq., 3d Oct., 1811.
" " Samuel S. Poole, Esq., 3d Sept., 1813, (in place of Samuel Marshall, deceased.)

Yarmouth Township Samuel S. Poole, 1st Sept., 1818.
" " Samuel S. Poole, Esq., 25th May, 1820.
" " Samuel S. Poole, Esq., 1st July, 1826.
" " Samuel S. Poole, Esq., 1830.

The Sheriff returned Reuben Clements elected, having the majority of votes (Clements 227, Poole 224). Mr. Poole demanded a scrutiny. By order of the House 11th Dec., 1830, the Sheriff amended his writ, and returned Samuel S. Poole, Esq., who was sworn in on that day.

JOURNALS IN THE LEGISLATIVE LIBRARY AT HALIFAX.

Queens County—Benjamin Gerrish, 1761–1765.
Nathan Tupper, 1761–1765.
William Smith, 1770–1775.
Simeon Perkins, 1770–1775.

Shelburne County—Steaven Skinner, 1794–1799.
James Humphreys, 1794–1799.
George Gracie, 1800–1806.
James Cox, 1800–1806.
Jacob VanBuskirk, 1807–1811.
James Lent, 1812–1818.
John Bingay, 1819–1820.
Abraham Lent, 1819-1820.
John Bingay, 1820–1826.
John McKinnon, 1820–1826.
John McKinnon, 1827–1829.
J. B. Moody, 1827–1829.
John McKinnon.
John Forman, 1831–1832.

Yarmouth Township—Malachy Salter, 1765–1767.
John Crawley, 1772.
James Monk, 1775–1780.
Richard Cunningham, 1780–1785.
Samuel Sheldon Poole, 1785–1792.
William Baxter, 1793–1799.
Nathan Utley, 78 votes for Utley, 58 for Poole, 1800–1806.
Samuel Sheldon Poole, (18 majority) 1807–1811.
Samuel Marshal, 1812–1818.
Samuel Sheldon Poole, 1819–1835.

Argyle Township—Simon D'Entremont, 1837–1840.
" " John Ryder, 1840–1844.

In 1830 the General Elections took place. For the County Herbert Huntington was elected for the first time. For the Township Samuel Sheldon Poole was opposed by Reuben Clements—the latter being elected by a majority of 36. Mr. Clements was absent (at sea), and when the House met Mr. Poole went to Halifax and appeared before the Legislature at the opening of the Session, and made an appeal to the members, that as Mr. Clements had been absent from

home ever since and before his election, and as the Township of Yarmouth was without a Representative, he was allowed to take his seat, no opposition being made to him, and much sympathy being expressed on account of his long services as Representative. He held the position until his death, which occurred in 1835.

The first Electoral Card issued to the Yarmouth public by means of a newspaper was published on the 30th August, 1832. Yarmouth at this time was a portion of Shelburne County. The Card reads as follows:

TO THE FREE AND INDEPENDENT ELECTORS OF THE COUNTY OF SHELBURNE:

Gentlemen,—The death of my worthy friend Mr. Forman having left a vacancy in the representation of this County, I am solicited by many of my friends to offer myself as a candidate at the approaching Election, and I feel bound to yield cordially to their desire. In the event of my being returned to represent you, there remains but to assure you that your interests, which are also mine, the prosperity and advancement of the country, and of this town in particular, with the preservation of our constitutional liberties, shall form the objects of my constant exertions.

I remain, Gentlemen,
Your most obedient and devoted servant,
A. W. HASWELL.

Bunker's Island, August 30, 1832.

This was followed in the next issue by a Card from Mr. Abram Lent, which was as follows:

TO THE FREEHOLDERS OF THE COUNTY OF SHELBURNE:

Gentlemen,—The death of Mr. Forman having caused a vacancy in the representation of this County in General Assembly, I am induced by the solicitation of my friends to offer myself as a Candidate for your suffrages at the ensuing Election. Should I be honored by a majority of your votes, I shall endeavor to merit a continuation of the good opinion so unanimously expressed by a generous public.

I have the honor to be, Gentlemen,
Your obliged and devoted Servant,
ABRAM LENT.

Argyle, 5th September, 1832.

This was followed on the 5th October by the following:

TO THE FREEHOLDERS OF THE COUNTY OF SHELBURNE:

Gentlemen,—The death of Mr. Forman having caused a vacancy in the representation of this County in general Assembly, I am

induced by solicitation of my friends to offer myself as a Candidate for your suffrages at the ensuing election. Should I be honored by a majority of your votes, I trust my conduct will be such as will meet your approbation.

I remain, Gentlemen,
Your most obedient Svt.,
Yarmouth, Oct. 4, 1832. BENJ. BINGAY.

This was previous to the days of simultaneous voting, and on the 12th October, 1832, it was announced *editorially*, without official notice, that "the Poll for the election of a member for this County will be opened at Shelburne on the first day of the next month." Mr. Haswell, has, in addition to his previous Card, in the issue of the 26th October, another, which reads thus:

TO THE INDEPENDENT FREEHOLDERS OF THE COUNTY OF SHELBURNE:

Gentlemen,—As this County is very extensive, it will be inconvenient and too expensive for me to travel about and solicit every individual for his vote. I therefore take this method of informing you, that it is with no selfish, mercenary view, that I aspire to the honor of Representing you, (As I have property enough, thank God, to keep me independent) which to convince you that my ambitious desire is solely for the prosperity of this happy country. If I should meet your approbation and succeed to be elected, every shilling of the emolument that I derive from it, I shall apply to the making of roads in this county.

I am, Gentlemen,
Your devoted servant,
Bunker's Island, Oct. 25, 1832. A. W. HASWELL.

Notice of an election of a member to fill the vacancy caused by the death of Samuel Sheldon Poole, for the Township of Yarmouth was given, to open at the Court House December 10th, 1835. Previous to the notice, however, the following Card was published:

TO THE FREEHOLDERS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—At the request of many of my friends, I am again induced to offer myself as a Candidate for the Representation of this Township in the General Assembly of the Province. Born amongst you, where I have reared my family, and where I hope to remain, I have no interest to serve differing from your own. Should I have the honor to be elected, the highest point of my ambition, to the best of my abilities, will be to advance the interests of my native Township, as well as those of the Province at large.

I am, Gentlemen,
Your obt. Servant,
Yarmouth, Nov. 10, 1835. R. CLEMENTS.

The day of election having arrived, the Poll was opened at the Court House at 12 o'clock, when Reuben Clements, Esq., was proposed by Mr. Mark Killam, seconded by Mr. Enoch Crosby. The Sheriff remarked that he supposed there would be no opposing Candidate, and that one Freeholder's vote would be sufficient. Mr. George Trefry then gave his. The Poll remained open one hour, and no other candidate appearing, the Sheriff declared Mr. Clements duly elected.

1836.

The Legislature was dissolved, by proclamation, on the 2d November, 1836, and writs for a General Election issued, returnable on the 12th January, 1837. The Polls were opened for the town and County on the 20th December, and at Argyle on the 26th December.

The following Cards were issued to the Electors of Yarmouth on the 11th November, 1836:

TO THE FREEHOLDERS OF YARMOUTH COUNTY:

Gentlemen,—The last mail from Halifax brought the intelligence of the dissolution of the House of Assembly. You will therefore shortly be afforded an opportunity of choosing a person to represent you.

After serving six years as your Representative for the County of Shelburne, I am induced by various considerations to tender my services for the new County of Yarmouth—principally because I have been requested to do so by very many of your number. At the former Elections in which I was a Candidate, I abstained from making large promises, being aware that I must finally be judged by my conduct. If that, upon a fair construction, has been such as you can approve, I shall hope to be again chosen your Representative.

I have the honor to be, Gentlemen,

Your obdt. Servant,

HERBERT HUNTINGTON.

Yarmouth, Nov. 11, 1836.

TO THE FREEHOLDERS OF YARMOUTH TOWNSHIP:

Gentlemen,—A Dissolution of the House of Assembly of this Province having taken place, you will shortly be called upon to exercise your Elective Franchise, in the choice of a Representative. In consequence of the general support hitherto received at your hands, and the request and advice of a number of Freeholders of this town, I am again induced to become a Candidate for your suffrages at the ensuing Election; and should I have the honor of your continued choice and support—having no interest but what is identified with

your own—I shall lend my aid, and use every exertion in my power, to promote the best interests of this my native Township, as well as of the Province at large.

I have the honor to be, Gentlemen,
Your obdt. Servant,
R. CLEMENTS.

Yarmouth, Nov. 11, 1836.

TO THE FREEHOLDERS OF ARGYLE TOWNSHIP:

Gentlemen,—As an opportunity will soon be afforded of electing a Member to represent you in the General Assembly of this Province, I am induced, at the solicitation of a number of respectable Freeholders of this Township, to offer myself as a Candidate for your suffrages.

Should you think proper to confer that honor upon me, I beg to assure you that my endeavours will at all times be exerted to promote the best interests of the Province in general, and of this Township in particular.

I have the honor to be, Gentlemen,
Your most obt. Servant,
SIMON D'ENTREMONT.

Pubnico, Nov. 19, 1836.

TO THE FREEHOLDERS OF ARGYLE TOWNSHIP:

Gentlemen,—By request, I offer myself as a Candidate for your suffrages at the ensuing Election.

I am, Gentlemen,
Your obt. Servant,
THOMAS WILLETT.

Argyle, Dec. 5, 1836.

On the 20th December Herbert Huntington was proposed by Ebenezer Porter, and seconded by George Goudey, for the County, and Reuben Clements for the Township, by Thomas Hilton, seconded by Capt. William Harris. The Poll remained open an hour, and no other Candidate appearing Messrs. Huntington and Clements were declared duly elected.

The Election for the Township of Argyle was commenced on the 26th December, and terminated on the 29th. Mr. Willett declined to be nominated, but Mr. Matthew Jeffrey opposed Mr. D'Entremont, with the following result:—D'Entremont, 572; Jeffery, 509—majority for D'Entremont, 63.

On the 16th January, 1838, the following official notice was published:

"Provincial Secretary's office, Halifax, 16th Jan., 1838.—It having been deemed expedient that the Executive and Legislative Functions which have heretofore been uniformly exercised by the Council in Nova Scotia, should be separated, and His Excellency the Lieutenant-Governor having received the commands of the Queen, through Her Majesty's Principal Secretary of State for the Colonies, to establish, provisionally, two distinct Councils in this Province—the one Executive and the other Legislative—Letters Patent have this day passed the Great Seal, nominating and appointing, provisionally, to the said respective Councils, the following Gentlemen, namely:—

"To be Members of Her Majesty's or the Executive Council:—Thomas N. Jeffery, Simon B. Robie, Samuel Cunard, Henry H. Cogswell, Joseph Allison, Esquires, Sir Rupert George, Bart., James W. Johnston, James B. Uniacke, Edmund M. Dodd, Herbert Huntington, Thomas A. S. DeWolf, and Michael Tobin, senior, Esquires.

"To be Members of the Legislative Council:—The Right Reverend the Lord Bishop of Nova Scotia, Simon B. Robie, Peter McNab, James Tobin, Joseph Allison, Norman Uniacke, James W. Johnston, William Lawson, George Smith, Alexander Stewart, William Rudolf, Lewis M. Wilkins, James S. Morse, William Crosby, Robert M. Cutler, Alex. Campbell, James Ratchford, Joseph FitzRandolph, and W. B. Almon, M. D., Esquires.

"His Excellency the Lieutenant Governor has been pleased to appoint the Venerable Archdeacon Willis to be Chaplain, and John C. Halliburton, Esq., to be Clerk, of the Legislative Council."

1840.

The House of Assembly was dissolved on the 21st October, 1840, and the Election for the County and Township of Yarmouth took place on the 16th November following; for the Township of Argyle on the 30th November. The following were the Candidates' Cards:

TO THE FREEHOLDERS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The last mail from Halifax brought the intelligence of the dissolution of the House of Assembly. You will therefore, shortly be called upon to elect persons to represent you for the ensuing (4) years. I am induced, at the request of very many of my friends, to tender you my services again.

My conduct for the ten years I have been entrusted with your interests, is familiar to most of you; it has been based on the principles of equal justice to all, without distinction, and a desire that all our institutions should be as simple and well adapted to the state of society—in a young and growing country—as circumstances would admit. I have been opposed, on all occasions, to excessive taxation, and to the payment of extravagant salaries to those who performed public services; while at the same time I have been most anxious that

the debts of the Province should be paid off without delay. I have advocated an unrestricted system in commercial transactions, further than was necessary to raise a revenue, and can give no stronger pledges for the future, than by referring to the past.

If you should again confide to me the honour of representing you, my humble abilities shall be faithfully devoted to your interests.

I have the honor to be, Gentlemen,

Your obedient Servant,

HERBERT HUNTINGTON.

Yarmouth, 29th October, 1840.

To the Freeholders of the Township of Yarmouth:

Gentlemen,—I have noticed a requisition of the Sheriff of this County, calling upon you to meet at the Court House in Yarmouth, on the 16th instant, to elect some person to represent you in the General Assembly of this Province.

In consequence of the public approbation you were pleased to bestow upon my conduct in the last House, and the request of a number of respectable Freeholders, I am again induced to become a Candidate for your suffrages at the ensuing Election; and should I have the honour to meet with your continued support, I shall, as heretofore, do my best to promote our common interest, and cheerfully assist in carrying out those principles of economy and reform you have so long desired, and which has recently been recognized as necessary by His Excellency Lord Falkland, in his answer to an Address from the Inhabitants of Halifax.

I have the honour to be, Gentlemen,

Your obedient Servant,

R. CLEMENTS.

Yarmouth, 6th Nov., 1840.

To the Freeholders of the Township of Argyle:

Gentlemen,—At the solicitation of a number of Freeholders of the Township of Argyle, I am induced to offer myself as a Candidate at the approaching Election, to represent you in the General Assembly.

Should you think proper to honour me with your suffrages, I pledge myself that I will use my best endeavors to promote your interests, and that of the public at large.

After serving you for the last four years, you have had an opportunity of judging of my conduct.

With a tender of my services,

I am, Gentlemen,

Your most humble Servant,

SIMON D'ENTREMONT.

Pubnico, Oct. 28, 1840.

TO THE FREEHOLDERS OF ARGYLE TOWNSHIP:

Gentlemen,—Having been solicited by very many respectable Freeholders in this Township to offer myself as a Candidate at the approaching Election, to represent you in the General Assembly, I have consented to do so; and should I be the person of your choice, you may rely on my exertions to promote your best interests in this Township, and the Province in general.

I have the honor to be, Gentlemen,
Your obedient, humble Servant,
JOHN RYDER.

Argyle, Nov. 10, 1840.

The Poll for the Election for Yarmouth County and Township opened at the Court House on the 16th November. Mr. Huntington was nominated by Mr. Amos Baker, seconded by Capt. William Harris. Mr. Clements was nominated by Mr. Thomas Hilton, seconded by Mr. Enoch Crosby. The Poll having remained open for the space of one hour, according to law, and no other Candidates appearing, the Sheriff declared Messrs. Huntington and Clements duly elected.

For Argyle Township, Mr. Ryder received a total of 200 votes, and Mr. D'Entremont 189—giving Ryder a majority of 11.

Hon. Stayley Brown appointed Member of Legislative Council August, 1842.

1843.

The House of Assembly was dissolved about the 20th October, and writs were issued for a new Election on the 31st October, returnable on the 11th January, 1844.

The Poll for the County and Township of Yarmouth opened on Thursday, 23d November, 1843.

For the Township of Argyle, on the 30th November.

The following Cards were issued:

TO THE FREEHOLDERS OF YARMOUTH COUNTY:

Gentlemen,—The General Assembly having been recently dissolved, you will shortly be again called upon to choose persons to represent you. During the many years I have been entrusted with your interests in that capacity, I have endeavored to the best of my humble ability to advance the improvement of the Country, to extend the liberty of the subject, and to obtain for Colonists an unlimited commercial intercourse, excepting in so far as was necessary to raise a Revenue. I have advocated an equality of rights in matters of Education and on all other subjects. My public conduct is before

you; and should you think proper to elect me again, my best exertions will be devoted to your interests.

I have the honor to be, Gentlemen,
Your most obedient and humble servant,
HERBERT HUNTINGTON.

Yarmouth, Nov. 2, 1843.

To the Freeholders of Yarmouth Township:

Gentlemen,—The House of Assembly having been dissolved, you will shortly be called upon to exercise your privilege in the choice of your Representative, and as I have been invited to become a Candidate for your suffrages, I beg leave again to tender you my services; and should I meet with your continued support, I assure you my best exertions will be devoted to promote your interests, the Education of our youth, the religion and morality of the People, and the general improvement of the country.

I have the honor to be, Gentlemen,
Your obedient Servant,
R. CLEMENTS.

Yarmouth, Nov. 2, 1843.

To the Freeholders of Yarmouth Township:

The House of Assembly has been dissolved in order to give you a choice of electing Members to represent you in the General Assembly of the Province. I have been requested by persons from different parts of the Township to offer myself as a Candidate for your suffrages. Should I be elected, I assure you my utmost endeavors will be used for your interest, as well as the general interests of the Province, both as regards Religion, Education, Agriculture, Roads and Bridges, Fisheries, Commerce, &c., &c., &c.

I have the honor to be, Gentlemen,
Your most obedient and humble Servant,
CALEB COOK, Jr.

Yarmouth, Nov. 10, 1843.

To the Freeholders of Argyle Township:

Gentlemen,—At the request of very many of my friends in the Township, I have been induced to offer myself as a Candidate at the approaching Election.

Should you think proper to choose me as your Representative, I shall endeavor to discharge the duty to the best of my ability, to do justice to all classes without distinction of origin; and all in my power to promote the interests of the people of this Township and of the Province at large.

I remain, Gentlemen,
Your obedient Servant,
Argyle, Nov. 9, 1843. SIMON D'ENTREMONT.

To the Freeholders of Argyle Township :

Gentlemen,—The General Assembly having been recently dissolved, you will shortly be called upon to choose your Representative. And as I have been solicited to become a Candidate for your suffrages, I beg leave again to tender you my humble services; and should you think proper to return me, I do assure you my best exertions shall be devoted to promote your interests, and the general improvement of the country.

I have the honor to be, Gentlemen,
Your most obedient and humble Servant,
JOHN RYDER.

Argyle, Nov. 9, 1843.

The day of Election having arrived, the Court House doors were opened at 11 o'clock, and the building was immediately thronged to excess, many persons being unable to obtain admittance.

Mr. Ebenezer Porter proposed Herbert Huntington for the County, which was seconded by Capt. Joseph Shaw.

Deacon Zacchariah Chipman then proposed Reuben Clements for the Township of Yarmouth, which was seconded by Enoch Crosby.

Capt. William Harris then proposed Capt. Caleb Cook for the Township, which was seconded by John Patten.

The Poll remained open for one hour, during which time the Candidates addressed the assemblage. There being no opposition to Mr. Huntington, he was declared duly elected. The polling for the Representative for the Township commenced with much vigor, and at 4 o'clock the Sheriff announced that the Poll was adjourned till 10 o'clock next morning—the number of votes then appearing—For Clements 305; for Cook, 30. The next morning the Poll was again opened and two votes given for Mr. Clements, when Mr. Cook came upon the hustings and put an end to the contest by resigning. Mr. Ryder was returned for Argyle by a majority of 7.

1847.

The House of Assembly and Legislative Council were dissolved on the 24th June, 1847, and writs issued for a General Election, returnable on the 31st of August, 1847. The following were the Candidates and their Cards:

To the Freeholders of the County of Yarmouth:

Gentlemen,—As the General Election for the Province will take place in a few weeks, many of my friends and supporters consider it

proper on my part to inform the public that I have consented to appear as a Candidate again to represent this County.

After seventeen years' service in that capacity my political principles and public conduct are so familiar to most of you that I need scarcely refer to them. As, however, certain reports have been circulated for the purpose of influencing the Elections, such as, that I intend to resort to direct taxation—'to impose a direct and heavy land tax'—I will merely say in reply—that I consider, as I always have, taxation under any circumstances to be an evil when extended further than is absolutely necessary to carry on the Government; and that I would raise the revenue, as heretofore, by imposing a *small* tax on the Importation of goods, because it is in itself easier and less repugnant to the feelings of the Community, though more expensive.

This is the substance of my remarks in the Assembly when considering the new Tariff of duties, from which it is said this prejudice has been attempted to be raised.

If it shall be the pleasure of the Freeholders of this County to again confide to me the important duty of representing them, I shall endeavor to discharge it to the best of my humble ability.

I remain, Gentlemen,

Your obdt. servant,

HERBERT HUNTINGTON.

Yarmouth, June 21st, 1847.

To the Freeholders of the County of Yarmouth:

Gentlemen,—Through the solicitation of a large and respectable portion of the Constituency of this County, I have been induced to offer myself as a candidate for its representation, and solicit your suffrages. If elected, my efforts will be directed towards the promotion of your best interests, and my strenuous endeavors will be used to foster and encourage every branch of Agriculture, Fisheries, Trade and Manufactures, so that as far as possible, this country may possess within itself the necessaries of life; and while seeking for no one branch any undue advantage, will give to all that support which their importance demands. Being well aware that our public affairs require strict investigation, and a wise and judicious economy, in order to lighten the burthens of the people, I will at all times advocate such reductions in our expenses as may be compatible with the claims of those engaged in the public service.

I have the honor to be,

Your obd't servant,

Yarmouth, June 21, 1847. E. W. B. MOODY.

To the Freeholders of the Township of Yarmouth:

Gentlemen,—Having been earnestly solicited for some time past to offer myself as a candidate for your suffrages at the approaching Election, I hereby state that I have consented to do so.

If you should think proper to choose me to represent this

Township in the General Assembly, my best attention shall be devoted to the public business, with every intention to advance the interests of all classes in this community and throughout the Province.

I remain,

Your very obd't and humble servant,

THOMAS KILLAM.

Yarmouth, June 21, 1847.

TO THE FREEHOLDERS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—Having been requested by a large number of the Freeholders of this Township to offer myself as a Candidate for its representation at the ensuing Election, I have been induced to come forward and solicit your suffrages. Should I be honored with the important trust of representing you, it will be my earnest endeavor so to perform my duty as will be for your best interests; and while exerting my influence in favor of sound principles, I will also endeavor to foster all the various branches of industry which build up a Country. While I will be in favor of no rash experiments, it will be a pleasure to me to assist in effecting well considered changes, which may from time to time be deemed necessary.

I have the honor to be,

Your obdt. Servant,

JOHN SANDERS.

Yarmouth, June 21st, 1847.

TO THE FREEHOLDERS OF ARGYLE:

Gentlemen,—At the request of a number of you, I have consented again to appear as a candidate for your suffrages at the ensuing Election for this Township.

Should I be returned, I shall do everything in my power to promote your interests, and that of the people generally throughout the Province.

I am, Gentlemen,

Your obdt. Servant,

SIMON D'ENTREMONT.

Argyle, June 22, 1847.

The nomination of Candidates took place at the Court House, Yarmouth, on Thursday, July 29th, 1847. Herbert Huntington, Esq., was nominated for the County by Mr. Thomas Hilton, Chebogue, seconded by Mr. John Hatfield, Tusket. E. W. B. Moody, Esq., was also nominated for the County by Mr. Joseph Robbins, seconded by Mr. Josiah Raymond. John Ryder, Esq., was nominated for the Township of Argyle by Mr. John McKinnon, seconded by Mr. Remy Burbine. John Sanders, Esq., was nominated for the Township of Yarmouth by Mr. William Harris, seconded by Mr. Amos Baker. Thomas Killam,

Esq., was nominated by Reuben Clements, Esq., seconded by William Rogers, Esq. Simon D'Entremont, Esq., was nominated for the Township of Argyle by Mr. Colin McKinnon, seconded by Mr. Cyril Porter.

The Election was held on Thursday, August 5, 1847, and resulted as follows:

	Huntington	Moody.	Killam	Sanders.	Ryder.	D'Entremont
Court House, Yarmouth,	192	73	191	71	1	—
Chegoggin River,	162	34	162	31	—	—
Carleton,	68	22	69	29	—	—
Chebogue,	88	62	93	59	—	—
Court House, Tusket,	26	109	5	4	98	37
Plymouth,	39	21	—	2	20	46
Argyle River,	26	60	1	2	68	5
Pubnico,	59	29	1	—	27	60
	660	410	522	198	214	148

1849.

By Proclamation, dated June 11th, 1849, Hon. Herbert Huntington was made Financial Secretary of the Province of Nova Scotia, and on the 13th June the following Card was published:

TO THE FREEHOLDERS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The progress of Constitutional Government in these North American Colonies has conferred upon you new duties and new Rights.

Having, in accordance with the appointment of the Representative of Her Majesty the Queen in this Province, and in deference to public opinion, accepted one of the principal offices in the Government, my seat in the Assembly has been thereby vacated—and I appear before you once more as a Candidate for your suffrages, affording you the opportunity of confirming the choice of the Executive.

I have not been unobservant of the continued depression of commercial affairs throughout most of the British Dominions—indeed, throughout Europe. The failure of successive agricultural crops, the great source of every nation's wealth, forms, in my opinion, the prime cause of this depression.

In this great calamity our Province and this community have shared; and I feel that there is reason to regret that in this busy and anxious season, the public business should make it necessary to occupy your attention,—or to take you a single day from your labours.

You have been partakers with me in the working out of that Responsible Government which every free and intelligent people will hasten to establish.

You have been witnesses of my public conduct as your Representative for nineteen years—and if you continue to honor me with your confidence by returning me again to represent you, I hope, in connection with my other important duties, to bestow no diminished or less careful attention in the Legislature to your local affairs.

The day appointed in the writ for nominating Candidates is fixed for Thursday next, the 28th inst., at the Court House in Yarmouth. I shall feel obliged, if all who can attend, without too much inconvenience, will take the trouble to do so.

I have the honor to be, Gentlemen,

Your obedient servant,

HERBERT HUNTINGTON.

Yarmouth, June 21, 1849.

The 28th June having arrived, the Court for the nomination of Candidates was opened at 10 o'clock at the Court House, when the Hon. Herbert Huntington was proposed by Mr. Enoch Crosby, seconded by Mr. John McKinnon, of Argyle, and there being no other Candidate proposed before 4 o'clock, Mr. Huntington was declared duly elected. Mr. Huntington and Mr. Killam, M. P. P., addressed the assemblage.

1851.

The House of Assembly was dissolved in August and writs issued for a General Election, returnable September 20th, 1851. Nomination Day 21st, Election Day 28th August. The following Cards were published:

To the Freeholders and Electors of Township of Yarmouth:

Gentlemen,—Through the persuasion of a number of friends and many of my respected countrymen, I am induced to offer myself as a Candidate for your suffrages at the next General Election. And should I be returned I should candidly endeavor to carry out the principles expressed through the popular will. And will not allow myself to be tacked to a party to carry out party views, but should support judicious measures from whatever source they may emanate. And believe much can be done by wise and energetic legislation to advance the interests, encourage and direct the industry, brighten the prospects, and increase the happiness and prosperity of these North American Colonies. And that there should be no necessity for the emigration of our population to foreign Countries to seek a livelihood or happiness. And that by retrenchment and a judicious application

of our revenues, our Institutions can be fostered, and the general Interests of the Country advanced.

As I may soon have an opportunity more fully publicly to explain my views, I will merely add, it would be my highest aim to subserve the interests and happiness of my country faithfully and honourably, without ulterior views or private objects.

I am, Gentlemen, your Obedient Servant,

THOMAS DANE.

Yarmouth, July 24th, 1851.

To the Electors of the Township of Yarmouth:

Gentlemen,—Having been solicited by a large number of persons residing in various parts of the Township, to become a Candidate for your suffrages at the approaching Election, I am induced to come forward in that capacity. Should your choice fall upon me, it will be my endeavour, in raising the necessary revenue, to make it bear as equally as possible on all classes of the population—to economise the expenses of the Government—and to promote to the best of my judgment and ability, the welfare of the people generally.

I am, Gentlemen,

Your obedient Servant,

JESSE SHAW.

Yarmouth, July 31, 1851.

To the Electors of the County of Yarmouth:

Gentlemen,—The Administrator of the Government has just issued his Proclamation, dissolving the House of Assembly, and has also issued Writs for a new Election, to take place forthwith.

You are aware that your late respected and able Representative, Mr. Huntington, continues unfortunately incapacitated by illness from being presented to you as a Candidate for your suffrages. In consequence of this, and in anticipation of the dissolution provided by law, I have been for several months back solicited by many electors from all parts of the County to allow myself to be a Candidate for the representation of the County at the coming Election.

Having been chosen four years ago to represent the Township of Yarmouth by a very large majority, and believing that my course of action in that capacity has been generally approved of, I have been induced to comply with these solicitations, trusting I have some claim to your confidence and support.

Should I have the honor of being elected to represent my native County in General Assembly, I will strive to serve you honestly and faithfully to the best of my ability, and also to promote the best interests of the Province at large.

I am, Gentlemen,

Your most obedient Servant,

THOMAS KILLAM.

Yarmouth, 4th August, 1851.

To the Electors of the County of Yarmouth:

Gentlemen,—In compliance with the wishes of a large number of the Constituency of this County, I have been induced to offer myself as a Candidate for its representation, and solicit your suffrages. If elected, my efforts will be directed towards the promotion of your best interests, and my endeavours will be used to encourage every branch of Agriculture, Fisheries, Trade and Manufactures—so that as far as possible, this Country may possess within itself the necessaries of life; and while seeking for no one branch any undue advantage, will give to all that support which their importance demands. Being aware that our public affairs require strict investigation, and judicious economy, in order to lighten the burthens of the people, I will at all times advocate such reductions in our expenses as may be compatible with the just claims of those engaged in the public service. I am opposed to direct taxation for any purpose.

I have the honour to be,

Your obedient Servant,

Yarmouth, Aug. 5th, 1851. E. W. B. MOODY.

To the Electors of the Township of Argyle:

Gentlemen,—The General Assembly of this Province having been recently dissolved, you will shortly be called upon to choose your Representative; and as I have been solicited by a large number of persons in the Township of Argyle to become a Candidate for your suffrages, I beg leave to tender my humble services; and should you think proper to return me, I do assure you my best exertions shall be devoted to promote your interests and the general improvement of the Country. I have the honor to be, Gentlemen,

Your most obedient and humble Servant,

JOHN RYDER.

Argyle, Aug. 5th, 1851.

To the Electors of the County of Yarmouth:

Gentlemen,—At the solicitation of a large number of the Inhabitants of this Township, I have consented to offer as a Candidate for your suffrages at the approaching Election. Should I be the man of your choice, I not only promise (like our last Members) but will make an effort, to carry out those principles of retrenchment advocated in 1847. I shall endeavor to encourage Agriculture, the Fisheries, Trade and Manufactures, and thereby promote the best interests of the Province; the Statute Labor Law, and such others, as need alteration for the good of the people, shall be attended to, and the Roads and Bridges of this Township have that consideration which their importance demands. I am, Gentlemen,

Your Obedient Servant,

HARVEY CANN.

Yarmouth, Aug. 11th, 1851.

The Sheriff's Court for the nomination of Candidates was opened at the Court House, Yarmouth, on Thursday, August 21st, 1851. A platform had been erected in front of the building, around which a large concourse of Electors from all parts of the County assembled.

Mr. E. W. B. Moody was nominated by Mr. Joseph Robbins, seconded by Mr. Paul F. Surette, and Mr. Thomas Killam by Mr. Zachariah Chipman, seconded by Mr. Cyril Babine—for the County.

Mr. John McKinnon proposed Mr. John Ryder for the Township of Argyle, seconded by Mr. Michael Surette. Mr. Cyril Porter proposed Mr. John Bourque for the Township of Argyle, seconded by Mr. Rami Babine. Mr. C. P. Grace proposed Mr. Harvey Cann for the Township of Yarmouth, seconded by Mr. John Landers and Mr. Samuel Holmes.

Mr. John Richards proposed Mr. Jesse Shaw for the Township of Yarmouth, seconded by Mr. T. Dane Chipman.

Polling took place on the 28th August, with the following result:

COUNTY OF YARMOUTH

District	Killam	Moody
No. 1—Chegoggin,	223	57
2—Town,	231	135
3—Chebogue,	71	112
4—Carleton,	89	32
5—Plymouth,	68	55
6—Tusket,	87	211
7—Argyle,	25	87
8—Pubnico,	79	65
Majority for Killam 119.	873	754

TOWNSHIP OF YARMOUTH

District	Shaw.	Cann
No. 1,	215	52
2,	224	123
3,	74	110
4,	89	27
In Argyle,	5	—
Majority for Shaw 295.	607	312

TOWNSHIP OF ARGYLE

District	Ryder	Bourque
No. 5,	44	74
6,	127	178
7,	102	6
8,	58	63
Majority for Ryder 10.	331	321

The General Assembly of Nova Scotia was dissolved in May, 1855, and writs issued for a new election—Nomination Day on the 15th June, and Election Day on the 22d June. The following were the Candidates' Cards:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The term for which I was chosen to serve you in General Assembly has expired—the Governor's Proclamation declaring the Assembly dissolved has been issued. I am now divested of the trust confided in me, having been your servant for four years. I am now free; yet for my acts and votes during that time I am responsible to you as an individual, and you are likewise responsible for them as Electors of an Electoral District of Nova Scotia to all the Electors of Nova Scotia—you and they having a common interest in every person elected to serve in General Assembly, as a majority decides all questions, local or general. My acts and votes as a public man, during the past four years, are universally known to you and throughout Nova Scotia; a rehearsal would be out of place here. I conscientiously opposed the present Government on principles of general public policy, believing I was carrying out your interests and views, knowing them to have violated and abandoned many liberal principles they formerly professed—refusing the bringing down Despatches—affirming (once unanimously) that the time had come for applying the elective principle to the Legislative Council, Howe being then in Great Britain soliciting money for the railroad, and on his return, and ever since, the party has voted against it—creating pensions to make place for political friends—mismanagement in the public departments—making use of all the patronage at their disposal to sustain themselves and friends in power—increasing salaries—involving the Province in inextricable debt—threatening an increase of taxation to uphold the system, a threat which they will most likely carry into effect if sustained in power. I am now only an elector of Nova Scotia, having interests in common with you all. If again required as a Candidate to represent this County at the coming election, and returned, my individual responsibility for past public acts will be assumed and shared by you. You will have assumed new ones, and be held responsible to the people of the whole Province for your choice. In this view, which I believe correct, it is most important that you select men that will honestly carry out your views—men agreeing on general principles. If you believe that I have served you faithfully, and require my further assistance, I am at your service.

A word to the Western Counties, and the Province at large:

I believe it to be right and our duty to aid and assist each other so far as we can legitimately in the return of members opposed to the present Government. Very few Counties have any interest in the Railway. Halifax influence is about to absorb the revenues of the whole Province for the especial benefit of that City. Shall it be so?

Digby, Shelburne and Yarmouth can have no advantage from it, directly or indirectly. A Railroad man is a Government man—and whoever supports the Government now must be in favour of the Railroad, as we have a Railway Government. The Government of 1848 to 1851 is not the Government of 1855. Howe, Uniacke and Huntington, the Government formed by the liberal party in 1848, are gone—Howe to the Railway Board first, where it seems they can do without him though paid £700 a year, and now employed in the United States enlisting foreigners for the Eastern war—Uniacke, out of Parliament, transferred to the Land Office at an expense of a pension to Mr. Morris of £300 a year to give the Attorney Generalship to Wm. Young, to make a path for himself to the Chief Justiceship of the Province. Alas! poor Huntington! where is his presiding spirit? He worked hard to establish right principles and Responsible Government, which are all being sacrificed at the shrine of personal ambition and grasping selfishness. He gave up place and salary, and has gone to an untimely grave, deeply regretted by his real friends, and pretended to be by many others.

Electors of Yarmouth, of Digby and Shelburne—In times gone past your Representatives were united nearly as one man and contended for just principles, and prevented misrule. United, they were respected, and could influence the action of the Government;—divided, you are powerless for good, as the late disregard of our interests and the new combinations prove. Our interests are identical; and who have replaced the liberals and professed liberals of 1848? Why, Lewis M. Wilkins, as Provincial Secretary, admitted to be the most bigoted Tory in Nova Scotia until the £700 salary made him a Liberal. Wm. Young, Attorney General, united with him for the reason before named. Electors of Yarmouth, Digby and Shelburne: Think well of your duty. If Howe, Uniacke and Huntington were your choice in 1848, they are now gone. You can have no sympathy with their successors. Unite and dispossess them of power. Help to save Nova Scotia from bankruptcy before it is too late.

THOMAS KILLAM.

Yarmouth, May 1, 1855.

To the Electors of the Township of Argyle:

Gentlemen,—The time having again arrived when you are called on to return a fit and proper person to represent you in the General Assembly; and having been your Representative for fifteen years, I had concluded to have retired from further contest in the coming Elections, but having been solicited by many friends, I have concluded to come forward again and offer you my services. I should have had much pleasure in calling on all the constituency before the Election, but in consequence of indisposition and the early and unexpected time chosen for the Election by the Government, I have been prevented from doing so; and as my political policy has been well known to you, I trust this will not affect your candid judgements

in making your choice. Should I be the person of your choice you may rely on my candid and honest endeavors to promote your best interests.

I have the honor to be, Gentlemen,
Your Obedient servant,
JOHN RYDER.

Argyle, May 1, 1855.

To the Electors of the Township of Argyle:

Gentlemen,—You will soon be called upon to elect a fit and proper person to represent you in the General Assembly of this Province.

Having been induced by the solicitations of a large number of the Electors I have consented to offer my services to represent you; should you elect me I will do all in my power to advance your interests.

I remain, your obdt. servant,
J. V. N. HATFIELD.

Tusket, May 1, 1855.

To the Electors of the Township of Yarmouth:

Gentlemen,—At the solicitation of a large number of the inhabitants of this Township, I have consented to offer as a Candidate for your suffrages at the approaching Election. Should I be the man of your choice, I pledge myself, should I have power, to help break up the present Rail Road Government, and to have one based upon the principles advocated in 1847. I shall endeavor to encourage Agriculture, the Fisheries, Trade and Manufactures, and thereby promote the best interests of the Province. The Statute Labor Law, and such others as need alteration for the good of the People, shall be attended to; and the Roads and Bridges of this Township have that consideration which their importance demands.

I am, Gentlemen,
Your obedient Servant,
HARVEY CANN.

Yarmouth, May 8, 1855.

On the 15th May, the Sheriff's Court for the nomination of Candidates was opened at the Court House.

Capt. Nathan Moses was proposed for the Township of Yarmouth by Mr. Thomas Hilton, seconded by Capt. Josiah Crosby.

Thomas Killam, Esq., was proposed for the County by Mr. John Hatfield, seconded by Mr. Joseph Robbins.

Capt. J. V. N. Hatfield was proposed for the Township of Argyle by John McKinnon, Esq., seconded by Mr. John B. White, Eel Lake.

Capt. Peter S. D'Entremont was proposed for the Township of

Argyle by Mr. Cyrel Porter, seconded by Mr. Dominique Budreau, Tusket Wedge.

John Ryder, Esq., was proposed for the Township of Argyle by Mr. John Hatfield, seconded by Isaac Hatfield, Esq.

Mr. Harvey Cann was proposed for the Township of Yarmouth by Mr. Joseph Porter 3d, seconded by Mr. Loran Cann.

No opposition appearing to Mr. Killam at 4 o'clock the Sheriff declared him duly elected to represent the County.

The Election resulted as follows:

TOWNSHIP OF YARMOUTH

District	Moses.	Cann
No. 1,	147	72
2,	319	47
3,	96	13
4,	91	2
	653	134

Majority for Moses 519.

TOWNSHIP OF ARGYLE

District	Ryder	Hatfield	D'Entremont
No. 5,	30	28	97
6,	51	221	33
7,	134	10	2
8,	63	16	109
9,	31	13	1
	309	288	242

Majority for Ryder 21.

1859.

A proclamation dissolving the General Assembly of Nova Scotia was issued on the 16th April, 1859, and writs were issued for a new election bearing teste the same day, and returnable on the 1st June. Nomination Day was May 5th, and Polling May 12th. The following Cards were issued:

To the Electors of the County of Yarmouth:

Gentlemen,—The term having expired for which you elected me to represent you in the Legislature, and the responsibility being again in you to elect your quota of Members to serve in the General Assembly—this is to inform you that if again required as one of your Representatives, I am at your service, and remain,

Your humble servant,

THOMAS KILLAM.

Yarmouth, April 21, 1859.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—By the solicitation of a very large number of the Electors of this Township, I have been induced to offer myself as a Candidate to represent you in the next General Assembly.

I deem it hardly necessary to state that should you honor me with your confidence, and return me as your representative at the coming election, every endeavour on my part shall be used to advance the best interests and promote the public good of this Township.

From a long and intimate acquaintance, many of you know that my interests and feelings are so closely connected and interwoven with your own prosperity, that no efforts on my part would be spared that could tend in the least to promote your welfare, together with the general advancement of the whole Province.

Humbly soliciting your suffrages,

I remain, Gentlemen,

Your obedient servant,

W. H. TOWNSEND.

April 14, 1859.

TO THE ELECTORS OF THE TOWNSHIP OF ARGYLE:

Gentlemen,—The time will soon arrive when you will be called on to elect a Member to represent you in the General Assembly, and having been solicited by a large and influential number of the voters of this, my native, Township, (which I have had the honor to represent for nineteen successive years), I have consented to allow myself to be put in nomination at the ensuing Election for that high post of honor. In the last Session, in consequence of the inequality of the elective franchise in certain Counties, a change was made in the franchise, while your right of returning a township member has been preserved, which you are justly entitled to. It is unnecessary for me to say that you are well acquainted with my past policy in the Legislature, and should you honor me with your confidence, and again return me as your representative at the coming election, every endeavor on my part shall be used to promote your interest and the general advancement of this Province. Respectfully soliciting your suffrages,

I am, Gentlemen,

Your obdt. servant,

JOHN RYDER.

Argyle, April 18, 1859.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having stated to you that if required as a candidate at the coming election that I was at your service, and having every reason to believe that a large part of you are desirous that I should be returned, I again offer myself. During the past twelve years that I have had the honor of a seat in the Legislature our political affairs have been important and exciting. The course pursued by me, on all

the great public questions, are well known to you; although twice returned by a party and once without opposition, my endeavor has been to do justice to all. The election being so nigh at hand, will prevent me from making a personal visit to many of you; but, if returned, I shall visit the different parts of the County during the season and ascertain your wishes in reference to local and other matters—and remain,

Your humble servant,

THOMAS KILLAM.

Yarmouth, April 28, 1859.

To the Electors of the Township of Yarmouth:

Gentlemen,—Having been requested by a number of the Electors of this Township to allow myself to be put in nomination as a Candidate to represent you in the Legislative Assembly, and having been so nominated at a Public Meeting, I beg respectfully to put myself in your hands, and again solicit a renewal of your confidence. My public conduct during the time I have had the honor of being your Representative, is before you. Should you consider me worthy your confidence, and elect me, I shall endeavour to do what I can to represent you fairly, and to the best of my humble ability.

I have the honor to be, Gentlemen,

Your most obedient servant,

NATHAN MOSES.

Yarmouth, April 28.

To the Electors of the Township of Argyle:

Gentlemen,—As I have been solicited by a majority of the Electors of this Township, to be put in Nomination at the approaching Election, I have consented to become a Candidate, and as you know my principles have always been Conservative, you have no reason to doubt that I shall be with the present Government, and as you all know, my interests, real and personal, are so much blended with yours, and a large majority of you are so well acquainted with my judgement and perseverance, that you may be sure, should you honor me with your confidence, no effort on my part would be spared to promote the interest of this Province in general, and my native township in particular. Praying you may honour me with a majority of your suffrages,

That I may become, Gentlemen,

Your obedient servant,

JOHN V. N. HATFIELD.

Argyle, April 27, 1859.

To the Electors of the County of Yarmouth:

Gentlemen,—In compliance with the earnest solicitations of friends whose esteem I value—whose wishes I do not feel at liberty

to disregard, and who consider that your late County Member has forfeited whatever claims to public confidence he may formerly have possessed, I have consented to allow myself to be put in nomination as a Candidate for your suffrages at the ensuing Election.

Of my political principles and sympathies, it is not necessary that I should here speak in detail. Suffice it to say, that your interests are my interests; and that should you do me the honor to elect me, no opportunity of furthering them shall be neglected by me.

This much, however, I will say: that I shall set my face resolutely against all further expenditures by the Government for Railway purposes—shall oppose the sending of useless Railway Delegations—and shall discountenance every attempt at Proscription for creed or opinion's sake, come from what quarter it may.

I am, Gentlemen,

Your obedient servant,

HARVEY CANN.

Yarmouth, May 4, 1859.

The polling resulted as follows:

Thomas Killam elected by a majority of 1265 for the County; W. H. Townsend for the Township of Yarmouth by a majority of 50; J. V. N. Hatfield for the Township of Argyle by a majority of 33:

TOWNSHIP OF YARMOUTH

	Killam	Cann	Townsend	Moses	Hatfield	Ryder
No. 1,	176	125	197	129		
2,	445	68	271	280		
3,	211	10	76	156		
4,	60	18	88	15		
10,	48	10	37	38	1	
	940	231	669	618	1	

TOWNSHIP OF ARGYLE

No. 5,	168	4	1	4	123	54
6,	314	16	—	2	226	108
7,	36	21	2	—	24	150
8,	144	71	—	—	70	154
9,	30	24	3	1	36	21
	1632	367	675	625	520	487

1863.

The writs for a General Election were issued on May 1st, 1863, returnable on the 25th June. Election day May 28th, nomination 21st. The following are the Candidates' Cards:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been solicited again to offer myself for your suffrages, to represent this County in General Assembly, I have consented, and if elected will endeavor to carry out your views in the Legislature—and remain,

Your Humble Servant,

THOMAS KILLAM.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—The time is near at hand when you will be required to elect a person to represent you in the General Assembly of this Province. At the request of a large number of my personal and political friends, I am induced again to offer as a candidate for your suffrages.

My public conduct as your Representative for the last four years is before you, and from that you can judge whether I merit your support or not. Having been a member of the party, which is, at present, in opposition, I have not been able to effect all that perhaps might be desired. I have given my aid and support to all measures that, in my opinion, would advance the general interests of the Province.

I place myself in your hands, feeling convinced that whatever course you take, the interests of this Township will be your first consideration.

I have the honor to be, Gentlemen,

Your obedient Servant,

W. H. TOWNSEND.

May 7.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—Always influenced by a desire to aid in the promotion of the various interests of Yarmouth, and yielding to what I have reason to believe to be the wish of a majority of the Electors, I have decided to place my services at your disposal by consenting to become a Candidate at the ensuing Election for the representation of this Township.

If you think it proper to elect me, I shall have the same pleasure as your Representative, in using my best efforts toward the attain-

ment of all objects calculated to advance the material prosperity of Yarmouth and of the Province, that, as a citizen I have found, in advocating and supporting such enterprises as our enlarging and thriving community has appeared to demand.

I have the honor to be, Gentlemen,

Your obedient servant,

GEORGE S. BROWN.

May 7.

TO THE ELECTORS OF THE TOWNSHIP OF ARGYLE:

Gentlemen,—As you are probably already aware, a general Election is nigh at hand. That you are dissatisfied with the conduct of the gentleman who, for the past four years, has misrepresented you in our Legislative Assembly, I am thoroughly confident.

That to be your Representative, in said Assembly, is an honor of which any man may be proud, is, I believe, a fact not to be controverted. Ambitious, I will in candour say, of that honour, and encouraged by a number of influential friends to seek it, I now come forward to solicit your suffrages. Of my political principles you are already aware. To enter into a detailed statement of them would exceed the limits of an electoral card. Those not already conversant with them will have an opportunity of ascertaining their nature, at the hustings, on the day of nomination. In the meantime, assuming that, if elected, I will to the utmost extent of my abilities endeavor to promote the interest of the public, both local and provincial, and, awaiting your decision,

I am, Gentlemen,

Your obedient servant,

ISAAC S. HATFIELD.

Argyle, May 7, 1863.

On Nomination Day Thomas Killam was proposed by Nathan Moses, seconded by Benjamin Hobbs, for the County; for the Township of Yarmouth, George S. Brown, by W. H. Jenkins, seconded by Robert Guest; W. H. Townsend by Josiah Raymond, seconded by Rufus H. Symonds. For the Township of Argyle, John Ryder, proposed by John C. Anderson, seconded by Capt. John Murphy; Isaac S. Hatfield, by Enos Gardner, seconded by Michael Surette. The Candidates then addressed the Electors, followed by J. V. N. Hatfield, J. K. Ryerson, George Killam, W. H. Jenkins, and others. At 4 o'clock, no other Candidate appearing for the County Mr. Killam was declared duly elected.

The following is the result of the polling on election day:

From a pencil sketch by James C. Moody.

FROM WHITE ROCKS, 1861—LOOKING WEST.

Cliff Street, with Kirk, on right side.

FROM WHITE ROCKS, 1861—LOOKING WEST.
Cliff Street, with Kirk, on right side.

FROM WHITE ROCKS, ISLE—LOOKING WEST.

From a pencil sketch by James C. Moody

TOWNSHIP OF YARMOUTH.

	Brown.	Townsend.
1—Chegoggin River,	223	214
2—Town,	443	359
3—Chebogue,	142	157
4—Carleton,	51	89
10—Tusket Lakes,	64	35
5—(Special),	2	—
6— do.	2	1
7— do.	2	—
	929	855

TOWNSHIP OF ARGYLE.

	Ryder.	Hatfield
No. 5,	29	160
6,	111	340
7,	162	31
8,	31	33
9,	122	24
	455	588

Majority for Brown 74; majority for Hatfield 133.

1866.

On January 16th, 1866, Mr. George S. Brown, M. P. P., resigned his seat and issued the following Card to the Electors:

To the Electors of the Township of Yarmouth:

Gentlemen,—I beg to inform you that by written notice to the Provincial Secretary,—as required by law,—I have vacated the seat I held in the Provincial Legislature. I may give you two of the causes which have led me to this course:—The one is, that owing to an important alteration in the Franchise, which came into effect in June, 1865, none of the Members chosen at the last General Election, in my opinion, can be now said *legally* to represent their respective constituencies;—the other, that unmistakeable indications of popular opinion have shown that, for a long time, the Government and the majority following them, have failed to command the confidence of the country,—and I am therefore unwilling to be a party to any legislation emanating from a body holding position in defiance of law and of public opinion.

I have the honor to be, Gentlemen,

Your obedient servant,

GEORGE S. BROWN.

Yarmouth, Jany. 16, 1866.

On the 1st February Mr. J. K. Ryerson issued the following Card to the Electors, followed in the same issue of the HERALD by that of Mr. J. Horton, which was a burlesque:

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—A vacancy having occurred in the representation of the Township of Yarmouth, I have consented to offer as a Candidate for your suffrages at the ensuing Election, influenced thereto by the promise of support from the various sections of the Township, as well as by a desire to promote the interests of a community with whose progress I have been long identified.

I pledge myself to oppose by all fair meams in my power the scheme for Confederation with Canada; to endeavor to have removed from our statute-book the *political School Bill* of the Tupper Government, which has paralyzed the cause of education, closed a great portion of the schools of the country, and prevented the establishment of others, and to substitute for it a bill giving liberal grants from the general revenue for the purposes of Education on such conditions as will enable the country districts to make use of them.

I shall spare no effort to obtain such a modification of the Militia Law as will render its requirements less burdensome than they at present are to the people, as well by lessening the number of days' drill, as by changing the time for their performance to a more convenient season of the year.

I shall press firmly and persistently for large grants for our Roads, Bridges and Breakwaters, and for clearing out the obstructions of the different rivers used by our lumbermen.

I shall also press for a liberal grant in aid of Steam Communication between Halifax and Yarmouth, Yarmouth and Boston, and St. John and Digby,—which, upon each and all of these routes, will be of very great benefit to the people of Yarmouth and the Western sections of the Province.

Finally, I pledge myself, if elected, to use my best endeavors to hurl the Tupper Government from the position they have disgraced by the infamous enactments of the past two Sessions, under the operation of which the country is now suffering.

I have the honor to be, Gentlemen,
Your obedient servant,
JOHN K. RYERSON.

Yarmouth, Feby. 1, 1866.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—At the pressing solicitaion of a vast number of the intelligent and influential electors of this Township, I have at last been prevailed upon to allow myself to be put in nomination at the approaching election.

I pledge myself as my first and paramount duty, to hurl the

Tupper Government from power and to pitch them into the Dead Sea—a warning to corrupt politicians in all time to come.

Secondly: I will oppose Confederation or annexation to Canada, with the whole tremendous weight of my talents, eloquence and influence.

Thirdly: I will establish a daily or at least tri-weekly line of powerful first-class steamers between this port and Boston, St. John, Halifax, London, Brazil and Australia—the importance and value of which it would be impossible to overrate.

Fourthly: I will have lines of railway running through and intersecting every section of the Township. The intelligent electors need not be told what immense advantages will result from this great measure.

Fifthly: I will construct extensive water-works to convey the pure, wholesome water of Lake George to every household in this town. What a treasure this will be, especially to the poor, and what a safeguard against conflagrations, must be obvious to every one.

Sixthly: I will have the harbor deepened, so that ships of the largest class can come to or leave any of the wharves at any stage of the tide; and further, I will have several harbor lights established inside the Beacon, including a brilliant one on the Battery, on the site of the Lobster Rocks.

Seventhly: I will have Schools of a superior class established in every section of the Township in the most remote settlements as well as in the town, and within a short distance of every man's home, to be supported wholly out of the public treasury, and without requiring a cent to be raised either by assessment, by fees, or by subscription. I believe there is no better way of spending the public money than this. No greater boon can be conferred on the people than to educate all the children in the most thorough manner, without costing their parents anything.

Eightly: I will have all the main highways and streets from Chebogue Point to the Digby County line lighted with gas. Who would not like to see such a beautiful arrangement, and all without costing our own people anything?

Furthermore, I pledge myself to procure an Act of Incorporation for another Insurance office in Yarmouth, in which the people residing below Haskill's celebrated Brook, shall have the privilege of becoming shareholders.

These, and many other valuable improvements which I shall not now further trespass on your time by enumerating in full, are all, bear in mind, to be obtained with money from the Government chest, costing *my constituents* little or nothing. All they have to do is to elect me—and the whole is as good as accomplished.

I have only to add, that as the Legislature will meet two days after the election, I will be in readiness to start for Head Quarters immediately after my return is officially declared by the Sheriff, in

order that the magnificent objects above referred to may be secured with as little delay as possible.

I am, Gentlemen,

Your obedient servant,

J. HORTON.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—Your late Representative, George S. Brown, Esq., having resigned his seat in the House of Assembly, it becomes your duty to elect a person to represent this Township in the General Assembly of this Province.

By request of a number of friends, I am induced to offer myself as a Candidate for your suffrages. If elected, I shall oppose Confederation of our Province with Canada, and will discharge to the best of my ability the duties pertaining to the office of your Representative.

I have the honor to be, Gentlemen,

Your obedient servant,

W. H. TOWNSEND.

Yarmouth, Feby. 8, 1866.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—Having this day been put in nomination as a Candidate for the honor of representing the Township of Yarmouth in the General Assembly of this Province, a frank declaration of the position I occupy at the present crisis will naturally be looked for, and is what you have a right to require from me.

If elected, I shall in the first place oppose the proposed scheme for the Confederation of these Provinces, which I believe to be impracticable, and which would, if carried, be productive, in my view, as I believe in yours also, of the most deleterious results to the prosperity of Nova Scotia.

I shall, also, in conformity to the spirit of the Resolution passed at the late Public Meeting, "oppose the general policy of the present Government," and shall to the best of my ability advocate and endeavor to further your local and private interests.

I have the honor to be, Gentlemen,

Your obedient servant,

W. G. GOUCHER.

Feby. 13, 1866.

TO THE ELECTORS OF THE TOWNSHIP OF YARMOUTH:

Gentlemen,—I beg to announce that I have withdrawn from the contest about to ensue for the Representation of this Township. My reasons may be briefly stated. I found that though apparently there was no party who desired to support Mr. Townsend, for very evident reasons, yet there were other gentlemen, who, it was thought, would be personally more acceptable to the people than myself; and Mr. Goucher having expressed his willingness to come forward as a

Candidate in opposition to the present Government, I have had no hesitation in retiring from the field.

Mr. Goucher's character and antecedents are a sufficient guarantee that *his pledges faithfully to represent you* will be strictly carried out.

I have the honor to be, Gentlemen,

Your obedient servant,

JOHN K. RYERSON.

Feby. 13, 1866.

Nomination Day was February 13th, 1866, and Election Day February 20th.

John K. Ryerson nominated Walter G. Goucher, which was seconded by Benjamin Brown. Mr. Goucher then addressed the assemblage.

Charles Cahan nominated W. H. Townsend, which was seconded by William C. Williams. Remarks were then made by W. H. Townsend, J. K. Ryerson, Thomas Killam, George Killam, W. G. Goucher and Charles Pitman.

The election resulted as follows:

District	Townsend	Goucher.
No. 1,	150	162
2,	218	248
3,	96	100
4,	80	20
10,	25	24
	569	554

Majority for Townsend 15.

1867.

The first election for the House of Commons under the British North America Act was held on the 18th September, 1867, nomination day being the 11th. The elections for the House of Assembly were held the same day. The following were the Candidates' Cards:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been honored with your confidence and support as one of the Representatives for this County and Township for the past twenty years, I had looked forward during the four years last past to have been relieved from again asking your suffrages for re-election, but owing to the great change that has taken place, and the position this Province is compelled to take in the Confederacy of the British American Colonies, I have been solicited by many of the Electors of this County to ask of you a further continuance of your support by electing me to represent this County in the House of

Commons for the Dominion of Canada; and, if elected, I will use my best energies to promote and elevate our common country, and advance its interests.

THOMAS KILLAM.

Yarmouth, July 4, 1867.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been nominated at a large and influential meeting in this Town as a Candidate to represent this constituency in the House of Commons at Ottawa, I beg leave to state that, if elected, I will devote my best energies to promote the interests of this County.

Since the last Election, I have to the best of my ability endeavored to carry out your views and prevent the union of this Province with Canada, believing in the principle that before such change in our constitution should take place it ought to be submitted to the people at the polls.

The Government, however, have thought, and with the concurrence of the Parent State, have acted differently. The Act of Confederation having become law, we have now no choice but to make the best of it; our loyalty to the Crown and Government of Great Britain prevent any other course.

If elected I will do my best to have our fisheries protected and preserved; will endeavor to lessen our taxes and have justice done to this Province in general, but particularly to the Townships of Yarmouth and Argyle.

Trusting to you, Gentlemen, for your influence and votes,

I am, Gentlemen,

Your very obedient servant,

W. H. TOWNSEND.

July 4, 1867.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been nominated at a large Public Meeting held at the Court House on the first of July, and since solicited by a number of Electors to offer as a Candidate for the County of Yarmouth for the Local Legislature, I hereby consent to place myself in your hands.

Believing that the Electors of Nova Scotia should have been consulted before the Government and Revenues of the Province were transferred to another people, I will, if elected, give my support to every constitutional measure for restoring to this Province its Government and Revenues as formerly existing, and in all matters of Provincial or Local legislation will endeavour to promote your interest, and be guided by your wishes.

I am, your obedient servant,

JOHN K. RYERSON.

Yarmouth, July 11, 1867.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been requested by a number of yourselves to allow myself to be put in nomination at our coming Election as a Candidate for a seat in our Local Legislature, I hereby inform you that I have, after due consideration, concluded to comply with your wishes. In thus presenting myself before you, doubtlessly a succinct expression of my views touching the principal political questions before us will be expected.

First. Respecting Confederation, the introduction of which is repulsive to you, is also to me; and if it continues law, I will do all I can to obtain for Nova Scotia better terms of connection with it.

Second. Our present School Law is very imperfect and requires much remodeling, in order to adapt it to every community. This I will labor to accomplish.

Third. Our Fisheries are an important branch of our industry. Their interests I will labor to guard and promote.

Fourth. I am as unwilling as you are that any ruinous taxes should be placed upon the industry of our Province, and will, to the utmost of my ability, resist any legislative trespass upon our rights and privileges. My object shall be, if elected, to serve every interest of Nova Scotia in general, and of Yarmouth in particular.

With these assurances on my part, I trust to you, the honourable constituency of Yarmouth, for support at the approaching Election.

Obediently yours,

W. G. GOUCHER.

Yarmouth, July 18, 1867.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—It having been reported to me that Thomas Killam, Esq., and his supporters, while canvassing this County, endeavored to make interest in his behalf by stating that I am a Confederate, and by that means attempt to deprive me of your influence and support during the coming Election, I therefore take this method of informing those whom I may not have an opportunity of seeing during my personal canvass, that I always have been and am at present, strongly opposed to the Union of our Province with Canada.

In my former card to the Electors, I stated in reference to Confederation, that we have now no choice left but to make the best of it. Would it not be making the best of it to alter the terms of the bargain, so as to make it more acceptable to the people of the Province, or if possible to get rid of it altogether?

Would it not be making the best of it to use all constitutional means to preserve our liberties, to keep down taxes, and have justice done to the people of this Province? In my opinion it would, and if I am elected to represent you, I will use my influence to effect these objects.

During the last two years I have done all that laid in my power

to prevent this hated union, and since it has been consummated no sane man will say that it has presented attractions to induce any one to change his views who was formerly opposed to the question.

During my public life it has been my sole aim to act and vote in accordance with the views and wishes of my constituents. Their interests are mine, and no matter what Election Story may be told, I will stand by the people of Yarmouth unawed by any influence, and unbribed by any government.

I have the honor to be, Gentlemen,

Your obedient Servant,

W. H. TOWNSEND.

Yarmouth, Aug. 15, 1867.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The day upon which the people of this Province will pronounce their verdict on the men who handed them over, like serfs, to Canadian masters, is at hand. My many friends are continually inquiring concerning my intentions, and urging me once more to become a Candidate for Legislative honors. After mature deliberation, I have determined to comply with their request.

If, Gentlemen, you should deem it proper to honor me with your suffrages, you may be assured of three things:

First. That I shall, according to my ability, endeavor to promote the interests of the Province in general, and of this County, in particular.

Second. That if it be in my power to aid by constitutional means, to obtain a repeal of the Act of Confederation with Canada, I will do so.

Third. I will lend my assistance to any legislation intended to render the existing school law less obnoxious to the people of this County.

With these observations, Gentlemen, and awaiting your decision,

I am, your obedient servant,

ISAAC S. HATFIELD.

Aug. 29, 1867.

Mr. Townsend withdrew as a Candidate for the House of Commons and offered for the House of Assembly.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—At the solicitation of numerous friends, I have consented to offer myself as a Candidate for the Local Legislature.

If elected, I will devote my best energies to promote the interests of this County.

W. H. TOWNSEND.

Sept. 5, 1867.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Abundant evidence has been placed before me to prove that a majority of the Electors of the County of Yarmouth are firmly opposed to the re-election of Mr. Killam, and I believe it to be in entire accordance with your wish that I now consent to come forward as a Candidate for the representation of this County in the House of Commons of Canada.

Every elector is entitled to the free and unfettered use of the franchise,—to the right of voting as in his own judgement he thinks fit:—the law frowns upon that man who by means of money, threats or rewards seeks to interfere with the free choice of an elector;—therefore, *resist to the last*, all unworthy attempts that may be made to lead you from the path of duty.

And, Gentlemen, as often before, so now, in obedience to your call, I have not shrunk from placing myself in the front of the battle for the people's rights, see that you do not swerve from *your* duty, but give me your steady and unflinching support until the decisive day has passed.

Then, if your interests are entrusted to my care, rely upon my constant vigilance in guarding and protecting them, and upon my unwavering fidelity in the coming struggle for the recovery of our former rights and privileges, of which we have been so improperly deprived.

I have the honor to be, Gentlemen,
Your obedient servant,
Sept. 5, 1867. GEORGE S. BROWN.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—In accordance with the wishes of a number of Electors, I hereby consent to become a Candidate to represent this constituency in the Parliament of the Dominion of Canada—for the interests of true and unswerving LOYALTY and attachment to the BRITISH SOVEREIGN and Government, and to the noble and unsurpassed institutions which we have inherited from our British forefathers.

If elected, I will do my utmost to carry to a successful issue the UNION OF THESE COLONIES—a consummation in accordance with the well-known wishes of the *Parent* Empire, as well as of successive Governments and statesmen of British North America, who, when unbiassed by party motives, favored and advocated UNIONS.

It is generally acknowledged that had the question of UNION (unencumbered with party and personal considerations) been fairly and boldly submitted to the people at the POLLS, it would have been carried by an overwhelming majority.

With the best of reasons for Union, and in the firm belief that it will ultimately prove to be a great benefit to these Colonies, I espouse the cause in the fullest confidence of its ultimate success. If these sentiments and principles meet with your approval, they shall have my best energies to assist in their development. If they do not meet

your approval, choose another man, for I will not alter these views, until convinced of their fallacy.

To the securing of special and local benefits for *Nova Scotia*, and this County in particular, I shall devote my utmost ability, and shall be guided entirely by your requirements.

I have the honor to be, Gentlemen,

Your obedient servant,

Sept. 5, 1867. JOHN S. HATFIELD.

Thomas Killam was nominated for the Commons by Dr. Joseph Bond, seconded by Denis Surette.

George S. Brown was proposed by George B. Doane, seconded by Capt. Samuel Hatfield.

For the Local—W. H. Townsend by Rufus H. Symonds, seconded by Capt. Simeon Gardner.

John K. Ryerson by James A. Sterritt, seconded by Capt. Josiah Crosby.

Capt. John S. Hatfield by Thomas Willett, seconded by B. B. Moses.

Walter G. Goucher by James H. McLarren, seconded by Nathan Butler.

J. V. N. Hatfield by Capt. Jacob K. Hatfield, seconded by John Gavell.

Isaac S. Hatfield by Capt. Benj. Stanwood, seconded by Denis Surette.

Resulted as follows:

	Killam	Brown.	Ryerson	Townsend	Goucher	J V N. Hatfield	J S Hatfield	I S Hatfield.
1—Chegoggin River,	175	124	151	173	183	10	19	0
2—Town,	325	138	302	298	210	48	49	0
3—Chebogue,	125	48	88	69	112	38	9	0
4—Carleton,	66	41	51	91	44	21	2	0
5—Plymouth,	125	30	115	72	30	73	3	4
6—Tusket,	137	139	103	48	25	211	7	46
7—Argyle,	56	62	89	20	43	68	4	2
8—Pubnico,	174	27	185	22	73	61	9	5
9—Kempt,	31	23	24	41	10	30	4	1
10—Lakes,	11	34	28	17	11	19	4	8
	1225	666	1136	851	741	579	110	66

Killam's majority 559. Ryerson's majority over Goucher 395. Townsend's majority over Goucher 110.

At this election, on the question of Confederation, only one member, Dr. Charles Tupper, with a majority of 44 votes, was returned to the Dominion House of Commons in favor of the Union, out of the 19 seats in the Province. For the Local only 2 out of the 38 members were returned in favor of the measure.

1869.

A vacancy having been created in the House of Commons by the death of Thomas Killam, an election was held on the 16th March, 1869. Frank Killam and N. K. Clements, Esqs., were the candidates. The following were their respective Cards:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Referring you to the Requisitions and Reply above (which appeared in the same issue of the HERALD), I beg leave to offer myself as a Candidate for the representation of this County in the Dominion House of Commons.

My sympathy with the great body of my countrymen in their dissatisfaction with the means used in obtaining the passage of the North American Act and with many of its provisions, (some of which have been already acknowledged by the Dominion Government as unjust to Nova Scotia) is well known to you, and it will be my duty to continue united with you in persistent efforts to obtain the severance of this Province from its operations.

The abrogation of the Reciprocity Treaty is well known to have caused a great depression in trade and in the value of our exports; I shall join earnestly in any effort that may be made for its renewal at the earliest day possible.

The extension of the Railway to Annapolis, which is expected to be opened for traffic during the present year, has naturally attracted the attention of the inhabitants of this and Digby Counties to its further extension. Constructed at a considerable cost to the public funds, it is not unreasonable that we should desire to share in the advantages of such accommodation. I shall cheerfully do everything in my power to promote this object and to advocate and press the claims of this County and section to this and other improvements; and if you do me the honor to return me as your representative, I intend to be found, while this Province remains in the Union, favoring all projects for reform and progress without regarding what political party may originate them.

FRANK KILLAM.

TO THE ELECTORS OF YARMOUTH:

Gentlemen,—At the solicitation of many of the Electors of this County, I have consented to be put in nomination as a Candidate to

supply the vacancy in your representation occasioned by the death of my lamented friend, the late Thomas Killam, Esq.

The most of you are aware of the strenuous exertions that I have for some time been making to press upon the Dominion and Local Governments the expediency of providing for the construction and early commencement of a RAILROAD between Annapolis and Yarmouth, whereby your County may be placed in communication with the Railway systems of this and the neighboring Provinces and States; and that through my exertions a survey of the proposed route has already been undertaken and is now nearly completed.

I am now only awaiting the Report of Mr. Schreiber, the Engineer, by whom the survey is being made, to lay before the Dominion Parliament, in order to justify the claiming of a subsidy such as has been repeatedly given by the Legislature of Canada to works of a similar character.

That subsidy obtained—as it may be through the exertions of a Representative not pledged to open hostility to the people from whom the money is to be asked—I have no doubt that the Railroad will be at once undertaken by competent and experienced contractors.

Should you so far honor me with your confidence as to elect me as your Representative, and thereby confer on me the constitutional RIGHT to speak in your behalf, you need not be told that my power to serve you will be immeasurably greater than it has been when acting simply as a private citizen; nor do you require from me any fresh assurance that no effort of mine shall be spared for the furtherance of the GREAT ENTERPRISE (the Railroad) on which I have set my heart.

Believing, as I do, in the utility of MANUFACTURES as a means of building up the prosperity and developing the industrial resources of a community, and in the expediency of encouraging our hardy FISHERMEN, by a judicious system of BOUNTIES, I shall, if elected, advocate, to the extent of my ability, such legislation as will have a tendency to further the promotion of these useful objects; and shall on all proper occasions exert my influence for the procuring of such minor objects as FOG TRUMPETS and BREAKWATERS where the interests of commerce may require their erection.

Believing, further, in the indispensable necessity of a liberal and comprehensive RECIPROCITY TREATY to the commercial well-being of this community, I shall, if clothed by you with authority to do so, labor in season and out of season for the speedy adoption of such a TREATY, and for the removal of every ground of misunderstanding between the United States and these Provinces.

I shall explain my views more fully during the coming canvass and on the hustings on Nomination day; until when,

Believe me to be, Gentlemen,

Your obedient servant,

N. K. CLEMENTS.

The writ for the election of a member to fill the vacancy caused

by the death of Mr. Thomas Killam was received by W. B. Townsend, Esq., High Sheriff, from Ottawa, on the 12th February, 1869, but on account of the receipt of a communication from the Lieut.-Governor, Gen. Doyle, enclosing the opinion of the Attorney-General, that the election, unless held simultaneously with the Hants election, would be illegal and void, the writ was returned unexecuted.

Another writ was issued in due course—Nomination Day being set for Tuesday, April 13th, and Election Day Tuesday, April 20th.

N. K. Clements was proposed by John Ryder, seconded by Samuel Flint.

Frank Killam was proposed by George Crosby, seconded by Israel Harding.

The following was the result of the polling:

District	Killam.	Clements
No. 1—Chegoggin River,	180	96
2—Yarmouth Town,	337	92
3—Chebogue,	106	57
4—Carleton,	53	50
5—Plymouth,	130	19
6—Tusket,	169	101
7—Argyle,	66	59
8—Pubnico,	128	88
9—Kempt,	25	18
10—Tusket Lakes,	26	18
	1220	598

Majority for Killam 622.

1871.

The second Election for the Local Assembly since the passage of the Confederation Act took place simultaneously throughout Nova Scotia on Tuesday, May 16th, nomination day being the 9th.

The following were the Candidates' Cards:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—At the solicitation of a large number of the Electors of this County I am induced again to come forward as a Candidate at the approaching Election. If honored with your choice I will continue to serve you to the best of my ability.

J. K. RYERSON.

April 27, 1871.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—At the request of a number of the Electors of the

Township of Yarmouth and Argyle I again put myself in your hands, and if elected will do all in my power to serve the best interests of the County and Province.

My only aim will be to carry out your well-understood wishes.

I am, your obedient servant,

W. H. TOWNSEND.

May 4, 1871.

To the Electors of the County of Yarmouth:

Gentlemen,—Having been solicited by a large number of the Electors of the County to allow myself to be nominated as a Candidate at the coming Election, I have consented, and if elected, will do all in my power to advance the interests of the County of Yarmouth and the Province generally.

I remain, your obedient servant,

FORMAN HATFIELD.

May 4, 1871.

To the Electors of the County of Yarmouth:

Gentlemen,—Having been solicited by a large number of voters of this County to allow myself to be put in Nomination for the ensuing Election, after due consideration I have consented, and if you honour me with a majority of your votes I promise to do all that I can to promote the welfare of the constituency.

I have previously served as a Legislator, I believe to the satisfaction of a majority of my constituents, and I am now ready to serve the County, believing I can give them better satisfaction than formerly, being better qualified, and if you think me worthy of your support I shall consider it an honour to be your humble servant,

JOHN V. N. HATFIELD.

Yarmouth, May 4, 1871.

To the Electors of the County of Yarmouth:

Gentlemen,—Having been requested by many of yourselves, I have consented to be nominated a Candidate to represent this County in the General Assembly of Nova Scotia; and if honored with your choice I shall with all diligence labour for the progress and benefit of our County and Province.

Also having been chosen by the Temperance Convention I shall be happy to devote my energies to the promotion of the interests of the Temperance cause.

I am, Gentlemen,

Yours, very truly,

May 11, 1871. ALBERT GAYTON.

A public meeting, called by the Sheriff in response to a numerously signed Requisition, was held at the Court House on the 6th

May, for the purpose "of giving Candidates for the present election an opportunity to express their political views," etc., at which Mr. Forman Hatfield withdrew from the contest. All the Candidates pronounced themselves Anti-Confederates.

The following were the Nominations:

Nathaniel Churchill, Jr., by J. W. Lovitt, seconded by J. R. Kinney.

W. H. Townsend, by Charles Cahan, seconded by Jeremiah Sims.

John V. N. Hatfield, by George S. Brown, seconded by Joseph Jeffrey.

John K. Ryerson, by Simeon Gardner, seconded by B. Bogers.

Albert Gayton, by James W. Hamilton, seconded by Samuel Hamilton.

This was the first vote taken by ballot in Yarmouth. The result was as follows:

District	Gayton	Townsend	Ryerson	Hatfield	Churchill
1—Chegoggin River,	127	107	94	18	25
2—Town,	176	270	207	122	112
3—Arcadia,	72	71	40	38	15
4—Carleton,	85	42	11	14	9
5—Plymouth,	36	8	59	38	67
6—Tusket,	16	76	68	125	111
7—Argyle,	66	42	44	9	3
8—Pubnico,	79	23	94	13	8
9—Kempt,	40	10	7	5	3
10—Tusket Lakes,	16	10	11	15	17
	713	659	635	397	370

1872.

The elections for the House of Commons were held throughout Nova Scotia on the 15th August, 1872, nomination day being the 8th. Mr. W. H. Townsend resigned his seat in the Local Legislature and opposed Mr. Frank Killam. The following are the Cards:

To the Electors of the County of Yarmouth:

Gentlemen,—In compliance with the request of a large number of friends, I again come forward as a Candidate for the representation of this County in the House of Commons of the Dominion, and if honoured with your confidence shall continue to use every effort to promote your interests.

FRANK KILLAM.

July 11, 1872.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—I feel that it would be doing you an injustice, after the very cordial offer of support in the numerously-signed Requisition which has been placed in my hands, were I to refuse to allow myself to be nominated for a seat in the House of Commons at Ottawa. In yielding to your request,—I must say with some reluctance—I give up my seat in the Local Legislature, and place myself in your hands; and if elected will do all in my power to forward the interests of this County and Province.

I beg further to assure you that the cause of Temperance will ever find in me an earnest and sincere advocate; and that every well-considered measure for the promotion of Agriculture, the Fisheries, and the Commercial and Manufacturing interests of our country, will, at all times receive my cordial support.

I am, Gentlemen,

Your most obedient servant,

W. H. TOWNSEND.

Yarmouth, Aug. 8, 1872.

On Nomination Day Frank Killam was nominated by George H. Jenkins, seconded by J. Adolphus Hatfield. W. H. Townsend was nominated by William Robertson and seconded by William Crosby. The election resulted as follows:

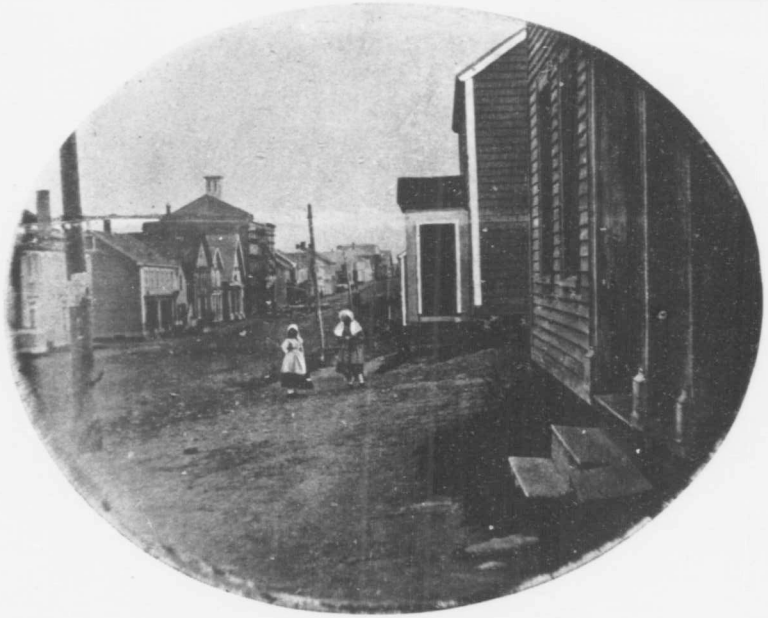
	Killam	Townsend
No. 1—Chegoggin River,	135	133
2—Yarmouth,	368	85
3—Arcadia,	93	40
4—Carleton,	52	48
5—Plymouth,	124	7
6—Tusket,	195	27
7—Argyle,	44	26
8—Pubnico,	128	38
9—Kempt,	7	27
10—Tusket Lakes,	30	9
	1176	440

Majority for Killam 736.

The resignation of Mr. Townsend caused a vacancy in the Representation in the House of Assembly. The writ for a new election was soon after issued—nomination day being October 9th and election day October 16th. The following were the Candidates' Cards:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—At the solicitation of a large number of the Electors I am induced to come forward as a Candidate for the Representation



YARMOUTH—1856.

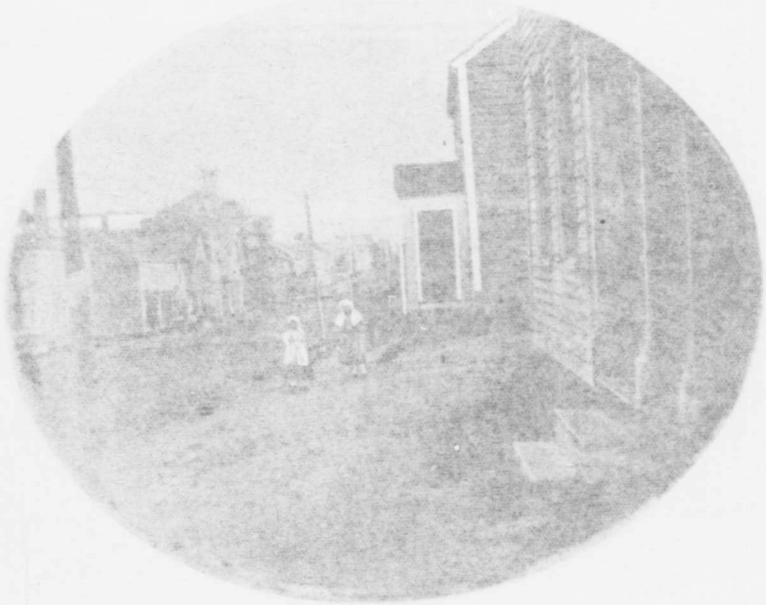
Looking north from the building now known as the Salvation Army Barracks. A good view is here given of Main Street. Baker's brick building and Victoria Buildings are in course of construction with stage erected outside.

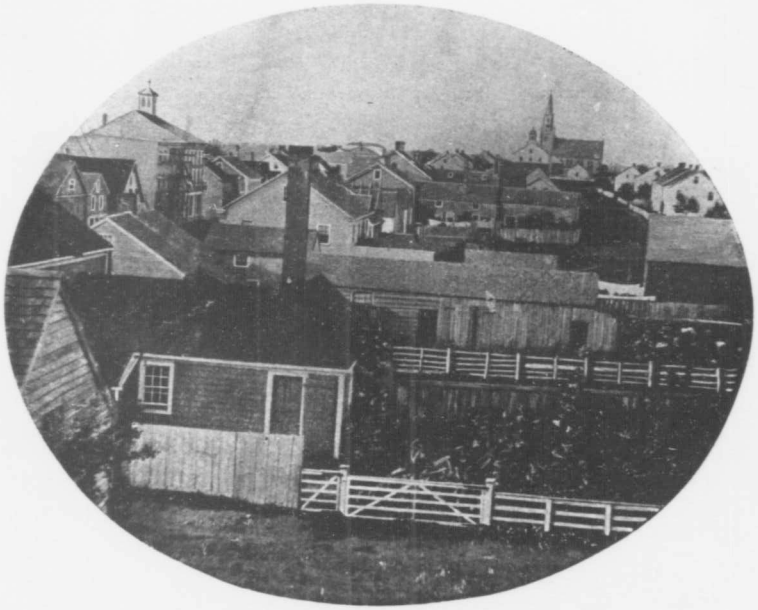
YARMOUTH—1856.

Earliest known image (or building now known as the Salvation Army Barracks. At the bottom left of the picture is the Jubilee Old Time Baptist Church with belfry, and further on the Tabernacle

YARMOUTH—1856.

Looking north from the building now known as the Salvation Army Barracks. At the bottom is Cliff Street; in the distance the First Baptist Church with belfry, and farther up the Tabernacle.





YARMOUTH—1856.

Looking north from the building now known as the Salvation Army Barracks. At the bottom is Cliff Street; in the distance the First Baptist Church with belfry, and farther up the Tabernacle.

of this County in the Local House of Assembly. Should I have the honor of being elected I will do ail in my power to promote your interests and the general welfare of this Province.

JOHN K. RYERSON.

Aug. 22, 1872.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—I have been publicly and privately requested to become a Candidate for the representation of my native County in the Local Legislature. That I should esteem such a position, if won by honorable effort, as affording an opportunity of great public usefulness, as well as one of high honor, is but natural and just. In acceding to these requests allow me briefly but frankly to indicate my views on political subjects.

While recognizing political parties as essential to the healthy operation of our form of Government, I, however, believe in the propriety of acting independently; cordially supporting wise measures from whatsoever source emanating, and opposing with equal heartiness such as are illiberal and ill-advised.

If elected, I shall favor whatever can contribute to the honest collection and prudent expenditure of public money; whatever tends towards the social, educational, agricultural and commercial prosperity of the Province; and whatever is conducive to the sustaining in full vigor the purity of our institutions.

Relying on a generous support from all classes of my fellow citizens,

I am, Gentlemen,

Your obedient servant,

THOS. B. FLINT.

Yarmouth, Aug. 29, 1872.

On Nomination Day Thomas B. Flint was nominated by Nelson Corning and Joseph R. Kinney; John K. Ryerson by Thomas D. Chipman and Enoch Crosby.

Mr. Ryerson issued a second Card to the Electors on the 7th October, as follows:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The election writs having been issued by the Sheriff during my absence on business to the United States, the nomination of Candidates to serve you in the Local Legislature will take place on the 9th inst. Thus I have been prevented from visiting the several polling districts of the County previous to this time; but you are all well aware of my political views, and the present position of the County in reference to the different objects before the public, in all of which I am personally interested.

The first of these is our Railway to Annapolis, which must interest every person in the County. The next is our Roads and

Bridges, which in many sections have not been properly cared for during the past year. Our agricultural and educational interests require active legislation to meet the advanced views of the Electors.

In a few days, the weather being favorable, I hope to visit every portion of the County, and trust you will accord that liberal support which I have formerly received at your hands; and, if elected, will use my best endeavours to promote our common interest, for the progress and welfare of the County and Province generally.

The vote being taken by ballot, all parties have equal privileges to vote without having any undue influence to compel them to support either Candidate; and I trust that each and every elector will use that freedom which the ballot system affords, and feeling confident of a generous support from my fellow citizens,

I remain, yours very truly,

JOHN K. RYERSON.

Yarmouth, N. S., Oct. 7, 1872.

The following is the result of the poll:

District	Ryerson	Flint
No. 1—Chegoggin River,	150	136
2—Yarmouth,	312	225
3—Arcadia,	107	72
4—Carleton,	21	84
5—Plymouth,	61	102
6—Tusket,	130	150
7—Argyle,	85	53
8—Pubnico,	86	146
9—Kempt,	18	24
10—Tusket Lakes,	35	12
Ryerson's majority 1.	1005	1004

Mr. Flint demanded a recount, which was held on the 22d. Two of Ryerson's ballots and three of Flint's were rejected as illegal, giving Ryerson a majority of 2. Mr. Flint handed to the Sheriff a protest against Mr. Ryerson's return on various grounds.

At the next meeting of the Legislature the matter was tried according to the rules then regulating controverted elections. The result of a long and tedious trial before a special committee of the House was to confirm Mr. Ryerson in his seat. No reasons were given for the decision. This case was the last election case in Nova Scotia tried by a committee of parliament, as soon afterwards a law was passed which transferred all cases of controverted elections to the Courts—the old system having been thoroughly discredited.

1874.

A General Election for the Dominion House of Commons was held on the 5th February, 1874. At the Sheriff's Court on Nomination Day, Thursday, January 29th, the following were the nominations:

George S. Brown, proposed by John W. Lovitt, seconded by William Burrill.

Frank Killam, proposed by Nathaniel Churchill, Jr., seconded by Freeman Dennis.

The following Card by Mr. Killam was issued. Mr. Brown issued no Card.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—In accordance with the wishes of many of you, expressed to me since the dissolution of the Dominion Parliament, I have the honor of again offering as a Candidate for the representation of this County in the House of Commons. My sympathies are entirely with the present Government, whom, if elected, I shall cordially support. I trust that my previous conduct in relation to such matters as relate to our moral and material interests has been such as to merit your approval.

I have the honor to be, Gentlemen,

Your obedient servant,

FRANK KILLAM.

Yarmouth, Jany. 29, 1874.

The election resulted as follows:

	Killam	Brown
1—Hartford,	132	76
2—Yarmouth,	381	151
3—Arcadia,	67	106
4—Carleton,	27	45
5—Plymouth,	123	56
6—Tusket,	226	100
7—Argyle,	91	41
8—Pubnico,	114	137
9—Kempt,	21	23
10—Tusket Lakes,	10	27
	1192	762

Majority for Killam 430.

The House of Assembly was dissolved in November, 1874, and Writs issued for a new election—Nomination day being Thursday, December 10th, 1874, election day, 17th December. The following were the Candidates' Cards:

To the Electors of the County of Yarmouth:

Gentlemen,—The dissolution of the House of Assembly having once more made it necessary for you to select fit and proper persons to represent you in that body, I am induced to offer myself as a Candidate for your suffrages.

The record of my past services in this capacity is before you, and constitutes my best claim to your confidence and support. Elected for the first time in a most trying crisis in our Provincial history, I submit to your candid consideration whether the pledges then frankly given by me were not carried out to the best of my humble ability, and as far as circumstances beyond my control would permit. A second time honored by your confidence, I further appeal to you to say whether I have not faithfully served your local interests, and whether the pledges given by me at the time of my election have not been, both in letter and spirit, carried out in my public policy.

When I first had the honor of serving as your Representative the county was imbittered and distracted by the Confederation question, and its business interests were in a most depressed and discouraging condition. Under the influence of wise counsels, this state of things has passed away. Confidence and contentment have been restored; the Province is in a prosperous condition; the Provincial finances were never in a healthier position than at the present moment; the public services are abundantly provided for; and by the generous subsidy granted in aid of our Railway, that most important work is fast becoming a reality.

The antagonism which formerly existed between our Local Legislature and that of the united Provinces is now happily at an end, and the financial difficulties between the two have been settled on a satisfactory basis. The questions which are now to come before us are not of a nature to require any great expenditure of oratory, or any profound knowledge of statesmanship, but appear to me to be of a nature requiring to be dealt with in a practical and judicious manner.

I am, Gentlemen,
Your obedient servant,
JOHN K. RYERSON.

Dec. 3, 1874.

To the Electors of the County of Yarmouth:

Gentlemen,—The dissolution of the House of Assembly and the ordering of a new election places before you the privilege of again selecting your Representatives for that honorable position.

I desire it to be understood that I will be a Candidate for a renewal of your confidence, and regret exceedingly that the time at which the Election is to take place is so near at hand as to prevent any attempt at a personal interview with any large number of the Electors. I hope, however, on the day of Nomination to express my views on public affairs.

Should I be re-elected, it would be my aim, in the future as in the past, to subserve the interests of this County as far as my ability will allow.

I am, Gentlemen,
Yours faithfully,
Dec. 3, 1874. ALBERT GAYTON.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—You will soon be called upon to select persons to represent you in the House of Assembly; and believing you are not satisfied with your late Member from Town, I am requested by a number of friends to offer myself as a Candidate for your suffrages; and if elected will serve you to the best of my ability.

I have the honor to be,
Your obedient servant,
JOHN LOVITT.

On Nomination Day, John Lovitt was nominated by Wm. Burrill and James A. Hatfield.

Albert Gayton by Capt. Lyman Cann and T. M. Lewis.

John K. Ryerson by Stephen Patten and Capt. Josiah Crosby.

The following are the Returns:

	Gayton	Lovitt	Ryerson
1—Hartford,	221	188	56
2—Yarmouth,	410	360	258
3—Arcadia,	126	107	48
4—Carleton,	94	64	30
5—Plymouth,	152	158	16
6—Tusket,	224	164	130
7—Argyle,	108	15	65
8—Pubnico,	229	116	89
9—Kempt,	57	23	22
10—Tusket Lakes,	21	17	25
	1642	1212	739

Mr. Gayton received the largest number of votes ever polled for any Candidate at any election in this County up to this date.

1878.

Mr. Gayton, having been chosen as Commissioner of Works and Mines, opened the constituency of Yarmouth, and a Writ was issued, proclaiming Thursday, January 10th, 1878, nomination day, when Hon. Mr. Gayton was nominated by Freeman Dennis and Thomas B. Crosby, and no opposition appearing, at 2 o'clock the honorable gentleman was declared by the Sheriff duly elected.

1878.

The General Elections for the House of Commons were held on Tuesday, September 17, 1878, Nomination Day being September 10th. The Local Elections were held on the same day:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—I have been requested by a large and influential organization of Electors to become a Candidate for your suffrages at the ensuing General Election for a seat in the House of Commons of Canada. Should you ratify their choice and confer upon me the distinction of receiving a majority of your votes, it will be the aim of my public life to so discharge the duties appertaining thereto that this constituency may have no occasion to regret your action.

In 1872 I received a majority of the votes of the Electors of this County to serve in the Local Legislature, but, owing to circumstances well remembered, over which neither I nor my supporters had control, and through the agency of a Committee of the House of Assembly which lent itself to the consummation of an outrage upon your rights, I remained in private life.

Since then, although frequently solicited to come forward as a Candidate, I have invariably declined the honor of a nomination until the present invitation was tendered to me, accompanied by such assurances of support that I felt in a measure compelled to accept the responsibility thus cast upon me.

Between this date and the day of election abundant opportunity will be afforded for ample discussion of the questions before the country, and I shall avail myself of every proper occasion to express my views fully and freely before the Electors. While it is neither expected nor desired that a Candidate should attempt a personal canvass of the Electors, yet as far as time will permit I will endeavor to visit each section of the County and become conversant with all local requirements coming within the jurisdiction of the General Legislature.

That there may be no misunderstanding upon one matter particularly prominent in the public mind, allow me to add that I favor a Prohibitory Liquor Law, and, while willing to accept and assist in perfecting legislation honestly intended to restrict the traffic in strong drinks, or to enable communities to do so, yet I believe that nothing short of the prohibition of the manufacture, importation and sale of intoxicating liquors in Canada will satisfy the enlightened demands of society, and that the friends of that reform will ultimately see its triumph if they are faithful to their professions and zealous in taking advantage of their opportunities.

Upon all political questions as they come forward for solution, I shall act independently, judging each measure, by whomsoever proposed, upon its own merits, and always favoring honest government, economical administration of finances, civil service reform, and such

progressive legislation as will tend to the development of our vast mineral, agricultural and other resources.

The decision of the question as to whom you will send to represent your views in Parliament is fortunately for no Candidate, Party or Government to dictate, but for yourselves alone; and an expression of your confidence may properly be sought as an object of laudable ambition on the part of any citizen. That expression I have the honor to solicit at your hands,

And am, Gentlemen,

Your obedient servant,

THOMAS B. FLINT.

Yarmouth, N. S., April 10, 1878.

To the Electors of the County of Yarmouth:

Gentlemen,—At the request of a large number of friends and supporters, I beg to offer my services as a Candidate for the House of Commons. I request your support on the ground of being an independent supporter of the policy of the present Government, and refer you to my past record as an active representative of the County in all matters of material interest to its people and of importance to the Dominion. If again honored with your confidence, I shall continue to use my best efforts to perform properly the duties of a Member of Parliament

And remain, Gentlemen,

Your obedient servant,

FRANK KILLAM.

Yarmouth, Aug. 15, 1878.

On the 22d August Mr. Flint issued the following Card:

To the Electors of the County of Yarmouth:

Gentlemen,—Adverting to my card of April last, I beg to repeat the announcements then made, and to add that I am still a Candidate for your suffrages.

Having always been a Liberal in politics, and in my private sphere an advocate of the policy of Free Trade, I shall, if elected to the House of Commons, give the present administration an independent support, and shall labour to the best of my ability to advance local interests and promote all good measures.

I have the honor to be, Gentlemen,

Your obedient servant,

THOMAS B. FLINT.

Aug. 22, 1878.

To the Electors of the County of Yarmouth:

Gentlemen,—From the assurances I have received from many of you, I beg to say I am again induced to offer myself as a Candidate

in the approaching Election to represent your interests in our Local Legislature.

The record of the past seven years of my public life, with which you must all be familiar, is before you.

I am ready to confess that in some instances errors may have marked my doings, but I can assure you I have endeavored to be faithful to the trust you, at different times, reposed in me.

The position you may expect me to occupy with regard to political parties, if again honored with your confidence, is indicated by the course pursued by me in the past. Should I be again returned to represent the people of Yarmouth in the Legislature of this Province, I shall, to the utmost extent of my ability, advance your interests in every possible way by giving strict attention to all subjects coming under my consideration in which you or the people of this county are concerned.

As I shall avail myself of the opportunities that may be afforded me, during the Election canvass, of discussing with you the various public matters in which you are interested, I will not here refer to them in detail.

Confidently relying on your support,

I am, Gentlemen,

Your obedient servant,

ALBERT GAYTON.

Aug. 22, 1878.

To the Electors of the County of Yarmouth:

Gentlemen,—Yielding to my own inclinations and the request of a number of friends, I have consented to ask you to return me as one of your Representatives in the General Assembly of Nova Scotia.

Should you honor me with your support I will endeavour to retain your confidence.

J. R. KINNEY.

Yarmouth, Aug. 22, 1878.

To the Electors of the County of Yarmouth:

Gentlemen,—In consequence of the honor which has been conferred upon me by an influential body of this County, and the solicitation of friends, I have consented to place myself in the *political arena* as a Candidate to represent the interests of Yarmouth County in the Local Legislature.

Concerning my position as to the existing parties of the day, I cannot say that I am in sympathy with the Government or can endorse its actions or proceedings during the past four years. I, therefore, in order to define my position, state that I am in favor of *Re-construction*.

I wish to take a position whereby I can support every measure

by which the interests of our common country may be promoted, irrespective of name or party.

Should I be elected, though I may in some instances err in judgment, I feel confident that I will never be charged with laxity or remissness of duty.

Leaving the matter in your hands,

I remain, yours, &c.,

Aug. 22, 1878. WILLIAM V. BROWN.

To the Electors of the County of Yarmouth:

Gentlemen,—I have been requested by a number of friends in different sections of the County to allow myself to become a Candidate for the next Local Legislature.

In accepting this request I have only to say that if you honor me with your confidence I shall endeavor to serve the general interests of this County to the best of my ability.

The question of Temperance Legislation is one in which the large majority of you are deeply interested. If elected, I shall deem it my duty and privilege to support those measures which I have always advocated, and which means entire Prohibition.

I shall also consider myself bound to support whatever measures are for your interests and those of the Province at large, by whomsoever originated.

One thing is certain, the present Finances of this Province demand the strictest economy on the part of your Legislators, and no man is entitled to your support who is not thus pledged.

I am, Gentlemen,

Your obedient servant,

Tusket, Aug. 29, 1878. ABRAM S. LENT.

To the Electors of the County of Yarmouth:

Gentlemen,—In response to the earnest solicitations of a large number of leading citizens of the County, I have consented to allow myself to be nominated on the 10th inst., as one of your Representatives to serve in the Local Legislature, and if elected will devote my energies to promote our common interests.

Sept. 5, 1878. BOWMAN CORNING.

On the 12th September, at 11 o'clock, the Sheriff opened his Court for the nomination of Candidates for the General Assembly of Nova Scotia.

Joseph R. Kinney, of Yarmouth, was nominated by George B. Doane and James A. Hatfield.

Abram Smith Lent, of Tusket Lakes, by Michael Surette, Thomas D. Chipman, George E. Lavers and Samuel C. Hood.

Hon. Albert Gayton, of Argyle, by Thomas B. Crosby and James A. Hatfield.

J

Bowman Corning, of Yarmouth, by William Burrill, Charles E. Brown, Freeman Gardner, Hugh D. Cann, Joseph Burrell, Nathan Lewis, George H. Gardner, James Burrill, Edward Allen, George Landers, James Goldfinch, Robert Ellenwood, Henry Lewis, William Powers, George H. Guest, W. H. Cook, A. F. Stoneman, Zebina Goudey, Israel L. Burrill, Richard N. Crosby, Isaiah Crosby, S. C. Northrup, J. C. Anderson, S. A. Crowell, Ansel Kinney, Lyman E. Cann, William Burrill, jr., N. W. Blethen, E. F. Clements, Byron C. Sims, Wentworth Johnson, James Crosby, N. P. Bain.

William V. Brown, of Yarmouth, by Charles Cahan, jr., and W. H. Moody.

At 12 o'clock (noon) the Court was opened for the nomination of Candidates for the House of Commons, when Frank Killam was nominated by J. W. Moody, N. K. Clements, R. Balfour Brown, John Lovitt, E. F. Parker, A. F. Stoneman, G. B. Doane and others; and Thomas B. Flint by T. O. Geddes, Charles Larkin, Israel Harding, James J. Lovitt, Israel L. Burrill, B. B. Law, F. C. Gardner and others.

At the close of the proceedings a public meeting was held in the Rink, which was addressed by all the Candidates.

The result of the Polling was as follows:

	Killam	Flint	Gayton	Kinney	Corning.	Lent	Brown
Maitland,	68	72	78	66	59	27	30
Hebron,	77	62	76	43	73	6	57
Chegoggin,	65	28	58	34	42	9	34
Brooklyn,	27	23	27	8	15	12	14
Milton,	138	23	127	71	67	15	20
Court House,	112	25	63	83	34	5	65
Goudey's Hall,	127	42	75	116	28	14	70
Moody's Corner,	83	37	63	55	51	5	34
Sand Beach,	23	19	23	22	20	4	8
Arcadia,	64	53	45	57	36	36	35
Rockville,	21	32	20	21	29	7	14
Carleton,	35	61	73	21	42	14	17
Plymouth,	82	25	33	83	37	44	8
Tusket,	87	57	43	64	22	115	3
Head of Eel Lake,	118	32	40	35	13	110	1
Argyle,	68	49	87	64	11	13	13
West Pubnico,	90	51	84	89	51	4	9
East Pubnico,	25	54	31	52	21	4	28
Kempt,	14	30	33	4	14	13	2
Tusket Lakes,	17	25	7	12	4	34	8
	1341	800	1086	1000	669	491	470

Majority for Killam 541; Gayton over Kinney 86; Kinney over Corning 331; Gayton and Kinney elected.

By these elections both the Dominion and Local Governments were defeated—the majority against the former being about 40—and against the latter by 22 majority. Sir John A. MacDonald was defeated in his own constituency, but was subsequently elected.

1882.

The Elections both for the Dominion and Nova Scotia Legislatures were held on Tuesday, the 20th of June, 1882, nomination being Tuesday, 13th June. The following were the Cards:

To the Electors of the County of Yarmouth:

Gentlemen,—In 1878 you trusted me with a seat in the General Assembly of Nova Scotia, and in serving you since then I have earnestly endeavored to give to all questions of general and local interest a careful and intelligent study. That my legislative duties have been discharged with an entire freedom from errors I need not claim, nor could I admit that I ever recorded a vote for or against any measure with other intentions than of serving your interests.

I am now asking for your support of my candidature for the House of Commons, and should you honor me with a seat in this—a wider sphere of public life—I can only give you the same pledge that I did in 1878,—that is to endeavor to serve you faithfully.

I deem it unwise to make promises that may prove difficult, impracticable and perhaps impossible to fulfil. I have ever claimed to be a Liberal in more than the mere name, and would blush to do violence to the traditions and associations with which Liberalism is surrounded.

The issues of the present do not exist because of, nor will they cease because of any particular names by which the present *ins* and *outs* are known, as the graver questions to be solved are those which come home to every man's pockets, and while these are quite numerous, the tax upon food is a subject fraught with sufficient interest as to be among those that should command the most serious attention of your Representative. From a patriotic standpoint, however, there is a matter that reaches far beyond the corn meal question, and that is the problem of employment in our midst, for those still at home, and for those who have now to seek a livelihood abroad, in short, the problem of life in Nova Scotia and in Yarmouth; Capital does exist, and has long existed among us, but be the reason what it may, capital has not stirred into activity those industries that, from our natural resources and geographical position, seem only waiting to be nursed into a healthy condition.

The "Bounty to Fishermen" will, I feel assured, give an impetus to an industry which, if properly followed, not only give employment to those directly in the business, but cause an increased demand for

the services of all classes of mechanics, and also add to the consumption of the products of the farm, and thus increase the value of the property of the farmer.

To those of you residing in the Municipality of Yarmouth a very important question is that of the "Railroad debt." This perpetual tax for the interest upon the One Hundred Thousand Dollars, sunk in the Western Counties Railway, was a burden from its inception, but by reason of a diminution of taxable property and less ability to pay, has become almost insupportable—is, in fact, the household nightmare to many a hard-worked citizen, who feels that the same burden is to be transmitted to his children and children's children. I believe that there is a possible remedy for this evil in the proper and judicious advocacy of the following proposition, namely—That as the Dominion Government deeded to the Western Counties Railway a very valuable property, as a starting capital with which to build and equip the road; and whereas the Courts of law have decided that such deed of gift is inoperative because of prior transactions between the Government and another Railroad Company; therefore the Government should restore to this Township the one hundred thousand dollars, because the intended gift of the Windsor branch proved to be valueless.

From an equitable standpoint I consider that we have a good case, but as promises are easily made and upon the eve of an election are as a general rule readily at hand, I make but one, and that is, this, that should you consider it prudent to place me in the position now asked for, I will pursue with all the diligence at my command, the course which my best judgment may prompt when general or local issues are at the surface. It is not necessary, nor could I do so if I wished, see each elector personally. Such a course would not be productive of a mutual understanding of more value than can be gleaned from this, which may be called a letter, instead of a "Card." I am never so busy at home, but what it is a pleasure to be interrupted, and should the coming election and its consequent surroundings call into existence any assembly of electors for the purpose of discussing public matters, I will consider it a duty to you, and a pleasure to myself to be present.

I am, yours very truly,

J. R. KINNEY.

May 25, 1882.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—As the Dominion Government, fearful lest the postponement of the elections till the usual time should increase their unpopularity, have brought them on at such an inconvenient period, it becomes necessary for you to select a representative.

In compliance with the request of many members of the Liberal party in this county, I have the honor again to offer my services as a candidate for the House of Commons of the Dominion. My

principles are well known to you. They are, briefly: Support of such a tariff for revenue purposes as will not interfere with the progress of industrial enterprise and the development of trade with other countries and not bear with undue force upon particular classes; and opposition to such a tariff as that now in force, a tariff of undue taxation particularly on the necessaries of life, producing a revenue far beyond the wants of the country and leading to extravagance in the management of its affairs.

Support of the sound policy of giving public contracts to the lowest tender and opposition to the disregard of that system, which has led so recently to the abuse of power shown in letting a section of the Pacific Railway.

Support of the policy which will allow the people the fullest control of public affairs, give the greatest protection to private rights, and will define plainly the powers of that Executive, in opposition to the policy of the present Government of endeavouring to regulate important affairs by orders in Council to keep their control to the greatest possible extent in their own hands. Support of a policy of justice to all and favor to none, in opposition to the policy adopted by the present Government, of withholding three years interest on the fishery award, to which our fishermen are justly entitled, while the tariff oppressed and the National Policy did nothing to assist them till the recent offer to compromise with their creditors has been made on the eve of a general election.

In a word, support of a manly, honest and straightforward policy calculated to serve the interests of our country in the best manner, and which will conduce to the utmost to promote harmony among the different sections of the Dominion whose interests are to a great extent diverse, the policy of the Liberal Party of Canada, now led by Edward Blake. Heartily thanking you for the generous support previously accorded, and trusting it may be continued on the present occasion,

I have the honor to be, Gentlemen,
Your obedient Servant,
FRANK KILLAM.

May 25.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—At the ensuing general election I will be a candidate for the representation of this County in the Local Legislature.

I deem it proper to state that I have seen no occasion, since I last appealed for your support, to modify any of my political views, and, if elected, I shall continue to act with the Liberal party, a party whose antecedents, achievements and policy form a glorious chapter in political history, and the party whose accession to power is best calculated to benefit the people of Nova Scotia and to subserve the welfare of this constituency. The Railway Act of the last legislature, although brought forward by an administration with which I am not

in sympathy, has been adopted as the law of the land, and I sincerely trust that its operation will result in giving this County relief from the serious disadvantages under which it has long labored in reference to our railway enterprise. That act and contract shall receive my loyal support in the fervent hope that the Western Counties Road, with which, from its inception I have been identified, may be placed on a satisfactory basis.

I shall advocate any equitable measure which will recognize the claims of the Township of Yarmouth to relieve from taxation caused by the delays in constructing that important highway.

It will be my careful study to further your well understood wishes to the extent of my power, and to consider and discuss all legislative propositions in a fair and candid spirit.

Submitting my claims to your favorable consideration and soliciting the honor of your confidence,

I am, Gentlemen,

Your obedient Servant,

THOS. B. FLINT.

May 25.

To the Electors of the County of Yarmouth:

Gentlemen,—At the request of a large number of electors, I have consented to become a candidate for the representation of this County in the Provincial Legislature.

Approving in the main, of the measures introduced and supported by the present Local Government—notably, the Bridge Bill and the Railway Act—I shall, if elected, be disposed to give that Government a fair and candid support, so long as they shall continue to administer the affairs of the Province with economy and efficiency and for the common welfare of the country.

I am the more induced to take this position from the fact that there are indications of a desire and intent, on the part of opponents of the Government, to repeal the Railway Act.

Any such action, would, in my opinion, prove injurious to the well-being of the country at large, and most disastrous to the interests of the County of Yarmouth.

I assure you, Gentlemen, that should you do me the honor of electing me as one of your representatives, it shall be my constant aim to prove myself worthy of your confidence.

Trusting that I may have the opportunity of seeing you before the election,

I am, Gentlemen,

Yours,

THOS. E. CORNING.

Yarmouth, May 23, 1882.

To the Electors of the County of Yarmouth:

Gentlemen,—In accordance with the wishes of many of you,

expressed to me recently, I have the honor of again offering as a Candidate for the representation of this County in our Local Legislature.

The course I have pursued in the past, with regard to political parties, is well known to you, and if again elected I shall continue my support to the Liberal Party in this Province.

Trusting that my conduct in the past, in all matters affecting your interests, has been such as to merit your approval, and again asking your support,

I have the honor to be, Gentlemen,
Your obedient servant,
ALBERT GAYTON.

Argyle, May 24, 1882.

Joseph R. Kinney was nominated by J. J. Lovitt, James A. Hatfield, Maturine D'Entremont, Anselm O. Porter, Alfred Perry, Dominique Q. Amero, Geo. G. Sanderson, A. W. Eakins, N. W. W. Hogg, C. C. Richards, Jos. R. Rogers, Thos. Perry, Alex. McLaughlin, John B. Porter, Robt. K. Rose, W. E. Abbott, Cyril Babin, E. A. Flint, L. B. Wyman, Benj. Doane, Chas. G. Godfrey, P. D. Kinney, W. H. Miller, Chas. L. Brown, L. G. Crosby, W. H. Wyman, W. H. Rodgers, J. W. Raymond.

Frank Killam was nominated by Hugh Cann, N. B. Lewis, James B. Moody, A. S. Murray, S. A. Crowell, Jas. Burrill, Wm. Burrill, E. K. Spinney, Henry Lewis, J. E. Murphy (Arcadia), Lyman Cann, Oliver McGill, R. R. Crosby, A. M. Hatfield, John Lovitt, Joseph H. Crosby, W. H. Cook, F. G. Cook, Jas. Crosby, S. J. Hatfield, Freeman Gardner, Jacob Landers, L. E. Baker, W. A. Cann, B. P. Ladd.

Thomas E. Corning was nominated by J. H. Porter and Jacob Bingay.

Albert Gayton was nominated by O. W. Slocomb and Bowman Corning.

Thomas B. Flint was nominated by B. Rogers senior, Charles Tedford, George Frost, Arthur W. Eakins, A. W. Homer, Sandford H. Pelton, James Burrill, Wm. H. Cook, James B. Moody, Henry Lewis, Freeman Gardner, L. E. Baker, N. W. W. Hogg, Joseph R. Rogers, Thomas Perry, John Trask, Hugh Cann, Wm. Burrill senior, Nathan Lewis, J. W. Moody, A. S. Murray, Jos. B. Lovitt, E. F. Parker, Rufus H. Symonds, Nathan B. Lewis, E. K. Spinney, L. J. Kelley, Francis G. Cook, Edward Allen, J. W. Rogers, Ansel Kinney, S. A. Crowell, Wm. Weddleton, E. C. Simonson, Smith Harding, Samuel C. Hood, A. F. Stoneman.

The result was as follows:—

		Kinney	Killam	Gayton	Corning	Flint
MUNICIPALITY OF YARMOUTH						
1—Carleton,		43	42	73	53	29
2—Tusket Lakes,		34	10	12	33	9
3—Ohio,		40	60	69	49	37
4—Maitland,		99	26	75	76	32
5—Hebron,		49	47	62	44	53
6—Chegoggin,		52	76	79	72	58
7—Milton,	Town.	10	82	76	15	73
8—Court House,	Town.	57	42	36	65	31
9—Centre,	Town.	85	40	37	83	50
10—Exchange,	Town.	88	32	50	75	63
11—South End,	Town.	52	34	19	33	69
12—Rockville,		56	31	49	44	44
13—Arcadia,		76	60	81	64	64
MUNICIPALITY OF ARGYLE						
5—Tusket Wedge,		84	37	98	37	66
6A—Tusket,		103	50	102	90	37
6B—Eel Lake,		56	80	121	52	28
7—Argyle,		64	54	103	60	36
8A—Pubnico East,		34	48	71	21	40
8B—Pubnico West,		105	30	102	31	49
9—Kempt,		17	22	29	19	15
		1204	903	1344	1016	883

Kinney's majority over Killam, 301. Corning's over Flint, 133.

Hon. Mr. Gayton having accepted the position of Commissioner of Works and Mines in the new Government, an Election was held on the 29th August, when Mr. Gayton was returned unopposed. Mr. Gayton appealed to the electors as follows:

To the Electors of the County of Yarmouth:

Gentlemen,—A result of the Local Election a few weeks ago was the defeat of the Government. In consequence of my acceptance of office in the new Administration, the seat I held in the Legislature became vacant, and in order for me to retain the position I have taken—which I trust has met with your approval—I have to again ask you to return me as your Member.

If again honored with your confidence, I shall endeavor to promote all such measures as shall be desirable in your interest and the interest of the Province. In connection with the advancement and completion of our railways, I shall aid and support every measure found advisable for the attainment of that important object. The Syndicate Scheme has received my cordial support in the past, and I

shall deem it my duty to continue that support in every way possible in the future.

I have the honor to be, Gentlemen,
Your obedient servant,
ALBERT GAYTON.

1886.

The House of Assembly was dissolved after the close of its session in May, 1886, and Writs were issued for a new Election. Nomination day was Tuesday, 8th June, 1886, and polling a week later. The following Cards were issued:

To the Electors of the County of Yarmouth:

Gentlemen,—By the dissolution of the General Assembly and the issue of writs for an election, you are again called upon to choose Members to represent you in the Legislature of the Province.

Having been honored with your confidence and support for a number of years, and many of you having given assurance of your willingness to continue the same, I am induced again to offer myself as a candidate for your suffrages in the approaching election. The position I have occupied with respect to political parties is so well known to you, it seems scarcely necessary for me to allude to it. However, should I again obtain your confidence, I shall continue to give an independent support to those principles generally sustained by the Liberal Party. Should you see fit again to return me to represent you in the Legislature of our Province, I shall, to the best of my ability, serve you in giving support to all measures that I think may advance your interests and tend to the well-being of our common country.

Hoping to meet many of you before the time of election and consider with you questions of public importance, and relying on your support,

I remain, Gentlemen,
Your obedient servant,
ALBERT GAYTON.

To the Electors of the County of Yarmouth:

Gentlemen,—Having been honored by a large and influential meeting of the Liberal party with a nomination as a candidate for the representation of this County in the Local Legislature, I take the liberty of soliciting your suffrages. If elected I shall give my best efforts to the cause of Repeal, and support the principles held by the Liberal Party, while at the same time I will endeavor to the best of my judgment, to promote the interests of our Province in general and the County of Yarmouth in particular.

WILLIAM LAW.

June 5, 1886.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—At the general election in 1882 you honored me with a seat in the Provincial Legislature.

The confidence you then reposed in me I have endeavored to retain, by strict attention to and careful consideration of all matters in any way affecting your interests.

At the request of many of my former supporters, and with the approval of a considerable number of my former opponents, I shall be a Candidate for the representation of this County at the approaching election. If elected, I shall in the future, as in the past, endeavor to prove myself worthy of your confidence.

My political opinions are, I believe, well known to all of you. However, that there may be no misunderstanding, I may state, that in my opinion, the past record and present general policy of the Local Government are not such as should entitle them to the approval and support of the Electors of the Province of Nova Scotia and particularly of the County of Yarmouth.

Thanking you for your generous support previously accorded me and soliciting a continuance of the same,

I am, Gentlemen, yours, &c.,

THOMAS E. CORNING.

Freeman C. Gardner was agent for William Law, George H. Guest for Albert Gayton, and Joseph R. Wyman for Thomas E. Corning.

The following was the result of the polling:

	Ballots	Law	Gayton	Corning
1—Carleton,	118	101	96	23
2—Tusket Lakes,	53	24	21	34
3—Ohio,	132	96	87	39
4—Maitland,	152	119	103	39
5—Hebron,	121	81	78	40
6—Chegoggin,	153	112	103	49
7—Milton,	101	82	74	24
8—Court House,	134	72	59	70
9—Hood's Building,	141	65	47	93
10—Exchange Building,	160	93	85	70
11—South End,	119	73	58	62
12—Rockville,	108	79	70	36
13—Arcadia,	144	120	113	27
5—Tusket Wedge,	101	93	65	38
6A–Tusket,	134	98	101	40
6B–Eel Lake,	147	114	111	37
7—Argyle,	136	102	128	12
8A–Pubnico East,	105	92	88	13
8B–Pubnico West,	132	91	113	19
9—Kempt,	54	38	43	14
	2445	1745	1643	779

Law's majority over Corning was 966. Gayton's majority over Corning was 864.

1887.

The Writ for the Elections for the House of Commons was issued in January, 1887, and the Elections came off on the 22d February, Nomination Day being one week earlier. The following Cards were issued:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been nominated by the Liberal-Repeal Convention as a candidate to represent this County in the Dominion House of Commons, I respectfully solicit your suffrages.

My political opinions are well known. I believe in the policy enunciated by Hon. Edward Blake, and shall give the Liberal Party my support, always excepting the Repeal question, on which I shall act and vote as a Nova Scotian, thoroughly convinced that Nova Scotia should be released from the Union and that the British North America Act should be repealed as far as it affects this Province. I pledge myself to use my utmost endeavors to accomplish this object.

Yours obediently,

JOHN LOVITT.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—I have represented you in the Assembly of Nova Scotia and in the House of Commons from 1878 to the present time. I again ask you for your support at the approaching election for the House of Commons.

During the eight years of my public life I have honestly and to the best of my ability tried to serve your interests. I will take the earliest opportunity of addressing you in public and there explaining my political position and of defending myself against the attacks of those with whom the use of a stolen political name is a cover for all that is mean, selfish, and dishonest.

J. R. KINNEY.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Since the Repeal resolutions passed the Legislature of Nova Scotia and were put squarely before the people of this Province at the hustings on the 15th of June last, and the suffrages of the voters throughout our Province, and particularly the County of Yarmouth, decided that Repeal of the North America Act was the well understood wishes of the people, and consequently the policy of the Government of Nova Scotia.

Your humble servant ventures to think that the only honorable, straightforward and effective course open to candidates offering to represent this County in the Canadian House of Parliament, with a

due sense of propriety, and the paramount importance of doing all that in their power lies, according to the constitution and privileges of a British people, is to send representatives pledged to their constituents and to the County to hold themselves entirely free and clear of either of the political parties now known in Canada as being each inimical to our Provincial cause of Repeal, and while watching and waiting for the general interests of Nova Scotia, and forwarding from any quarter the principles of Free Trade with old England, the United States, and all the world, and Reciprocity with our neighbors, still to consider that their present mission in Canada is to create an impression in the Canadian House of Commons that their object is the sacred cause of Repeal from the Canadian Confederation.

Under these impressions, and with this one object in view, the undersigned is willing to represent the above principles and to cast in his lot, and even his life, to the final consummation of that glorious end.

J. K. HATFIELD.

The following was the result of the polling:

	Lovitt	Kinney	Hatfield
MUNICIPALITY OF YARMOUTH			
No. 1—Carleton,	107	32	0
2—Tusket Lakes,	37	26	0
3—Ohio,	101	39	3
4—Port Maitland,	93	59	0
5—Hebron,	83	52	0
6—Chegoggin,	124	40	2
7—Milton,	91	19	0
8—Court House,	64	81	0
9—Hood's Building,	51	82	1
10—Exchange Building,	78	83	1
11—South End,	69	59	1
12—Rockville,	79	38	3
13—Arcadia,	138	43	1
MUNICIPALITY OF ARGYLE.			
5—Tusket Wedge,	94	132	1
6A–Tusket,	128	96	4
6B–Belleville,	173	70	0
7—Argyle,	152	41	1
8—Pubnico East,	90	50	0
8A–Pubnico West,	87	127	0
9—Kemptville,	33	10	2
	1872	1179	20

Majority for Lovitt 693.

On declaration day, March 1st, a protest was fyled on behalf of Mr. Kinney, by Mr. Alexander P. Lewis, who, in a letter to the

HERALD, said it was fyled "by himself in the interest of all citizens who wish to see the purity of the electoral vote and the freedom of the ballot kept inviolate."

Another Petition was also published on the 4th May against the return of Mr. Lovitt by Mr. James B. Kinney; another by Capt. Bowman Corning praying that it may be determined that Joseph Robbins Kinney be disqualified and incapable of being elected to or sitting in the House of Commons, and of voting at any election of a member of that House, or of holding an office in the nomination of the Crown or of the Governor-General of Canada.

The examination of Mr. Lovitt in the controverted election case began at the Court House before Commissioner T. B. Flint on Friday forenoon, July 15th, and continued on Monday, July 18th, and again on Thursday. The trial opened at the Court House on the 1st August, Judge Ritchie presiding. The Petition in the case of Lewis was represented by Mr. Newcomb, of Halifax, and Messrs. Corning, George Bingay and Harris, of Yarmouth. The respondent was represented by Messrs. Meagher and Russell, of Halifax, and Pelton & Clements, Yarmouth. After the examination of several witnesses, Mr. Pelton addressed the court and admitted that sufficient evidence had been adduced to void the election, although the respondent was personally unaware of the violations of law as disclosed. His Lordship so decided it.

A Writ for a new Election was issued in November, 1887. Nomination Day was December 8th and polling on the 15th December. The following Cards were issued:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been unanimously nominated by a Convention of the Electors of this County, supporting the present Administration, as a candidate to represent you in the House of Commons, I respectfully solicit your suffrages.

Having been closely identified with the Temperance party for years, I shall seek an alliance with individuals and societies, and the co-operation of the Government to secure Prohibitory or advanced temperance legislation, irrespective of the source from which it emanates.

Having for years advocated the establishing and protecting of Home Industries, I shall support the present Government in their endeavor to foster manufactories and further develop the resources of our country.

I will do all in my power to secure Reciprocal Trade with other

dependencies of Great Britain and with other countries, particularly with the United States, in order that better and larger markets may be obtained for the products of our country, and that our hardy fishermen may receive greater remuneration for the labor performed and the hardships endured.

All other public measures likely to affect your interests will have my earnest consideration, and such as I believe will contribute to your prosperity will receive my support.

I am, Gentlemen,

Yours faithfully,

THOMAS B. CROSBY.

Mr. Crosby tendered his resignation as Municipal Clerk and Clerk of the Peace on Tuesday, December 6, 1887. Hiram Goudey, Esq., was appointed his successor.

To the Electors of the County of Yarmouth:

Gentlemen,—At the general election for the House of Commons in February last I had the honor of being elected and returned as your representative by a large majority, but my return was subsequently petitioned against. At the Election Court held here on August 3rd, to try the petition, I was unseated, in consequence of the contravention of the Dominion Elections Act by over-zealous friends without my knowledge or consent, and this County has now no representative in the House of Commons.

The writ for an election in this County will probably soon be issued, and as I have received a requisition signed by over eleven hundred electors asking me to allow myself again to be nominated as a candidate, I consider it my duty to accept.

As is well known to you, I am opposed to the National Policy and the extravagance of the present administration. I am in favor of the policy of the Liberal party and reciprocity with the United States; and if again elected, I will, in the future, as in the past, give that party my support.

Feeling assured that you have had no reason for changing your views since February last, and pledging myself, if elected, to work and vote for the interests of our country and Province in general, and of this County in particular,

I am, Gentlemen,

Your obedient servant,

JOHN LOVITT.

Yarmouth, Sept. 26, 1887.

The following was the result of the polling:

	Lovitt	Crosby.
MUNICIPALITY OF YARMOUTH		
1—Carleton,	78	26
2—Tusket Lakes,	29	25
3—Ohio,	87	26
4—Port Maitland,	97	32
5—Hebron,	74	36
6—Chegoggin,	101	42
7—Milton,	87	20
8—Court House,	69	64
9—Hood's Building,	53	77
10—Exchange Building,	70	80
11—South End,	62	53
12—Rockville,	63	39
13—Arcadia,	115	24
MUNICIPALITY OF ARGYLE		
5—Tusket Wedge,	49	104
6A–Tusket,	102	104
6B–Belleville,	134	57
7—Argyle,	107	31
8—Pubnico East,	79	33
8A–Pubnico West,	75	92
9—Kemptville,	20	15
	1551	980

Majority for Lovitt 571.

1890.

A General Election for the House of Assembly was held on the 21st May, 1890. The following Cards were issued:

To the Electors of the County of Yarmouth:

Gentlemen,—Having been unanimously nominated by the Liberal Convention at Yarmouth on the 17th instant, as candidates for the representation of the County of Yarmouth in the Provincial Assembly, we beg hereby to solicit your votes at the approaching election, assuring you that we shall, if elected, in the future, as we have in the past, endeavor to the best of our ability to advance the interests of our County, and aid in securing such legislation as will result in the greatest good for the Province generally.

We have the honor to be, Gentlemen,

Your obedient servants,

ALBERT GAYTON.
WILLIAM LAW.

Yarmouth, April 23, 1890.

Messrs. T. E. Corning and Henry T. D'Entremont were nominated at a Conservative Convention held some time previous to this Election. Soon afterwards Mr. D'Entremont resigned the candidacy, and Mr. Mathurine D'Entremont was nominated in his stead. Within a few days of the Election, Mr. Corning also withdrew, and Jacob Bingay, Esq., was nominated.

Mr. Bingay's Card was in answer to a Requisition, which read as follows:

REQUISITION

To Jacob Bingay, Esq.:

Sir,—Mr. Thomas E. Corning, for reasons which have been satisfactorily explained to the Executive Committee of the Liberal-Conservative Association, has resigned his candidature, and the undersigned electors of the County of Yarmouth request that you allow yourself to be put in nomination at the forthcoming election, and pledge themselves to do their utmost to secure your return.

[Signed by Thos. E. Corning and several hundred others.]

REPLY

To Mr. T. E. Corning and the other Gentlemen who signed the Requisition:

Gentlemen,—I feel that you have paid me a high compliment indeed in nominating me as one of your candidates in the coming election, and in accepting the offer you have made me I do so with reluctance, because of a feeling that you are doing yourselves injustice by not selecting some one with more knowledge of public affairs and more experience in understanding and withstanding the wiles of professional politicians. I also very much regret that Mr. Corning has seen fit to retire from the contest and fear that you may not profit by the change, for which he is largely responsible.

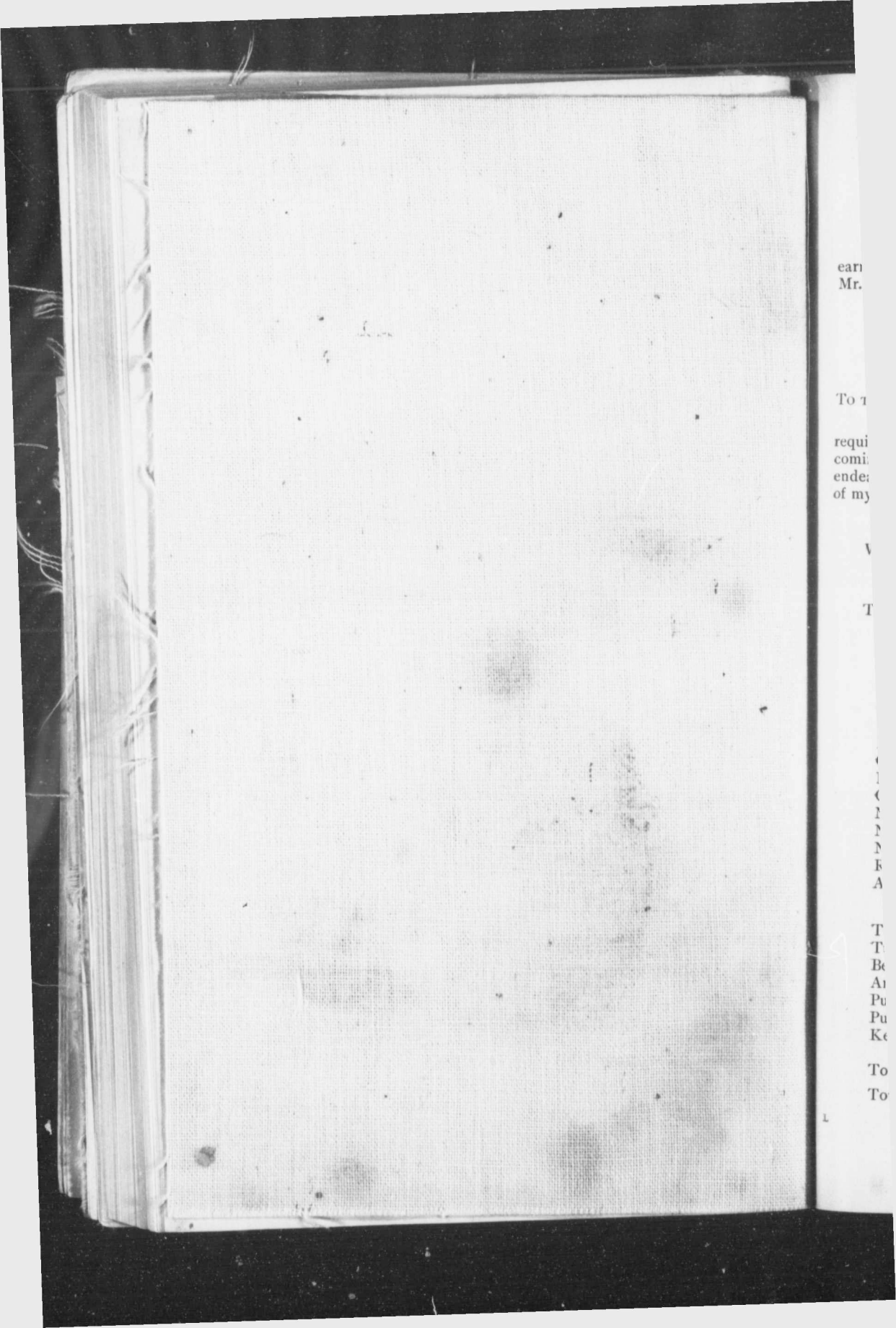
However, Gentlemen, if we are successful in this contest and I have the honor to represent you at Halifax, you can certainly rely on me to this extent: that I will do my best to look after your interests so far as I can, honorably, and if I fail to satisfy you in the capacity in which you wish me to act, it will not be in consequence of any absence of desire to do so, but that perhaps you estimate my abilities greater than they are.

There is one request I have to make to our friends—that all personal matters be kept out of the contest and that the campaign be conducted in a manner that we will have no cause to regret, no matter what the result may be.

Thanking you again, Gentlemen, for the very high compliment you have paid me, I hope that now we are in the fight we may make such a one that our opponents must necessarily respect us, and in asking as your candidate the support of the public generally, I

YARMOUTH—1900.

From the Seminary, looking south-west.



earnestly urge upon all friends that they should consider the return of Mr. D'Entremont as essential as my own.

Your obedient servant,

JACOB BINGAY.

Yarmouth, April 29, 1890.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—In response to a flattering and numerously signed requisition, I have consented to become a Candidate in the forthcoming election for the House of Assembly, and, if elected, I will endeavor to serve the interests of the County of Yarmouth to the best of my ability.

I am, your obedient servant,

MATHURINE D'ENTREMONT.

West Pubnico, April 18, 1890.

The following was the result:

	Law.	Gayton.	D'Entremont	Bingay.
MUNICIPALITY OF YARMOUTH.				
Carleton,	91	94	26	28
Tusket Lakes,	23	25	25	22
Ohio,	106	104	16	21
Port Maitland,	98	95	33	43
Hebron,	83	84	23	24
Chegoggin,	118	120	31	38
Milton,	90	89	25	27
Court House,	78	72	54	57
No. 9,	74	67	91	107
No. 10,	80	77	79	105
No. 11,	64	58	72	79
Rockville,	81	80	26	27
Arcadia,	130	131	20	23
MUNICIPALITY OF ARGYLE				
Tusket Wedge,	31	30	73	52
Tusket,	82	78	96	50
Belleville,	74	69	60	15
Argyle,	71	82	30	14
Pubnico East,	54	49	40	22
Pubnico West,	39	40	128	32
Kempt,	20	29	14	15
Total,	1487	1473	962	801
Town of Yarmouth,	386	363	321	375

From an analysis of the vote it was learned that the "plumpers" were as follows: Bingay 64; D'Entremont 218; Law 60; Gayton 78.

Hon. Mr. Gayton having accepted the position of Registrar of Deeds in November, 1890, an Election was ordered to fill the vacancy in the House of Assembly. The Election was held on the 11th December. The following were the Cards of the Candidates:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having received the unanimous voice of a Liberal Convention, called at Tusket Nov. 13th to nominate a Candidate to sit in the Provincial Legislature in place of Mr. Gayton resigned, I, having considered the matter carefully, have decided to accept the nomination, and if elected will strive to so legislate for the Temperance interest, as to stop, if possible, the sale of Intoxicating Liquors, and also to prohibit in every way as far as the Provincial Government has power, and likewise give my best energies to all other matters coming before me as your Representative.

Yours faithfully,

FORMAN HATFIELD.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—In response to the requisition tendered me by the French Electors of the County of Yarmouth, I beg to say that I have consented to become a candidate for the representation of this County in the Provincial Assembly.

The right of the French Acadians of this County to be represented in the Provincial Assembly has frequently been discussed and generally conceded by both political parties. The opportunity has now arrived of testing the sincerity of the English speaking electors in promising the election of a French candidate, and without being ambitious of political honors or preferment and with a view of securing to my French fellow electors (two-thirds of the electors of the Municipality of Argyle) their acknowledged right, I have consented to run the present election. I will support all good measures from whatever source they may originate, and without regard to any race, religious or other prejudices, particularly legislation calculated to secure railway extension in the County.

A. P. LANDRY, M. D.

Eel Brook, 1st December, 1890.

The result of the polling was as follows:

MUNICIPALITY OF YARMOUTH

	Hatfield.	Landry
1—Carleton,	65	4
2—Tusket Lakes,	39	11
3—Ohio,	43	12
4—Port Maitland,	98	13
5—Hebron,	60	14
6—Chegoggin,	87	8
7—Milton,	90	13
8—Court House,	59	24
9—Hood's Building,	58	64
10—Exchange Building,	77	44
11—South End,	67	44
12—Rockville,	71	16
13—Arcadia,	113	2
MUNICIPALITY OF ARGYLE		
5—Tusket Wedge,	55	51
6A–Tusket,	123	70
6B–Belleville,	134	61
7—Argyle,	74	15
8—Pubnico East,	45	53
8A–Pubnico West,	57	53
9—Kemptville,	41	2
	1456	574

Majority for Hatfield 882.

1891.

A General Election for the House of Commons took place on Thursday, March 5th, 1891. The following Cards were issued:

To the Electors of the County of Yarmouth:

Gentlemen,—Having accepted the nomination of the Liberal Convention of this County as its candidate for the House of Commons, I have the honor to request your support at the approaching election. On many accounts it is to be regretted that Mr. Lovitt, who has served you so well during the last Parliament, has declined a renomination.

The responsibility of succeeding in that important position, a gentleman of his experience and wide influence, is, I feel not to be lightly assumed. But in discharging the duties which by your favor I trust may devolve upon me, I shall constantly seek the co-operation and sympathy of my constituents, confident that in observing their wishes I will best serve their interests.

It will be my aim, if chosen to represent you, to carry out practically those political principles which I have advocated among

you, and to assist, with whatever of energy I possess, in forwarding the policy of the Liberal party of Canada. That party, under its high minded and eloquent leader, Hon. Wilfrid Laurier, I take to represent honest Government, a sound trade and financial policy and a proper regard for the rights of the people.

It will be to me a congenial task to work and vote with those who will, without reference to party, favor the most stringent legislation possible to check the traffic in strong drink and reduce the evils which flow from it to a minimum.

I shall advocate and support a Prohibitory Liquor Law, confident that a patriotic electorate is prepared to make whatever sacrifices may be necessary to provide for the temporary loss of revenue which the adoption of such legislation may occasion.

Between this date and the day of polling I will try to visit as many parts of the County and see as many voters as time will permit, and wherever practicable address the Electors upon the questions of the day, in the hope of receiving on behalf of the Liberal party a substantial majority of your votes.

I am, Gentlemen, your obedient servant,

THOMAS B. FLINT.

TO THE ELECTORS OF YARMOUTH:

Gentlemen,—I have been nominated by the Liberal Conservative Convention to contest this constituency in the interests of the present Administration. To this wish I have assented, and consequently now ask for your support.

Should you honor me with your confidence, I will, as heretofore when in your service, give my support to all measures calculated to develop the resources of our County, and especially I would assist any and all enterprises calculated to foster home industries.

J. R. KINNEY.

The result was as follows:

MUNICIPALITY OF YARMOUTH

	Flint	Kinney
No. 1—Carleton,	69	23
2—Tusket Lakes,	22	33
3—Ohio,	69	34
4—Port Maitland,	108	42
5—Hebron,	78	37
6—Chegoggin,	115	28
7—Milton,	80	28
8—Court House,	66	71
9—Centre,	68	102
10—Exchange Building,	83	94
11—South End,	88	78
12—Rockville,	74	37
13—Arcadia,	135	27

MUNICIPALITY OF ARGYLE.

	Flint	Kinney
14—Tusket Wedge,	83	110
15—Tusket,	81	138
16—Belleville,	125	76
17—Argyle,	117	22
18—East Pubnico,	44	37
19—West Pubnico,	68	74
20—Kemptville,	30	10
21—Pubnico Head,	106	26
22—Morris Island,	23	30
	1732	1157

Majority for Flint 575.

1894.

A General Election for the House of Assembly was held on Thursday, March 15th, 1894; Nomination a week earlier. The following Cards to the Electors were issued:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The Liberal Convention of the County of Yarmouth having honored me with an unanimous nomination as a Candidate for Election to the Provincial House of Assembly, I again have the pleasure of soliciting your votes and support at the approaching Election.

My record for the past eight years is before you and while you have never requested me to pledge myself to any particular legislation or line of action, I think I can confidently claim that I have to the best of my ability endeavored to protect and advance the interests of Yarmouth County in particular and the Province in general.

In regard to the question of the Prohibition of the manufacture and sale of intoxicating liquors, upon which you will be required to vote at this election, I can only say that as an individual I am in favor of Prohibition and shall so cast my vote. And should I be elected to serve you for another term as a legislator, I shall in the future, as in the past, vote for and do all in my power to advance all temperance legislation, including Prohibition, should that subject come at any time within the province of the Local Legislature.

To those with whom I may for want of time be unable to confer personally, I beg to say that I trust my services in the past have met with their approval and merited their confidence in my intentions for the future, and that I may in view of my past political record ask for their support in the coming contest. Confidently anticipating that the unanimous choice of the Convention will be the choice of the electors,

I remain, your obedient servant,

WILLIAM LAW.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The Liberal Convention of the County of Yarmouth have honored me with an unanimous nomination as a Candidate for Election in the Provincial House of Assembly and it gives me pleasure to ask you for your votes and support again at the approaching election.

My record for the past four years in support of the Fielding Government is before you. I claim to have advanced the interests of Yarmouth County in particular and the Province in general to the best of my ability.

We have before us to-day the question of the Prohibition of the manufacture and importation of intoxicating liquors, and in regard to it can say my sympathies are strongly in favor of passing such a law as will crush the traffic in intoxicants, and, if elected for another term, will render all assistance in my power for such a purpose. Should the subject come before us at any time I shall be guided by the well understood wishes of the Temperance portion of my constituents.

Want of time will hinder a personal interview with many of you. I therefore trust my humble services of the past have given to you a favorable impression and have won your confidence. Gratefully acknowledging the generous support to me in the past, and soliciting a continuance of it in the coming contest,

I remain, your obedient servant,

FORMAN HATFIELD.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been requested by a large number of the electors of the County of Yarmouth and more particularly of the Municipality of Argyle, to be a Candidate at the coming election for the House of Assembly I have much pleasure in acceding to that request.

As a French Acadian Liberal Conservative, I confidently appeal to the electors for support and encouraged by the assurances made to me I believe I will have the honor of being one of your representatives. Touching the questions of the day, I have made them a matter of study, and entertain moderate views, which I am prepared to state to you as occasion may offer. In relation to Prohibition, which is one of the important issues raised at this election, I can state truthfully I am a Prohibitionist, and will support Prohibitory legislation whenever it comes before the House.

In all things I will throw myself with all my ardor to advance the general interest of the County to the best of my ability.

Soliciting your support, I am,

Yours respectfully,

ALBERT A. POTHIER.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been nominated by the Yarmouth County Temperance Convention as a Candidate for Election to serve the County in the Provincial Assembly, I place myself in the hands of the temperance people. If elected, I shall to the best of my judgment and ability, strive earnestly to advance the best interests of my constituents and the Province in general. I am a Liberal in politics and in sympathy with the Fielding Government.

Hoping to receive your support, I am,

Your obedient servant,

E. C. SIMONSON.

Tusket, March 2.

The following was the result:

	Law	Pothier	Hatfield	Simonson.
Carleton,	75	7	40	79
Tusket Lakes,	19	23	39	16
Ohio,	85	22	43	62
Port Maitland,	102	20	47	98
Hebron,	78	15	51	48
Chegoggin,	90	10	52	81
Milton,	67	25	48	47
No. 8,	78	55	57	55
No. 9,	79	71	56	55
No. 10,	107	90	71	66
South End,	99	66	75	21
Rockville,	67	23	52	25
Arcadia,	113	21	87	58
Tusket Wedge,	38	151	25	8
Tusket,	44	145	100	25
Belleville,	55	115	117	29
Argyle,	72	9	26	81
Pubnico East,	47	59	14	0
Pubnico West,	63	184	8	1
Kempt,	24	3	31	18
Pubnico Head,	57	29	31	25
Surette's Island,	5	4	27	1
	1464	1147	1097	899
Town of Yarmouth,	430	307	307	244
Yarmouth Municipality,	1059	448	718	711
Argyle "	405	699	379	188

Total number of ballots cast 3007.

A petition against the return of Mr. Pothier was fyled by Mr. Joseph Burrell, but was subsequently withdrawn.

1896.

A General Election for the House of Commons took place on Tuesday, June 23d, 1896. The following Cards were issued:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—The Liberal Convention of the County of Yarmouth has honored me by a unanimous nomination as its Candidate for the House of Commons at the ensuing general election.

That I have been enabled to so conduct myself during my term of public service as to win the favor of that body is to me a source of great satisfaction.

My record as your representative is before you. I desire to say that to whatever extent I have failed to merit your support, that failure has been through no lack of an earnest desire to carry out your well understood wishes.

The resolutions of the Convention dealing with the important subject of Prohibition and with the general principles of the Liberal party of Canada appear in the official reports of the meeting. With all these declarations I am in hearty accord. For many years I have labored for the success of Prohibition as a practical means of relief from a great and growing evil, which, unless speedily checked, cannot but result in continued public and private loss and suffering. I am prepared at all times to join with others (no matter what political views they may hold on other questions) in support of legislative measures calculated to destroy the liquor traffic in Canada.

I hope to have many opportunities previous to the election to address you on the public questions of the day, and to confer with you upon matters of general interest.

Trusting that you will ratify by your votes the choice and views of the Liberal Convention,

I am, Gentlemen,

Your obedient servant,

THOMAS B. FLINT.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been nominated by a Convention of delegates of the Liberal Conservative party in the County of Yarmouth as its Candidate in the coming election for the House of Commons, I therefore solicit your votes and support, and to prevent any misunderstanding as to my opinions on the questions of the day, I now state that I am in favor of the so-called National Policy, as expounded by the leaders of the Liberal Conservative party.

That I am in favor of and, if elected, will support Remedial Legislation to restore any rights taken from the minority in the Province of Manitoba, if not restored by the Government of that Province.

I will vote for and support a well considered prohibitory law to

prevent the importation, manufacture and sale of spirituous liquors at any time.

The extension of Railways along the South Shore of Nova Scotia from Yarmouth eastward being of great importance, I will do all in my power to assist any Railway Company that can show its good faith and ability to carry on the work.

Hoping that I may receive your hearty support,

I am, your obedient servant,

JACOB BINGAY.

The following was the result of the polling:

MUNICIPALITY OF YARMOUTH	Flint.	Bingay
Carleton,	90	33
Tusket Lakes,	11	46
Ohio,	93	44
Port Maitland,	121	32
Hebron,	85	34
Chegoggin,	128	17
Milton,	101	33
Court House,	75	67
No. 9,	77	102
No. 10,	117	108
South End,	96	86
Rockville,	61	32
Arcadia,	150	30
MUNICIPALITY OF ARGYLE.		
Plymouth,	40	42
Wedge,	21	62
Tusket,	62	89
Eel Brook,	4	57
Belleville,	90	82
Argyle,	49	46
East Pubnico,	35	29
West Pubnico,	42	76
Pubnico Head,	51	22
Kemptville,	24	11
Surette's Island,	1	24
	1624	1204

Majority for Flint 420.

1897.

A General Election for the House of Assembly was held on the 20th. April, 1897. The following were the Candidates' Cards:

To the Electors of the County of Yarmouth:

Gentlemen,—Having accepted the nomination of the Liberal-Conservative Convention of the County of Yarmouth, I have the honor of coming before you as one of the Candidates in the ensuing election to represent Yarmouth in the Provincial Legislature, and earnestly solicit your support.

I have all my life from principle been a Prohibitionist and a total abstainer, therefore all active, aggressive and persistent efforts to promote the cause of Prohibition and which will forward the work of Temperance will have my hearty co-operation and assistance.

Many of you regret with me the fact that the Government Road Grants of the County of Yarmouth have been so largely reduced during the past year, and yet the Government has had a much larger revenue from which to provide for this important service, and instead of the road grant being reduced it should have been greatly increased. Consider the many thousands of dollars taken of the people's money to pay the excessive legislative expenses of the Government at Halifax, when the total income is only about ten times the income of the town of Yarmouth. I am convinced that by the exercise of necessary economy a far larger amount of the revenue can be returned to Yarmouth for your roads, schools, and other public purposes. Should I be elected it will be my pleasant duty to work towards this desirable end, the judicious and economical administration of the public funds in the interests of the people.

I would be glad to meet each of you individually and will endeavor to do so, but if the short time before election makes that impossible will you kindly consider this a personal solicitation and give me your votes upon the 20th instant.

I have the honor to be, Gentlemen,

Your obedient servant,

JOSEPH R. WYMAN.

To the Electors of the County of Yarmouth:

Gentlemen,—Having received the nomination of the Liberal-Conservative Convention as a Candidate at the approaching Provincial Election, I again appeal to you for your support, and trust that your votes on election day will show that my action as your representative, during the past term, has been such as to merit your approbation. I am opposed to the present Liberal Administration, which has proved itself both corrupt and extravagant, and, if elected, I shall endeavor to bring about a more economical and honest administration of the public moneys.

In the future, as in the past, all legislation in the interests of Prohibition and Temperance generally will receive my earnest and hearty support. But a few days now remain before election day and while I hope to visit every section of the County I may not be able to meet all friends, and therefore, now respectfully request your hearty support and influence on behalf of my colleague, Mr. Wyman, and myself.

I remain, your obedient servant,

ALBERT A. POTHIER.

To the Electors of the County of Yarmouth:

Gentlemen,—For the fourth time I have the honor of soliciting your suffrages, having been selected by the Liberal Convention as one of the Candidates to contest this County in the Liberal interest in the approaching Provincial General Election.

I trust that my course in the past has so far met with your approval as to merit a continuance of your confidence, assuring you that it shall be my constant aim to support an able, honest and progressive Liberal Administration, to promote and assist in the passage of all acts introduced in the interest of Temperance and Prohibition and such other legislation as will tend to advance the prosperity and welfare of the people of the County of Yarmouth and Province of Nova Scotia generally.

I have the honor to be,

Your obedient servant,

WILLIAM LAW.

To the Electors of the County of Yarmouth:

Gentlemen,—Having received the nomination of the Liberal Convention of the County of Yarmouth, as a candidate for the representation of the County in the Provincial Legislature at the approaching election, I respectfully solicit the honor of your support.

It shall be my aim and endeavor, if elected, to faithfully serve your interests by steadfastly supporting a Liberal Government, and assisting to the best of my ability in the passage of such legislation as will meet your approval and be beneficial to our County.

In regard to the important question of Temperance, I can say that I am a total abstainer and pledged to use every effort to secure legislation in the interests of Prohibition.

I have the honor to be,

Your most obedient servant,

HENRY S. LeBLANC.

The following was the result:

	Law.	LeBlanc	Pothier	Simonson	Wyman
MUNICIPALITY OF YARMOUTH.					
Carleton,	54	40	9	56	29
Tusket Lakes,	20	12	3	43	30
Ohio,	73	63	16	11	20
Port Maitland,	113	86	10	32	32
Hebron,	70	69	15	24	28
Chegoggin,	86	74	8	55	40
Milton,	106	99	17	14	18
Court House,	97	86	43	37	87
No. 9,	85	74	59	26	98
No. 10,	100	92	70	40	104
South End,	95	94	61	13	80
Rockville,	67	62	10	27	33
Arcadia,	127	102	3	40	12
MUNICIPALITY OF ARGYLE.					
Plymouth,	28	32	22	10	14
Tusket Wedge,	26	34	60	1	27
Tusket,	30	26	80	50	110
Belleville,	40	52	38	64	84
Eel Brook,	12	13	37	7	30
Argyle,	47	39	4	37	14
Pubnico East,	49	71	3	1	17
Pubnico West,	102	176	33	2	30
Kempt,	25	24	2	14	6
Pubnico Head,	39	41	5	1	13
Islands,	10	12	6	0	2
	1501	1473	614	605	958
Town of Yarmouth,	483	445	250	130	387

Law's majority in town over Wyman 95; LeBlanc's majority over Wyman 58. Law's total majority over Wyman 543; LeBlanc's total majority over Wyman 515.

1900.

An Election to fill the vacancy in the House of Assembly caused by the appointment of Mr. Law, M. P. P., to the Legislative Council was called for the 22d May, 1900. On Nomination Day, May 15th, Mayor A. F. Stoneman was elected by acclamation to fill the position.

A General Election for the House of Commons was held on Wednesday, November 7th, 1900, Nomination Day being a week

earlier. The Candidates were Thomas B. Flint and Thomas E. Corning, the nominees of their respective Conventions—Liberal and Liberal-Conservative. Mr. Flint issued no Card to the Electors. Mr. Corning's Card was as follows:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having been unanimously nominated at a Convention of the Liberal-Conservative party of the County of Yarmouth as its candidate for the House of Commons at the coming general election, I respectfully solicit your votes and support.

I approve of all expenditures and grants necessary to the due improvement and protection of our harbors and breakwaters, and providing for increased aids to navigation and the extension of our railways.

I am, and always have been, a pledged temperance man and a prohibitionist. I believe the plebiscite vote amply justified and called for the passing of an act prohibiting the importation, manufacture and sale of intoxicating liquors for use as beverages as asked for under such vote, and that the Government committed a gross breach of public faith in not introducing and passing such act as promised. Experience has satisfied me that no law other than a law prohibiting the importation, manufacture and sale of intoxicating liquors for use as beverages throughout the whole Dominion can ever be enforced so as effectively to check or put an end to the liquor traffic.

I believe that the introduction of resolutions at the last session of Parliament, looking to the enactment of such measures as would secure the prohibition of the liquor traffic for beverage purposes in at least those Provinces and territories which had voted in favor of Prohibition, instead of asking for and insisting upon the introduction and the passing of an act prohibiting the importation, manufacture and sale of intoxicating liquors throughout the Dominion as voted for, had not and has not now the sanction or approval of the friends of prohibition of the Dominion and was a retrograde movement and a mistake, and can only have the effect of weakening the temperance cause and retarding the obtaining of the prohibition asked for by the people through the plebiscite. I will work for and will give my hearty co-operation and support to all measures having in view the obtaining such Dominion prohibition and such other measures as may be conducive to the best interests of the temperance cause.

Further, if elected, I will support all measures calculated to foster our fishing, agricultural, manufacturing and other industries, and will use my best endeavors in all things to advance the material interests of the County, Province and Dominion. I believe that pre-election and other public professions and promises, whether of a political party or individual politician, should be held as sacred and binding as business engagements, and that the political party or politician making such professions or promises should be held to strict account for their fulfilment and should be punished by the electors for any breach

thereof, and that the argument "you are another" should not be held as a valid excuse or justification for a breach of public faith.

Again soliciting your votes and support at the approaching contest,

I am, Gentlemen,

Yours faithfully,

THOMAS E. CORNING.

The following was the result:

	Flint.	Corning.
MUNICIPALITY OF YARMOUTH		
No. 1—Carleton,	70	32
1A—Carleton,	22	11
2—Tusket Lakes,	22	45
3—Ohio,	85	49
4—Port Maitland,	99	50
5—Hebron,	80	45
6—Chegoggin,	94	65
7—Milton,	79	34
8—Court House,	102	83
9—Eakins' Block,	84	93
10—Exchange Building,	101	98
11—South End,	102	78
12—Rockville,	58	41
13—Arcadia,	136	44
MUNICIPALITY OF ARGYLE.		
14—Plymouth,	50	49
15—Tusket Wedge,	76	46
16—Tusket,	89	157
17—Belleville,	79	115
18—Eel Brook,	35	53
19—Argyle,	39	28
19A—Argyle,	15	15
20—East Pubnico,	47	34
21—West Pubnico,	107	120
22—Kemptville,	24	41
23—Pubnico Head,	48	49
24—Islands,	13	60
	1756	1535

Majority for Flint 221.

A General Election for the House of Assembly was held on the 2d October, Nomination one week earlier. The following were the Cards to the Electors:

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—Having received and accepted an unanimous nomination as a Candidate of the Liberal Party of the County, for the House of Assembly, at the ensuing Provincial Election, I have the honor of soliciting your support. My record as your representative during the past year is before you, and I trust it has been such as to meet with your approval.

The present Local Government has in my opinion administered the affairs of the Province with prudence and ability, and well deserves public confidence.

If elected, I shall in future, as in the past, support all measures which I deem advantageous to the best interests of the County of Yarmouth, as well as to the Province generally.

I am, Gentlemen,

Your obedient servant,

AUGUSTUS F. STONEMAN.

TO THE ELECTORS OF THE COUNTY OF YARMOUTH:

Gentlemen,—As the Liberal Convention has done me the honor to tender me the nomination for this County in the interests of the Liberal Party, I once again present myself before you and solicit your support.

I trust that my conduct during the past four years in the House of Assembly has been such as to inspire confidence. I have always endeavored to serve my constituents faithfully. Should I be re-elected I assure you that the cause of temperance will have my hearty support and my assiduous attention will be given to all such legislation as will tend to advance the welfare and progress of our County and Province.

I have the honor to be,

Your most obedient servant,

HENRY S. LEBLANC.

There being no opposition Messrs. Stoneman and LeBlanc were declared elected on Nomination Day.

MUNICIPAL INCORPORATION.

The Election to test the opinion of the people in Yarmouth and Argyle Townships in regard to the introduction of Municipal Incorporation took place on the 8th October, 1855. It was carried in Yarmouth Township, but was defeated in Argyle, the following being the result of the polling:

YARMOUTH TOWNSHIP			ARGYLE TOWNSHIP		
District	For	Against	District	For	Against
No. 1,	63	40	No. 5,	5	64
2,	191	19	6,	25	107
3,	19	9	7,	4	19
4,	27	22	8,	7	96
			9,	2	137
	300	90		43	423

Majority for the Bill 210. Majority against the Bill 380.

Yarmouth was thus the first Township in Nova Scotia to lead in the matter of self-government. The Election for Warden and Councillors took place on Tuesday, November 20th, 1855. The following Cards were issued:

TO THE ELECTORS OF THE MUNICIPALITY OF YARMOUTH:

Gentlemen,—Having been requested by a large number of the Electors of your Municipality to become a candidate for the office of Warden, I would most respectfully solicit your suffrages at the coming Election; and, if returned by you, will endeavor to perform, to the best of my ability, the duties which may devolve upon me.

GEORGE KILLAM.

Yarmouth, Nov. 10, 1855.

TO THE ELECTORS OF DISTRICT NO. 2 OF THE MUNICIPALITY OF YARMOUTH:

Gentlemen,—At the request of a considerable number of the Electors of your District—a request as unexpected as the honor is gratifying—I am led to forego my own preferences for the quiet of private life, and consent to become a candidate for your suffrages for the office of Councillor of the District. Should I be honoured by the choice of a majority of this constituency, my exertions, to the best of my humble abilities, shall be employed in my new line of duty for the furtherance of the public interests.

WILLIAM ROBERTSON.

Yarmouth, Nov. 16, 1855.

TO THE ELECTORS OF DISTRICT NO. 2 OF THE MUNICIPALITY OF YARMOUTH:

Gentlemen,—Having been honoured by the solicitation of a large number of my fellow-townsmen, to become a candidate for the office of Councillor of this District, I do not feel at liberty to decline a request so generally expressed, and have therefore given my consent to be put in nomination. It is almost needless to say that, if elected, the duties arising out of my new relations to you shall be zealously and faithfully discharged.

J. WENTWORTH MOODY.

Yarmouth, Nov. 16, 1855.

TO THE ELECTORS OF DISTRICT NO. 2:

Gentlemen,—At the solicitation of a large number of you, I have consented to be put in nomination as Councillor for this Municipality. Should you deem it proper to elect me, I shall endeavor to perform the duties appertaining to the office, to the best of my ability.

JOHN TOOKER.

Yarmouth, Nov. 12, 1855.

There were several other Candidates, but they published no Cards.

The result of the polling was as follows:

FOR WARDEN:

	Samuel Brown.	George Killam
No. 1,	187	24
2,	162	275
3,	119	20
4,	91	15
	559	434

Majority for Brown, 125.

FOR COUNCILLORS:

No. 1—Joseph Crosby, 136; Jesse Shaw, 121; Joseph Rogers, 98; Harvey Cann, 66.

No. 2—J. W. Moody, 280; William Robertson, 223; John Tooker, 195; Thomas Dane, 189.

No. 3—Ansel Robbins, 132; Elijah Cleveland, 73; John Hilton, jr., 63; Jacob Hatfield, 9.

No. 4—Joseph Durkee, 61; Nathan Hilton, 59; Samuel Ellenwood, 56; J. Hamilton, 40.

At the first meeting of the Council, Dec. 11, 1855, the pay of the Councillors was fixed at 5s. per day; that of the Warden £5 per annum.

1856.

The Municipal Elections for the Township of Yarmouth were held on Tuesday, 18th November, 1856. The following are the Candidates' Cards:

TO THE ELECTORS OF YARMOUTH MUNICIPALITY:

Gentlemen,—At the request of a number of my fellow townsmen, I have consented to offer as a Candidate for the office of Warden for the ensuing year, and respectfully solicit your suffrages; and if elected will endeavor faithfully and impartially to discharge the duties pertaining to the office.

W. H. TOWNSEND.

Nov. 13, 1856.

TO THE ELECTORS OF YARMOUTH MUNICIPALITY:

Gentlemen,—Having been informed by a committee appointed by the Yarmouth County Temperance Convention at its late Special Session at Hebron, that I was requested to allow myself to be put in nomination as a Candidate for Warden of this Municipality for the ensuing year, would say, that at this late hour, I scarcely feel myself at liberty to refuse such a flattering request, coming from such a respectable body of men; and should I be elected to this responsible office, shall exert my influence in favor of *Economy*, *Utility and Impartiality*.

Nov. 11, 1856. WILLIAM CHURCHILL.

TO THE ELECTORS OF DISTRICT NO. 2, OF YARMOUTH MUNICIPALITY:

Gentlemen,—As the period is at hand when the duty will devolve upon you of electing Councillors to represent your District in the Government of this Municipality, I have been induced to offer my services in that capacity, and assure you, that if elected, no exertions will be spared on my part to secure the advantages offered us by the Municipal system.

Nov. 8, 1856. GEORGE KILLAM.

TO THE ELECTORS OF DISTRICT NO. 2, OF YARMOUTH MUNICIPALITY:

Gentlemen, — Yielding to the solicitation of a large number of the friends of the system of Municipal Government as now applied to this Township, and not unwilling to bear a portion of the responsibilities resting upon the persons to whom is entrusted the management of its affairs, I offer as a Candidate for Councillor of your District at the ensuing Election; and if placed in that office, will devote such attention to the business of the District and Township as their interests demand.

I have the honor to be, Gentlemen,
Your obedient servant,

Nov. 13, 1856. JOHN W. LOVITT.

TO THE ELECTORS OF WARD NO. 2, MUNICIPALITY OF YARMOUTH:

Gentlemen,—Having consented to become, at the ensuing election, a candidate for the office of Councillor, I have only to say, should you elect me, it shall be my anxious endeavor faithfully and impartially to discharge the duties devolving upon me,—ever keeping in view the interests, social and political, of this thriving Municipality.

Respectfully yours,

THOMAS DANE.

Yarmouth, Nov. 12, 1856.

Resulted as follows: For Warden—No. 1—W. H. Townsend, 112; William Churchill, 91. No. 2—Townsend, 263; Churchill, 111. No. 3—Townsend, 68; Churchill, 41. No. 4—Townsend, 63; Churchill, 11. Majority for Townsend, 252. For Councillors—No. 1—Josiah Raymond, 87; Harvey Cann, 62; Joseph Crosby, 60. No. 2—George Killam, 284; J. K. Ryerson, 176; J. W. Lovitt, 162; Thomas Dane, 127. No. 3—Leonard Weston, 57, his opponent, Ansel Robbins, having retired after being nominated.

1857.

An election for Warden and Councillors took place on the 17th November, 1857. The rain poured in torrents throughout the day. The following were the Cards published for the occasion:

TO THE ELECTORS OF YARMOUTH MUNICIPALITY:

Gentlemen,—At the request of a large number of the independent Electors from different parts of this Municipality, I have consented to again become a Candidate for the office of Warden for the ensuing year, and if elected will endeavor to discharge the duties faithfully and impartially.

W. H. TOWNSEND.

Nov. 6th, 1857.

TO THE ELECTORS OF DISTRICT NO. TWO OF YARMOUTH MUNICIPALITY:

Gentlemen,—As there is shortly to be another Councillor elected in this Ward, and as the Municipality Law is now screwed down upon us a fixed fact, and being greatly desirous that it should be *economically* and *judiciously* worked for *the public good*, and not to oppress the people, I have concluded to come forward and offer myself as a Candidate for that office.

If elected, I shall do my best to serve the Public faithfully—to *lessen taxation*—to guard with steady care the public funds and see that they are not *recklessly wasted*—at the same time keeping in view a steady improvement of the Municipality, as may be commensurate with the hard times. And in addition to all good and useful measures,

I shall steadily adhere to and advocate *the Cause of Temperance* and the *Law of Prohibition.*

Fellow-Citizens! come forward and assist,

Your obedient servant,

SAMUEL FLINT.

Yarmouth, Nov. 3, 1857.

TO THE ELECTORS OF MUNICIPALITY OF YARMOUTH:

Gentlemen,—The time for Electing the Officers for this Municipality being at hand, and having been requested by a respectable number of Voters to allow myself to be put in nomination for the office of WARDEN, I have consented to offer as a Candidate for that office.

If the nomination meet the approval of the intelligent and independent Voters of the Municipality, I pledge myself to use my endeavors to advance the best interests of the people.

WILLIAM BURRILL.

Yarmouth, Nov. 11th, 1857.

TO THE ELECTORS OF DISTRICT NO. 2:

Gentlemen,—At a Public Meeting held in Mason's Hall, for the purpose of nominating a Candidate for COUNCILLOR for the District, a large majority of that Meeting did me the honor to place me in nomination for that office.

Should I receive a majority of your votes, at the ensuing election, I pledge myself to promote to the best of my ability the interests of this Municipality.

CHARLES WHITE.

Yarmouth, Nov. 10th.

TO THE ELECTORS OF DISTRICT NO. 2, OF YARMOUTH MUNICIPALITY:

Gentlemen,— A large number of the Electors of this Ward having requested me to serve as COUNCILLOR, for the ensuing year, I hereby offer myself as a Candidate for that office—and if elected, shall use my best exertions to promote the interests both of this Ward and the Municipality at large.

WILLIAM ROGERS.

Nov. 11th, 1857.

Result as follows: For Warden—No. 1—Burrill 141; Townsend 56. No. 2—Burrill 237; Townsend 235. No. 3—Burrill 82; Townsend 61. No. 4—Burrill 36; Townsend 90; Burrill's majority 53. Councillors—No. 1—Jesse Shaw 105; Harvey Cann 72; Joseph Rogers 1. No. 2—William Rogers 331; Charles White 133; Samuel Flint 22. No. 3—Elijah Cleveland by acclamation. No. 4—Joseph Durkee 73; Nathan Hilton 67.

1858.

At a public meeting called for the purpose November 6th, 1858, the question of retaining the existing Municipal Incorporation Act was supported by a vote of 97 for and 32 against.

TO THE ELECTORS OF YARMOUTH MUNICIPALITY:

Gentlemen,—As the period is at hand when the duty will devolve upon you of electing officers for this Municipality, having been solicited by a large and respectable body of voters to allow myself to be put in nomination for the office of Warden, for the ensuing year, and having consented to offer as a Candidate for that office, would respectfully solicit your suffrages; and if elected, will endeavor faithfully and impartially to promote the best interests of this Municipality.

ROBERT BROWN.

Yarmouth, Oct. 18, 1858.

TO THE ELECTORS OF DISTRICT NO. 2, MUNICIPALITY OF YARMOUTH:

Gentlemen,—While absent from my native town, you elected me to the office of Councillor for this District, and for the past two years I have had the honor of representing you at the Council board, during which time I have to the best of my judgment, by my words and votes, endeavored to uphold your interests in this district, as well as the general interests of this Municipality.

My term of office having expired, I wished, for several reasons, that you should elect some other person in my place. As one of yourselves, I think our interests can be best advanced by the introduction of new talents and ideas into our Council, and training new men to take part in our public duties. I also think it the duty of electors to choose men that most fully represent their views on those general principles on which they are called to act, rather than that the representatives should be compelled to vote contrary to their own judgments.

During these two years, the representatives of this district have, in nearly every instance, acted in concert; yet on one question my opinions differed from theirs, and I voted accordingly; I refer to the granting of licenses. While the license law remains in operation, I believe it would be more for the interest of a community that a license or licenses should be granted.

Having been again nominated as a candidate for the office of Councillor, and believing it to be the duty of every citizen, when required to take part in those public duties that must be performed, I do not feel at liberty to decline the nomination; and should you (notwithstanding my advice) return me again as Councillor, I shall endeavor to act to the best of my judgment on questions as they may arise, and transact your business as economically as is consistent with

a due regard for the safety and advancement of the interests of this District and Municipality.

GEORGE KILLAM.

Nov. 10, 1858.

TO THE ELECTORS OF DISTRICT NO. 2, MUNICIPALITY OF YARMOUTH:

Gentlemen,—Having had the honor of serving you as Councillor of this district for the past two years, and my term of office being now expired, I have again been requested by a large number of voters to allow myself to be put in nomination for the office of Councillor; and should I be elected, will endeavor to transact the business of this district with prudence and economy, and to the best of my judgment promote and advance the interests of all classes of this Municipality.

JOHN K. RYERSON.

Nov. 10.

TO THE ELECTORS OF DISTRICT NO. 2, OF THIS MUNICIPALITY:

Gentlemen,—Having been strongly urged to offer myself as a candidate for Councillor at the approaching election, and having been nominated at a public meeting—I cannot refuse the flattering request.

Should I be elected, I will endeavour to promote "temperance, economy and reform," will oppose granting licences for the sale of intoxicating liquors, and strive on all occasions to advance the best interest of my native town.

JOS. B. BOND.

Nov. 11.

Resulted as follows: For Warden—District No. 1—Robert Brown, 77; William H. Townsend, 42. No. 2—Townsend, 195; Brown, 170; William Burrill, 9. No. 3—Brown, 84; Townsend, 62; Burrill, 3. No. 4—Townsend, 97; Brown, 32; Burrill, 2. No. 5—Brown, 66; Townsend, 31; Burrill, 7. No. 6—Brown, 69; Townsend, 25. Total—Brown, 498; Townsend, 452; Burrill, 21. For Councillors—No. 1—Josiah Raymond, unopposed. No. 2—George Killam, 231, (elected); John W. Lovitt, 229, (elected); George Ryarson, 167; Joseph B. Bond, 104; John K. Ryerson, 25. No. 3—Leonard Weston, 116, (elected); Frederick Hilton, 56. No. 4—Charles Tedford, 75, (elected); Hezediah Porter, 60. No. 5—Walter Churchill, 67, (elected); Eliakim Killam, 35. No. 6—Harvey Cann, 62, (elected); Joseph Crosby, 30.

Mr. Burrill had announced that he would not oppose Mr. Brown nor accept the office if elected, which accounted for the small number of votes cast for him.

The question of the Repeal of the Incorporation Act was also

voted upon at the same time, resulting in the repeal of the Act by a majority of 99, as follows: No. 1—For Repeal, 87; against, 74. No. 2—For, 132; against, 290. No. 3—For, 144; against, 36. No. 4—For, 90; against, 48. No. 5—For, 93; against, 48. No. 6—For, 73; against, 24. Whole number votes polled, 1139; for repeal of the Act, 619; against, 520.

TOWN INCORPORATION.

A public meeting, called by requisition of the ratepayers, was held in the Court House on Monday, February 25th, 1878, to consider the advisability of obtaining an Act of the Provincial Assembly to incorporate the Town. There were 51 signatures to the Requisition, but very few were present at the meeting. No one addressed the meeting, and as those present held views against the measure, a motion to adjourn passed.

A petition was handed to the Sheriff on the 27th November, 1888, signed by 62 electors, asking that a vote be taken as early as possible on the question of the incorporation of the town. The balloting took place on the 13th December at the American House, resulting as follows: For incorporation, 146; against, 304; majority against incorporation, 158.

Another vote on the question of the incorporation of the town was held on the 13th March, 1890, resulting as follows: For, 204; against, 226; majority against, 22.

Another Requisition, signed by 59 ratepayers, was handed to the Sheriff on the 19th June, 1890, to again test the question of incorporation and a poll was held at the Court House on Tuesday, July 15th, 1890, with the following result: For incorporation, 271; against, 247; majority for incorporation, 24.

TOWN ELECTIONS.

The first Election under the Town's Incorporation Act took place on Wednesday, September 10, 1890. There were 1100 names on the voters' lists, and there were only 7 hours in which to vote, or 420 minutes. There were two ballot boxes—one for the Mayor and one for the Councillors. As the hour of closing approached much excitement prevailed, as there was no time to be lost for depositing the ballots.

The Candidates were: For Mayor—Edgar K. Spinney and James J. Lovitt.

For Councillors—George G. Sanderson, James Burrill, Joseph R. Wyman, Bowman B. Law, A. F. Stoneman, Nathan B. Lewis, Augustus Cann, Arthur W. Eakins, John K. Ryerson, Charles S. P. Robbins, S. C. Hood. Mr. William Fraser was presented with a numerously signed Requisition, but declined the honor. The vote resulted as follows:

For Mayor—James J. Lovitt, 438; Edgar K. Spinney, 384; majority for Lovitt, 54.

For Councillors—Joseph R. Wyman, 529; James Burrill, 517; N. B. Lewis, 511; A. F. Stoneman, 500; B. B. Law, 474; G. G. Sanderson, 443; Augustus Cann, 328; A. W. Eakins, 300; C. S. P. Robbins, 289; S. C. Hood, 168; J. K. Ryerson, 108. The first six were elected.

On Tuesday, January 27th, 1891, the Sheriff's Court was opened to nominate Candidates for the office of Mayor and three Councillors. James J. Lovitt, Esq., was nominated for Mayor, and Messrs. A. F. Stoneman, B. B. Law and G. G. Sanderson for Councillors. There being no opposition, they were all duly re-elected by acclamation.

The Election for Mayor and Town Councillors on February 2d, 1892, resulted as follows:

For Mayor—James Burrill—by acclamation.

For Councillors—Joseph R. Wyman, 596; Nathan B. Lewis, 456; Joseph H. Cann, 437; Jacob Bingay, 423; Dr. A. M. Perrin, 354. The first three were elected.

Election held on Tuesday, February 7th, 1893.

James Burrill, Mayor by acclamation.

For Councillors—G. G. Sanderson, 497; A. F. Stoneman, 470; B. B. Law, 457; G. W. Johnson, 306; Augustus Cann, 225. The first three elected.

YARMOUTH'S FIRST TOWN COUNCIL.

TOWN ELECTIONS.

The first Election under the Town's Incorporation Act took place on Wednesday, September 10, 1890. There were 1100 names on the voters' lists, and there were only 7 hours in which to vote, or 420 minutes. There were two ballot boxes—one for the Mayor and one for the Councillors. As the hour of closing approached much excitement prevailed, as there was no time to be lost for depositing the ballots.

The Candidates were: For Mayor—Edgar K. Spinney and James J. Lovitt.

For Councillors—George G. Sanderson, James Burrill, Joseph R. Wyman, Bowman B. Law, A. F. Stoneman, Nathan B. Lewis, Augustus Cann, Arthur W. Eakins, John K. Ryerson, Charles S. P. Robbins, S. C. Hood. Mr. William Fraser was presented with a numerously signed Requisition, but declined the honor. The vote resulted as follows:

For Mayor—James J. Lovitt, 438; Edgar K. Spinney, 384; majority for Lovitt, 54.

For Councillors—Joseph R. Wyman, 527; James Burrill, 517; N. B. Lewis, 511; A. F. Stoneman, 500; B. B. Law, 474; G. G. Sanderson, 448; Augustus Cann, 328; A. W. Eakins, 301; C. S. P. Robbins, 289; S. C. Hood, 168; J. K. Ryerson, 108. The first six were elected.

On Tuesday, January 27th, 1891, the Sheriff's Court was opened to nominate Candidates for the office of Mayor and three Councillors. James J. Lovett, Esq., was nominated for Mayor, and Messrs. A. F. Stoneman, B. B. Law and G. G. Sanderson for Councillors. There being no opposition, they were all duly re-elected by acclamation.

The Election for Mayor and Town Councillors on February 2d, 1893, resulted as follows:

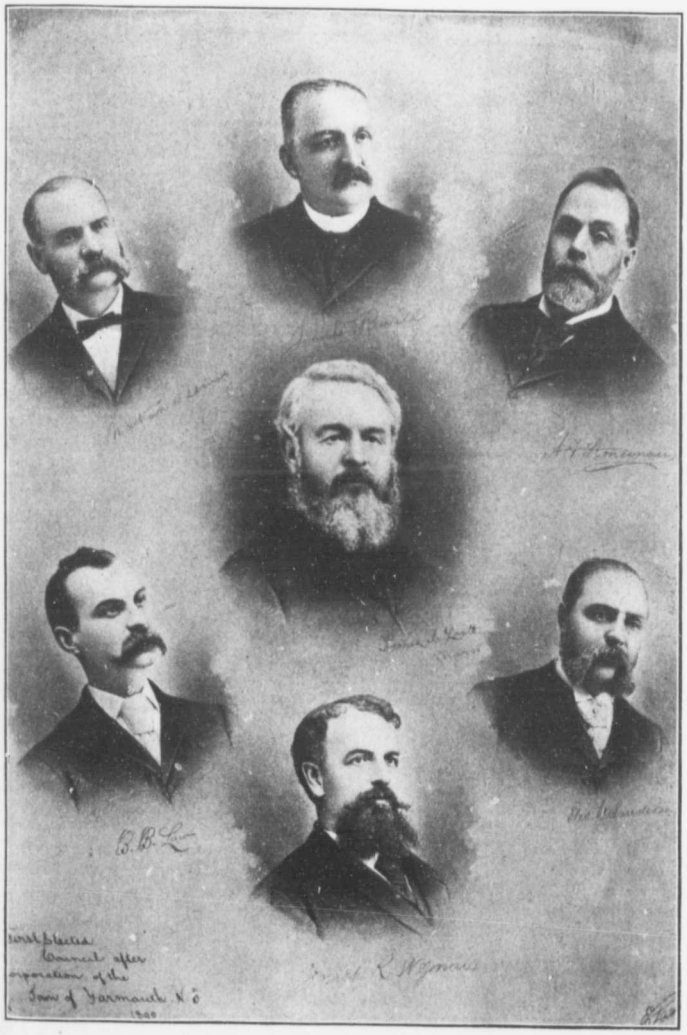
For Mayor—James Burrill—by acclamation.

For Councillors—Joseph R. Wyman, [illegible]6; Nathan B. Lewis, 456; Joseph H. Cann, [illegible]; Jacob Bingay, [illegible]; Dr. A. M. Perrin, 1334. The first three were elected.

Election held on Tuesday, February [illegible], 1893.

James Burrill, Mayor by acclamation.

For Councillors—G. G. Sanderson, [illegible]; A. F. Stoneman, 470; [illegible], 442; G. W. Jackson, 356; Augustus Cann, 225. The first [illegible] elected.



YARMOUTH'S FIRST TOWN COUNCIL.

Election held on Tuesday, February 6th, 1894.

For Mayor—James Burrill, by acclamation.

For Councillors—George W. Johnson, 440; Joseph H. Cann, 409; N. B. Lewis, 358; G. M. Dane, 346. The first three elected. Mr. Jonathan Horton was nominated, but declined to run.

Election held on Tuesday, February 5th, 1895.

For Mayor—Joseph R. Wyman, 514; George G. Sanderson, 395.

For Councillors—Jacob Bingay, 494; A. F. Stoneman, 493; B. B. Law, 453; J. N. Gardner, 409; G. M. Dane, 359. The first three were elected.

Much obstruction, trouble and delay were caused throughout the day, there being but one opening into the only polling booth in town at the Court House. So great was the inconvenience that a second doorway was hastily cut through another partition, which allowed voters to make their exit from the booth, leaving the other door for ingress. At the next Election the Town was divided into three wards.

On Tuesday, January 28th, 1896, Mayor Joseph R. Wyman was re-elected as Mayor by acclamation, as were also Councillors Joseph H. Cann, George W. Johnson and Charles T. Grantham.

The Election for Mayor and Councillors on Tuesday, February 2d, 1897, was perhaps the most exciting since the town became incorporated. The day was exceedingly fine and the sleighing excellent. Teams were flying in all directions. This was the first contest since the town was divided into polling booths. The result was as follows:

FOR MAYOR:

	C T Grantham	B. B. Law
South End,	245	157
Centre,	209	146
Milton,	50	157
	504	460

Majority for Grantham, 44.

FOR COUNCILLORS:

	Aug Cann	A F Stoneman	Jacob Bingay	J Lyons Hatfield
South End,	181	291	231	186
Centre,	203	182	229	202
Milton,	174	63	76	65
	558	536	536	453

The first three were elected. At the time of making the declaration, the presiding officer was handed a formal protest, signed by Senator Lovitt, against Mr. Grantham's election on various grounds, among others that he was disqualified for Mayor, as he had not served a full year as Councillor. He claimed the seat for Mr. Law. Mr. Grantham declined to accept the position, and Mayor Wyman continued in office until the end of the term.

Election took place on Tuesday, February 1st, 1898.

FOR MAYOR:

	Geo W Johnson	Frank Killam
South End,	202	166
Centre,	173	161
Milton,	77	124
	452	451

Majority for Johnson, 1.

FOR COUNCILLORS:

	Edward Allen	C. T. Grantham	E E Phillips	A. W Eakins.	S C Hood
South End,	164	210	227	109	110
Centre,	210	214	127	131	139
Milton,	189	69	92	72	33
	563	493	446	312	282

The first three were elected.

The weather was quite boisterous, and many of the streets were almost completely blocked with snow. The vote was an average one.

A petition was fyled against the return of Mr. Johnson as Mayor by Mr. Frank Killam, which resulted in a trial being held on the 24th March before Judge Savary. A whole day was taken up with hearing evidence, after which the Judge decided that it was not strong enough to show that Mr. Johnson was not a British subject, and was therefore a qualified Candidate. As the Judge further ruled that in accordance with the law he could not open the ballot boxes, and could not recount the votes, he therefore declared Mr. Johnson regularly elected.

The Mayor and three Councillors were returned by acclamation on the 31st January, 1899, as follows:

For Mayor—Augustus F. Stoneman.

For Councillors—Jacob Bingay, Augustus Cann, Francois Gregory Justinian Comeau.

Election on Tuesday, February 6th, 1900:

The following were returned by acclamation:

For Mayor—A. F. Stoneman.

For Councillors—William Graham Putnam, William Lewis Rogers and George F. Allen.

The Election to fill the vacancy in the Town Council, caused by the resignation of Councillor Comeau, took place on the 27th March, resulting as follows:

	Edward Allen	S C Hood
South End,	135	123
Centre,	124	127
Milton,	142	25
	401	275

There was only about one-half of the total number of votes polled.

Election on Tuesday, February 5th, 1901.

For Mayor—Jacob Bingay, by acclamation.

	E H Armstrong	George L Cook.	M P Cook	A W. Eakins.	J H Eldridge	J. L. Hatfield.	S. C. Hood.	N. J. B. Tooker
South End,	98	128	119	104	14	62	86	137
Centre,	110	47	165	116	20	119	125	78
Milton,	142	24	98	92	25	38	46	11
	350	199	382	312	59	219	257	226

M. P. Cook, E. H. Armstrong and A. W. Eakins were elected.

The Election for Mayor and three Councillors took place on the 4th February, 1902. There being no opposition, George W. Johnson was elected Mayor by acclamation. The result of the polling for Councillors was as follows:

	Geo F Allen	Henry Burrill	Stilson R Hilton	Samuel C Hood	Irvine A Lovitt	Chas R Stoneman.
South End,	168	93	103	169	120	217
Centre,	128	94	103	200	165	168
Milton,	109	133	76	81	99	77
	405	320	282	450	384	462

Charles R. Stoneman, Samuel C. Hood and George F. Allen elected.

MUNICIPAL ELECTIONS.

The Municipal Elections were held on Tuesday, November 18th, 1879. The following was the result:

Township of Yarmouth—District No. 1, Chegoggin River—Robert K. Rose, 76; James E. Allen, 62; W. S. Porter, 58; Ira Porter, 58; George Crosby, 34; James Crosby, 30. District No. 2, Yarmouth—James J. Lovitt, 303; W. H. Moody, 246; William V. Brown, 186; Thomas Killam, 146. District No. 3, Arcadia—Abram M. Hatfield, 104; Ansel Robbins, 47. District No. 4, Carleton—Edwin Crosby, 38; James Durkee, 13; Joseph H. Porter, 8. District No. 10, Tusket Lakes—John A. Hatfield, 24; Albert Hurlburt, 11.

Councillor Moody was elected Warden at the first meeting of the Council held on Tuesday, January 13th, 1880, by a vote of 5 to 2.

Township of Argyle—District No. 5, Plymouth—Anselme O. Porter, by acclamation. District No. 6, Tusket—James A. Hatfield, 156; Mande White, 153; John B. Porter, 143; James M. Lent, 81. District No. 7, Argyle—O. W. Slocomb, 58; Matthew Jeffrey, 56. District No. 8, Pubnico—Gervais D'Entremont, 128; Jeremiah Murphy, 48; Isaac L. VanEmberg, 38. District No. 9, Kemptville—Lemuel Hamilton, by acclamation.

Districts Nos. 1, 2 and 6 were entitled to two Councillors each.

An Election for Councillors was held on the 16th November, 1880, resulting as follows:

By acclamation—No. 2, Tusket Lakes—John A. Hatfield. No. 3, Ohio—James E. Allen; Town—No. 7, James Burrill. No. 8—

George G. Sanderson. No. 10—James J. Lovitt. No. 11—Nathan B. Lewis. No. 12, Chebogue—A. M. Hatfield. No. 13, Arcadia—Ansel Robbins.

Contests in the remaining Wards resulted as follows: No. 1, Pleasant Valley—Edwin Crosby, majority 15. No. 4, Maitland—Alfred Perry, majority over W. S. Porter, 17; No. 5, Hebron—Robert K. Rose, majority over Jacob Landers, 17. No. 6, Chegoggin—Election postponed. No. 9, Town—Freeman Dennis, 92; W. Frank Moses, 39. William Corning was subsequently elected for No. 6.

Argyle—Tusket—J. A. Hatfield, John B. Porter; Tusket Wedge—Jeremiah H. Porter. Argyle—O. W. Slocomb, acclamation. Pubnico—Maturine D'Entremont. Kempt—Lemuel Hamilton acclamation.

The Municipal Elections were held on Tuesday, November 21st, 1882. The following was the result:

Township of Yarmouth—District No. 1, Carleton—Edwin Crosby, 69; Edwin S. Crosby, 1; S. M. Ryerson, 37; Crosby's majority, 32. No. 2, Tusket Lakes—John A. Hatfield, acclamation. No. 3, Ohio—James E. Allen, acclamation. No. 4, Maitland—Alfred Perry, acclamation. No. 5, Hebron—R. K. Rose, 47; Jacob Landers, 30; Rose's majority, 17. No. 6, Chegoggin—William Corning, acclamation. No. 7, Milton—James Burrill, acclamation. No. 8—G. G. Sanderson, 49; G. W. Johnson, 46; Sanderson's majority, 3. No. 9—Joseph R. Wyman, 69; Zebina Goudey, 55; Wyman's majority, 14. No. 10—Jacob Bingay, 51; James J. Lovitt, 20; Bingay's majority, 31. On the opening of this poll Mr. Lovitt protested against the Election as illegal, claiming that as his was the only nomination paper for the district handed in according to law he was entitled to the seat, and desired his friends to abstain from voting. No. 11—N. B. Lewis, 48; Joseph R. Rogers, 38; Lewis' majority, 10. No. 12, Rockville—Francis G. Cook, 48; James F. Scott, 45; Cook's majority, 3. No. 13, Arcadia—A. M. Hatfield, 79; William Currier, 39; Hatfield's majority, 40.

Jacob Bingay declined to act and a new Election was ordered. In the case of Carleton, No. 1, some irregularity ensued, and as no action had been taken in the proper way for 21 days, the Legislature was called on to provide a remedy.

George G. Sanderson was elected Warden.

The Election for Ward No. 10 took place on January 31, 1883. A. W. Eakins and James J. Lovitt were Candidates. The vote stood: Eakins, 66; Lovitt, 49; majority for Eakins, 17.

An Election was held on the 17th day of May, 1883, in Carleton, District No. 10, when Edwin Crosby, of Pleasant Valley, and Edwin

Crosby, of Carleton, were the Candidates, with Jonathan Randall presiding officer. It resulted as follows: Edwin Crosby, Pleasant Valley, 62; Edwin Crosby, Carleton, 13.

Township of Argyle—No. 5, Tusket Wedge—Jeremiah H. Porter, acclamation. No. 6, Tusket—Leizen Porter, 245; James A. Hatfield, 195; John B. Porter, 72; the first two elected. No. 7, Argyle—O. W. Slocomb, with majority of 20 over Albert Frost. No. 8, Pubnico—Maturine D'Entremont, acclamation. No. 9, Kempt—Lemuel Hamilton, elected over Joel Gray and Prince Morton.

The Municipal Elections were held on November 18th, 1884. The following was the result:

Municipality of Yarmouth—No. 1, Carleton—Edwin Crosby, 52; Thomas Uhlman, 49; Benjamin P. Crosby, 3; Robert Prosser retired. Edwin Crosby's majority 3. No. 2, Tusket Lakes—John A. Hatfield, by acclamation. No. 3, Ohio—James E. Allen, by acclamation. No. 4, Maitland—Alfred Perry, by acclamation. No. 5, Hebron—R. K. Rose, 54; Nathaniel E. Patten, 43; Patten's majority 11. No. 6, Chegoggin—William Corning, by acclamation. No. 7, Milton—James Burrill, by acclamation. No. 8, Court House—George W. Johnson, 65; G. G. Sanderson, 59; Johnson's majority, 6. No. 9, Centre—Joseph R. Wyman, by acclamation. No. 10, Exchange Building—A. W. Eakins, 97; John C. Anderson, 42; Eakins' majority 55. No. 11, South End—N. B. Lewis, by acclamation. No. 12, Rockville—F. G. Cook, by acclamation. No. 13, Arcadia—A. M. Hatfield, 86; William P. Churchill, 56; Hatfield's majority, 30.

Municipality of Argyle—No. 5, Wedge—J. H. Porter, by acclamation. No. 6, Tusket—James A. Hatfield, 183; Leizen V. Porter, 172; Zacharie Surette, 97; two first elected. No. 7, Argyle—O. W. Slocomb, 89; A. E. Allen, 68; Slocomb's majority, 21. No. 8, Pubnico—Maturine D'Entremont, by acclamation. No. 9, Kempt—Lemuel Hamilton, 27; Joel Gray, 18; Archibald Woods and Nathaniel Travis retired; Hamilton's majority, 9.

There was litigation over the Arcadia case, which was tried before Judge Savary, resulting in favor of Mr. Hatfield, each party paying his own costs.

O. W. Slocomb elected Warden of Argyle. A. M. Hatfield elected Warden of Yarmouth.

The Municipal Elections came off on Tuesday, 16th November, 1886. The following was the result:

No. 1, Carleton—T. H. Uhlman, 65; Edwin Crosby, 58. No. 2, Tusket Lakes—John W. Reynard, 32; Albert Hurlburt, 27. No. 3, Ohio—J. E. Allen, acclamation. No. 4, Port Maitland—Alfred Perry, 92; Edwin Saunders, 27. No. 5, Hebron—Nathaniel E. Patten, 65;

R. K. Rose, 62. No. 6, Chegoggin—William Corning, 108; H. B. Cann, 56. No. 7, Milton—James Burrill, acclamation. No. 8, Court House—G. G. Sanderson, 73; G. W. Johnson, 53. No. 9, Hood's Building—J. R. Wyman, acclamation. No. 10, Exchange Building—A. W. Eakins, acclamation. No. 11, South End—N. B. Lewis, acclamation. No. 12, Rockville—Whitman Butler, 51; C. K. Robbins, 48. No. 13, Arcadia—A. M. Hatfield, 102; A. H. Poole, 38.

James Burrill elected Warden.

Municipality of Argyle—No. 5, Wedge—A. O. Pothier, acclamation. No. 6, Tusket—J. A. Hatfield, 182; John B. Porter, 158; Leizen V. Porter, 133; S. W. Marling, 54. The first two elected. No. 7, Argyle—O. W. Slocomb, acclamation. No. 8, Pubnico—Dr. C. J. Fox, 132; Maturine D'Entremont, 127; Henry L. D'Entremont, 31. No. 9, Kempt—Samuel W. Hamilton, 33; Thomas R. Gray, 17.

The Municipal Elections took place on Tuesday, November 19th, 1888, resulting as follows:

Municipality of Yarmouth—No. 1, Carleton, Edwin Crosby, 74; T. H. Uhlman, 55. No. 2, Tusket Lakes—Richard Hatfield, 41; J. W. Reynard, 17. No. 3, Ohio—Moses E. Saunders, 60; James E. Allen, 53. No. 4, Port Maitland—Alfred Perry, 70; John H. Crosby, 51. No. 5, Hebron—N. E. Patten, 68; R. K. Rose, 51. No. 6, Chegoggin—William Corning, acclamation. No. 7, Milton—James Burrill, acclamation. No. 8, Court House—George W. Johnson, 70; G. G. Sanderson, 69. No. 9, Centre—J. R. Wyman, acclamation. No. 10, Exchange Building—A. W. Eakins, acclamation. No. 11, South End—N. B. Lewis, acclamation. No. 12, Rockville—Edward F. Hilton, acclamation. No. 13, Arcadia—A. M. Hatfield, acclamation.

Municipality of Argyle—No. 5, Wedge—Anselme O. Pothier, acclamation. No. 6, Tusket—Leizen V. Porter, 258; E. C. Simonson, 185; W. T. Lent, 128; Sylvine Porter, 81. First two elected. No. 7, Argyle—O. W. Slocomb, acclamation. No. 8, East Pubnico—Gervais D'Entremont, 72; Dr. C. J. Fox, 59; West Pubnico—Gervais D'Entremont, 138; Dr. C. J. Fox, 68. No. 9, Kempt—Samuel Hamilton, 27; Amiel Spinney, 21. Henry Crowell and John Gayton withdrew.

James Burrill elected Warden for Yarmouth.

The Municipal Elections were held on the 18th November, 1890, resulting as follows:

Municipality of Yarmouth—Carleton—Edwin Crosby, 62; Andrew F. Durkee, 49. Tusket Lakes—John W. Reynard, 35; John A. Hatfield, 29. Ohio—Moses E. Saunders, 75; Alvin Rose, 56. Maitland—W. S. Porter, by acclamation. Hebron—N. E. Patten, 53; R. K. Rose, 39. Chegoggin—William Corning, by acclamation. Rockville—Edward Hilton, 81; Whitman Butler, 36. Arcadia—A. M. Hatfield, by acclamation.

Municipality of Argyle—Wedge—A. O. Pothier, acclamation. Tusket—J. C. Bourque, 218; F. C. Simonson, 202; S. W. Marling, 23. First two elected. Argyle—O. W. Slocomb, by acclamation. Pubnico—James Amiro, 163; Gervais D'Entremont, 132. Kempt—Lemuel Hamilton, by acclamation.

The Municipal Elections were held on November 15th, 1892, resulting as follows:

Municipality of Yarmouth—Carleton—Jonathan Randall, 60; Edwin Crosby, jr., 56. Tusket Lakes—John A. Hatfield, acclamation. Ohio—Nathaniel P. Crosby, acclamation. Port Maitland—W. S. Porter, acclamation. Hebron—Zachariah Patten, 58; R. K. Rose, 54. Chegoggin—William Corning, acclamation. Rockville—Edward Hilton, acclamation. Arcadia—A. M. Hatfield, acclamation.

Municipality of Argyle — Wedge —Anselm O. Pothier, acclamation. Tusket—Leizen V. Porter, 192; E. C. Simonson, 170; John B. Porter, 157. Two first elected. Argyle—Sub-division No. 17—O. W. Slocomb, 124; John McDonnell, 12; sub-division No. 22—Slocomb, 10; McDonnell, 25. Majority for Slocomb, 97. Pubnico—James Amiro, acclamation. Kempt—Samuel W. Hamilton, acclamation.

The Municipal Elections were held November 19, 1895, resulting as follows:

Municipality of Yarmouth—Carleton—Jonathan Randall, 55; T. H. Uhlman, 51. Tusket Lakes—John A. Hatfield, 36; A. L. Hatfield, 11. Ohio—Nathaniel P. Crosby, by acclamation. Port Maitland—W. S. Porter, 129; W. R. Landers, 28. Hebron—Zachariah Patten, 62; R. K. Rose, 61. Chegoggin—William Corning, by acclamation. Rockville—Edward Hilton, 73; Charles K. Robbins, 33. Arcadia—A. M. Hatfield, by acclamation.

Municipality of Argyle — Belleville and Tusket—William T. Lent, 251; Peter Meuse, 243; J. B. Porter, 153; E. C. Simonson, 78. The two first elected. Argyle—O. W. Slocomb by a majority of 4 over Arthur E. Allen. Pubnico Head—George N. Eaton, 67; H S. LeBlanc, 9. East Pubnico—Eaton, 41; LeBlanc, 42. West Pubnico—Eaton, 4; LeBlanc, 169. Majority for LeBlanc, 108. Kemptville—Lemuel Hamilton, by acclamation. Tusket Wedge—Anselm O. Pothier, by acclamation.

The Election for Councillors for the Municipality was held on the 15th November, 1898, resulting as follows:

Municipality of Yarmouth — Carleton —T. H. Uhlman, 88; Jonathan Randall, 47; Uhlman's majority, 41. Tusket Lakes—John A. Hatfield, 39; John W. Reynard, 38. Ohio—Coun. Crosby, re-elected by acclamation. Port Maitland—Coun. W. S. Porter, 109; W. R. Landers, 29; D. C. Crosby, 28. Hebron—Coun. Patten, re-elected by acclamation. Chegoggin—Coun. Corning re-elected by

acclamation. Rockville—Coun. Hilton, re-elected by acclamation. Arcadia—Amos B. Brown, 111; Warden A. M. Hatfield, 101.

MUNICIPALITY OF ARGYLE.

	Tusket	Belleville	Eel Brook	Total
Coun. W. T. Lent,	111	126	39	276
Coun. Peter Meuse,	111	126	11	248
Adolphus Amiro,	88	29	56	173
Smith Harding,	79	55	40	171

Couns. Lent and Meuse elected.

Argyle—Jackson Ricker obtained 15 votes at Lower Argyle and 34 at the Islands. Warden Slocomb had 21 votes at Lower Argyle, none at the Islands, and a majority of 16 at Argyle. Ricker's total majority, 12. Kemptville—S. W. Hamilton, by acclamation. Pubnico—William A. D'Entremont, by acclamation.

THE PLEBISCITE VOTE.

With the voting at the General Election for the House of Assembly on the 15th of March, 1894, a ballot was taken on the Prohibition Plebiscite, resulting as follows:

District.	Yes.	No
Carleton,	107	3
Tusket Lakes,	54	3
Ohio,	106	5
Port Maitland,	148	5
Hebron,	96	6
Chegoggin,	130	11
Milton,	89	8
No. 8,	111	19
No. 9,	116	28
No. 10,	160	31
South End,	130	26
Rockville,	83	3
Arcadia,	124	10
Tusket Wedge,	61	70
Tusket,	48	40
Belleville,	21	163
Argyle,	108	2
East Pubnico,	47	8
West Pubnico,	27	55
Kempt,	43	2
Pubnico Head,	71	2
Surette's Island,	3	1
	1883	501

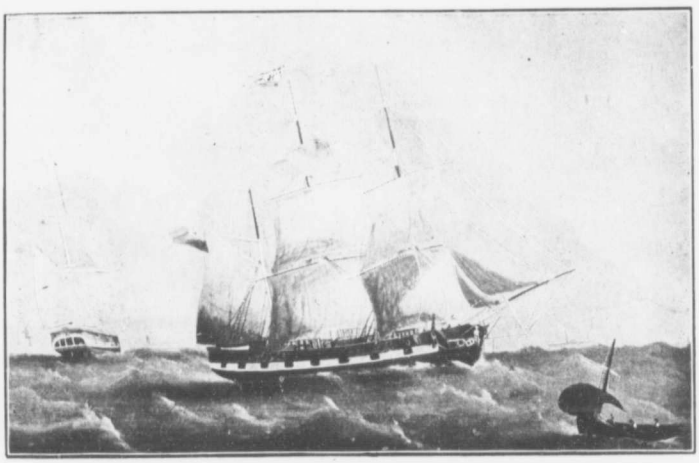
Votes polled, 2385; entitled to vote, 4372. Vote by Counties stood:

Annapolis,	2628	350
Antigonish,	883	948
Cape Breton,	2644	1916
Cumberland,	4595	511
Digby,	1695	297
Guysboro,	1362	392
Colchester,	3053	382
Halifax,	5387	2351
Hants,	2698	439
Kings,	3170	249
Lunenburg,	2567	916
Pictou,	4100	1192
Queens,	1137	225
Shelburne,	1838	166
Inverness,	1973	800
Victoria,	1165	284
Yarmouth,	1883	501
Richmond,	978	436
	43,756	12,355

Total vote, 56,111; majority, 31,401. Percentage of those who voted on the question of prohibition, who voted for it, about 78; those who voted for candidates, who also voted in favor of prohibition, 68 1-2.

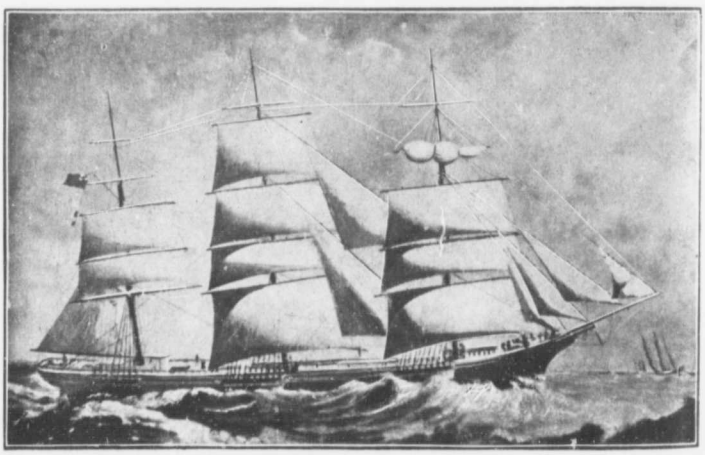
A plebiscite vote was taken throughout Nova Scotia on the 29th September, 1898, by order of the Dominion Government, for or against prohibition. The following was the result in Yarmouth County:

	Yes	No
Milton,	86	8
Court House,	117	9
Centre,	105	9
No. 10,	132	15
South End,	111	12
Carleton,	117	1
Tusket Lakes,	45	1
Ohio,	108	1
Port Maitland,	122	1
Hebron,	124	1
Chegoggin,	138	2
Rockville,	82	0
Arcadia,	153	6
Plymouth,	37	2
Tusket Wedge,	11	6
Tusket,	95	4
Belleville,	36	15
Eel Brook,	10	13
Argyle,	79	2
East Pubnico,	51	3
West Pubnico,	73	6
Kemptville,	33	0
Pubnico Harbor,	39	0
Islands,	3	3
Total,	1907	120



BARK MARY.

416 tons, built in 1844, by Thomas Killam.



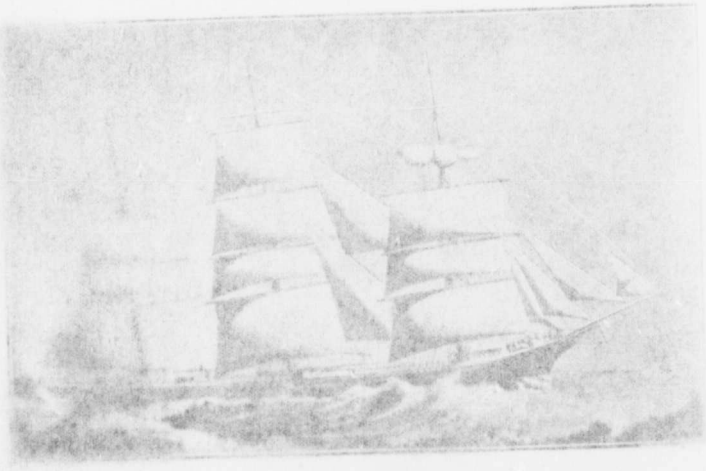
SHIP COUNTY OF YARMOUTH.

2,154 tons, built in 1884, by W. D. Lovitt—the largest sailing vessel ever owned in Yarmouth.

YARMOUTH SHIPPING.

BARK MARY.

416 tons, built in 1844, by Thomas Killam.



SHIP COUNTY OF YARMOUTH.

Built in 1881, by W. D. Lovitt—the largest sailing vessel ever owned in Yarmouth.

YARMOUTH SHIPPING.

(*Continued*

OWN

☞ Vessels

Brig:
Aldine, 344,

Schooner
E. Raymond,
Edith A., 81,
1886, Mystic,
May,* 27, La
Lizzie,* 24, J.

Steamers:
Alameda,* 23,
City of St. Jo

Ship:
Stalwart, 1545
Sanderson,

Bark:
Bowman B. La

Barkentin
Sentinel, 488,

Schooners
Alph B. Parke
Coup d'Etat, 1

YARMOUTH SHIPPING.

(*Continued from Lawson's Appendix to the Shipping of Yarmouth.*)

LIST OF VESSELS

OWNED IN THE COUNTY OF YARMOUTH SINCE 1884.

☞ Vessels marked thus * were purchased from other ports

1884.

Brig:

Aldine, 344, W. D. Lovitt.

Schooners:

E. Raymond, 96, J. W. Raymond, C. B. Nickerson.
Edith A., 81, G. D. D'Entremont and others.
1886, Mystic,* 79, Edward Larkin and others.
May,* 27, Laurent D'Entremont and others.
Lizzie,* 24, J. Harvey Spinney.

1885.

Steamers:

Alameda,* 23, J. H. Churchill, C. P. Kinney, Eben Crosby.
City of St. John,* 446, L. E. Baker, Harvey Doane.

Ship:

Stalwart, 1545, Jacob Bingay, Lovitt & Co., Joseph H. Cann, G. G. Sanderson, George B. Cann.

Bark:

Bowman B. Law (iron), 1359, William Law & Co. and others.

Barkentine:

Sentinel, 488, W. D. Lovitt.

Schooners:

Alph B. Parker, 39, LeBlancs at the Wedge.
Coup d'Etat, 11, Maturine D'Entremont.

Eva Mac, 19, James McCarthy.
Fly, 15, Solon and Remi Hubbard, S. LeBlanc.
Guide, 38, Hatfield, Kinney & Co.
Hattie Emeline, 11, Peter V. Amero.
J. W. Kinney,* 52, J. M. Davis and others.
Komaroff,* 10, J. M. Davis.
M. A. Louis, 63, D'Eons and D'Entremonts.
Mabel R. H., 37, Timothy and W. A. Powell.
Mary Odell, 13, Leon V. Amero.
Meteor,* 37, Benjamin Davis.
Stranger, 15, C. W. Nickerson.
Uncle Sam, 95, D'Entremonts, Ameros and LeBlancs.
Velocipede,* 67, Thomas Goodwin.

1886.

Ships:
Celeste Burrill, 1763, William Burrill & Co.
Louise M. Fuller, 1680, William Law & Co., Hatfields and others.

Brigs:
Aeronaut, 446, W. D. Lovitt.
Clare, 229, W. D. Lovitt.

Schooners:
Alba, (de novo) 58, James A. Hatfield.
Alice May,* 18, Cereno Johnson.
Arthur,* 142, Hugh Cann & Son and others.
Dora, (de novo) 63, A. F. Stoneman & Co.
Edith,* 52, George H. Lovitt.
Flora, 63, David D'Entremont and others.
N. A. Laura, 59, D'Entremonts and others.
Whistler,* 24, John McKinnon, J. N. Boyd.

1887.

Steamers:
Electra, 90, Hugh Cann & Son and others.
Yarmouth (steel), 1432, Yarmouth Steamship Co.

Schooners:
Hope, 21, Eleazer Raymond.
Nancy Anna,* 35, Joseph H. Eldridge.
Partridge,* 47, Joseph R. Rogers.

1888.

Steamers:
LaTour, 105, Yarmouth & Shelburne Steamship Co.

Bark:
Nikaria, 1083, J. Y. Robbins, John Hibbert, Thomas Long, Job Hatfield, J. A. Tilley, W. W. Crosby.

Schooners:
Annie,* 22, J. M. Davis.
C. H. Tupper, 99, Cereno J. Kelley, I. L. Walker.
Donald Cann, 120, Hugh Cann & Son, George E. Cann, G. K. Trefry.
Georgiana, 90, H. & N. B. Lewis, G. C. Lewis, William Pinkney and others.
L'Etoile, 48, J. H. Porter & Co.
Mildred J. McLean, 148, Hugh Cann & Son, G. E. Cann, B. Hilton, G. K. Trefry.

1889.

Ship:
Jane Burrill, 1835, William Burrill & Co., W. D. Robertson.
Barkentines:
Maggie Thomson, 554, N. B. Lewis, G. C. Lewis, J. C. and J. A. Blackadar, E. E. Archibald, D. Wetmore, Edgar Crosby and others.
Nora Wiggins,* 483, B. Davis, J. H. Killam, F. A. Ladd and others.
Brigs:
Bertha Gray, 319, S. E. Messenger and others.
Hastings,* 338, H. H. Crosby, R. T. Crosby, G. A. Harris, G. G. Sanderson and others.
Hattie F. Rich,* B. Davis, J. H. Killam.
Schooners:
Florence, 11, Joshua Boudreau.
Lily E.,* 118, J. R. Blauvelt and others.
Nellie, 59, J. H. Porter & Co.
Powlowna,* 29, Doctrove Surette.
Theresa, 18, Bourques and Surettes.
Thomas H., 13, H. T. D'Entremont.
Union St. Pierre, 19, M. and A. D'Entremont.
Wapiti, 99, A. F. Stoneman & Co.
Wrasse, (de novo) 59, A. F. Stoneman & Co.

1890.

Steamers:
Boston, (steel) 1694, Yarmouth Steamship Co.
Ship:
J. Y. Robbins, 1708, J. Y. Robbins, J. Hatfield, J. R. Blauvelt and others.
Barks:
Catherine, 798, William D. Lovitt.
Mary A. Law, 890, William Law & Co. and others.
Vibilia,* 553, Hugh Beveridge.
Barkentines:
Toboggan, 676, H. B. Cann, C. W. Cann.
Vanveen, 542, George H. Lovitt.
Brigs:
L. G. Crosby, 342, L. G. Crosby, H. Perry, Arthur Hood and others.

Louil, 198, L. G. Crosby, George Crosby.
Ora, 197, B. Davis, Killam Bros., C. and D. Morrill.

Schooners:

Annie May, 86, C. R. McHenry and others.
Aurora, 26, D'Entremonts and LeBlancs.
Civilian, 97, David L. Amero and others.
Elma D., 68, Stephen A. Doucette.
M. & L. Chase, 46, Charles W. Bent.
Mary Amanda,* 42, Frank J. Harris.

1891.

Steamers:

Blue Hill,* 195, Yarmouth & Shelburne Steamship Co.
John L. Cann, 142, Hugh Cann & Son.

Ship:

William Law, (steel) 1631, William Law Shipping Co. (Limited).

Bark:

Belmont, (steel) 1415, Belmont Shipping Co. (Limited).

Barkentines:

Baldwin, 561, Baldwin Shipping Co. (Limited).
Madeleine, 498, William D. Lovitt.

Brigs:

Harry, 144, H. & N. B. Lewis.
Nile,* 164, Hugh Beveridge and others.

Schooners:

A. D'E., 14, D'Entremonts.
Annie G.,* 112, A. W. Blauvelt, J. R. Blauvelt.
Arthur,* 25, Josiah B. Lewis.
Eva,* 10, Gabriel Bourque.
Jennie C.,* 16, Lemuel F. Perry, J. E. Perry.
L. C. Haley, (de novo) 42, Nelson Boyd.
Martha Ellen, 13, George Hamilton and others.
Sarah E. Lee,* 98, James M. Davis, George Bates.
Sea Foam,* 28, J. F. Amero and others.
Sunrise,* 18, J. E. Crosby, Cereno Johnson.

1892.

Steamer:

Edna R., 49, Mud Island Lobster Co.

Ship:

Lillian L. Robbins (steel), 1699, J. Y. Robbins, G. G. Sanderson, J. R. Blauvelt and others.

Barkentines:

F. B. Lovitt, 599, William D. Lovitt.
Hrvat (oak),* 574, Hugh Cann & Son.

Schooners:
Balaiose,* 45, Thomas A. Crosby.
Elva C.,* 98, A. E. McGray, F. Peterkin.
Fly,* 15, H. T. D'Entremont and others.
Lena, 13, Peter A. Amiro.
Sea Fox, 18, James McCarthy.
Souvenir, 71, S. and H. T. D'Entremont.

1893.

Steamer:
Wanda,* 32, Hugh Cann & Son.
Barkentine:
Peerless,* 278, Benjamin Davis, S. B. Davis.
Schooners:
Melbourne, 170, William D. Lovitt.
Ripple,* 19, Benjamin Davis.
Senora, 85, Surettes and D'Eons.

1894.

Steamers:
Albatross (yacht), 20, William L. Lovitt.
Anita, 26, Hilaire T. LeBlanc.
Nereid, 12, F. A. Weddleton.
Schooners:
Carrie May, 25, Peter S. Amero.
Eddie C.,* 10, J. F. Harding.
Hustler (de novo), 38, James H. Spinney.
Little Joe,* 17, Harvey Goodwin.
Sea Rose, 13, Hilaire Bourque.
Viola Pearl, 23, Harvey Goodwin.

1895.

Steamers:
Dolphin, 3, McKinnon and Jenkins.
Florence C., 22, A. H. Poole and others.
Juno, 3, H. F. Cann.
Schooners:
Annie, 71, Alfred Perry, G. W. Goudey.
Bertha Keiley,* 12, Benjamin Davis.
Brenton, 69, Ambrose Melanson.
Defender, 20, Ambrose D'Entremont.
Edith M., 19, Wm. Kinney.
Lady Bourque,* 11, Mande Bourque.
W. C. Allen,* 11, James E. Meuse.

1896.

Steamer:
Westport, 48, Insular Steamship Co.

Schooners:
David Sprague,* 31, W. A. Killam.
Lavinia, 50, Doctrove Surette.
Nebula, 24, F. Amero.
Prohibition, 120, J. R. Blauvelt.
Whisper, 31, Peter S. Amero.

1897.

Steamers:
Ida Lue, 30, H. T. LeBlanc.
Wilfred C., 48, Cape Sable Packing Co.
Barkentine:
Hillside, (steel) 439, Hillside Shipping Co.
Schooners:
Grace Rice,* 119, John H. Killam and others.
Hattie P., 79, Alfred Perry and others.
Lizzie Dyas, 99, G. E. C. Burton and others.

1898.

Steamers:
Gertrude M., 25, J. C. McGray and others.
Malcolm Cann, 78, Hugh Cann & Son.
Schooners:
Bessie May, 23, W. A. Killam.
Vesta Pearl, 40, W. A. Killam.

1899.

Steamer:
Percy Cann,* 55, Hugh Cann & Son.
Barkentine:
Reform, (4 masted) 545, Reform Shipping Co.

1900.

Bark:
Brookside,* 690, Brookside Shipping Co.
Barkentines:
F. B. Lovitt, 554, F. B. Lovitt Shipping Co.
Lakeside, 726, Lakeside Shipping Co.
Schooners:
Ben Bolt, 90, A. F. Stoneman & Co.
Marguerite, 57, L. P. D'Entremont and others.

1901.

Steamers:
Harbinger, 46, Harbinger Steam Trawling Co.
Messenger, 49, Harbinger Steam Trawling Co.
Usher, 2350, Usher Steamship Co.

Schooner:
Prosperare, 378, Prosperare Shipping Co.

1902.

Steam Launch:
Markland, 15, Ansel Crosby.

Schooners:
Coronation, 98, A. F. Stoneman & Co.
Gertrude L., 90, Charles D'Entremont & Co.
Nelson A., 65, Henry A. Amero.

DISASTERS TO YARMOUTH SHIPPING.

1884.

BRIG CORA, Charles W. Carty master, from Yarmouth for Bridgewater, N. S., in ballast, was wrecked at Little Hope Island on the 6th July. Crew saved. Owned by the master and others. Vessel, 233 tons, launched in 1879, and insured for $5000 in the Commercial and $1500 elsewhere.

SCHOONER TWILIGHT, Lemuel Hines master, of and for Yarmouth, from the Banks, with a full cargo of fish, struck on Shag rock, off Cranberry Island, near Canso, on the night of the 11th September, and sank. As soon as the vessel struck a dory was launched and Capt. Hines and William Berringer, of Canso, jumped into it. The dory was swept by a sea, killing the two men instantly. The remainder of the crew succeeded in reaching a partially dry reef, where they held on till rescued by the schooner Georgie Harold, of Barrington, next morning. Capt. Hines left a widow and one child. The Twilight was launched in 1874, was 58 tons register, and was owned by A. F. Stoneman & Co. Vessel insured for $1500 in the Commercial and $500 in Halifax. Cargo and outfits insured for $1600 in Commercial. The bodies of the two men were found a few days later.

Andrew Pius Porter, mate of brig Boston Marine, fell overboard from that vessel on the 16th August, and was drowned. He was a son of Anselm O. Porter, of Tusket Wedge.

William A. Cain, master of bark Eliza Everitt, died on that vessel, which arrived at Montevideo on the 5th December. He was a son-in-law of William Caskey, and left a widow and six children.

1885.

SHIP CYPRUS, Asa Walker master, from Calcutta, January 29th, for New York, was abandoned on the 17th April, in lat. 12 S., long. 12 W., in a sinking condition. Crew saved and landed at Falmouth on the 9th June. Her cargo consisted of saltpetre, cutch, linseed, jute, jute butts, gunny bags, buffalo hides, castor seed, etc. The Cyprus was 1392 tons register, was launched in 1878, and was owned by Cereno J. Kelley, Israel L. Walker, Spinney, Eakins & Co, Dr. E. K. Kelley, the estate Dr. J. L. R. Webster, C. E. McKinnon and others. Insured $5000 in the Commercial and $15,000 on the hull and freight with Mr. Job Hatfield. There was also some insurance on the vessel in Halifax.

SHIP HERBERT BEECH, Killam master, from Philadelphia for Antwerp, with a cargo of 7100 barrels kerosene oil, sprang aleak, and as the leak increased the vessel was run for Bermuda, where she arrived on the 5th October. As the cost of her repairs would exceed the value of the vessel after repaired, she was condemned. She was owned by George K. Trefry, J. M. Davis, J. A. Hatfield, A. C. Robbins and others. She was 1061 tons, was launched in 1869, and was insured $4000 in the Commercial, and also in the Boston Marine, amount not stated. She was sold at auction for £335.

BARK NORTHERN CHIEF, Francis D. Homer master, sailed from New York on the 17th January for Antwerp, with a cargo of oil, and was not afterwards heard of. She was 808 tons register, was built in 1872, and was owned in Liverpool, G. B. Capt. Homer was a son of the late Andrew W. Homer, and left a widow and two children. The mate was Arthur H. Parker, of Yarmouth.

SCHOONER KATHLEEN, Judah Crowell Smith master, sailed from Cardigan, Prince Edward Island, on the 7th December, for Baltimore, with a cargo of potatoes, and called at Halifax on the 16th. The schooner Cook Borden, which arrived at New York on the 4th January, 1886, from Port-au-Prince, passed the Kathleen on the 1st January, waterlogged, dismasted and abandoned. No tidings were received of the crew. The Kathleen was 117 tons register, was built in 1883, and was owned by H. B. Cann, Benjamin Hilton, George E. Cann and George K. Trefry. Insured $4000 in the Commercial. Cargo owned in Prince Edward Island.

SCHOONER SABRA KILLAM, Alfred Amero master, from Yarmouth for Grand Manan, dragged her anchors during a gale on the 26th December, at Flagg's Cove, and after fouling the schooner Delia Hartwell (which had also broken adrift) drifted ashore and became a total wreck. Capt. Amero was frozen to death. The others were saved after five hours of intense suffering. The vessel was 55 tons register, was launched in 1876, and was owned by G. D. D'Entremont, of East Pubnico. No insurance. The Hartwell drifted ashore, broke in two, and became a wreck also. One of the crew of the Sabra Killam stated that Capt. Amero, being bareheaded, and numb from exposure, jumped overboard after the boat, but swam back to the vessel. He put his arms around the foresheet traveler, and refused to let go. The men tried every means in their power to persuade him to go ashore, but to no purpose. Two of the men remained on board until 2 o'clock in the morning with him, when they went ashore.

When the vessel was again boarded at daylight, Capt. Amero was found dead, with his arms still around the foresheet traveler. He was 26 years of age, and was on his first trip as captain. He belonged to East Pubnico and was unmarried. The body was sent to that place for burial.

SCHOONER PRECURSOR, of and from East Pubnico, for Halifax, with a cargo of fish, went ashore near Lockeport about the 25th August. The crew left the vessel and rowed ashore. The Precursor subsequently floated and was towed into Bucksport, Maine. The crew, after landing at Lockeport, procured a tugboat and went to the scene of the wreck, but as no trace of the vessel could be found, it was supposed that she had foundered. She was later taken to Pubnico and repaired. She was 46 tons register, was launched in 1876.

SCHOONER NETTIE PARKS, Brannen master, engaged in mackerel trap fishing at Bay Chaleur, under charter by the Chegoggin Point Trap Company, was totally wrecked during August. Crew saved. She was 39 tons register, and was owned by A. Perry, J. H. Crosby and A. B. Corning, of Port Maitland. Insured $1500 in the Commercial office.

BARK NAPIER, 1177 tons, Charles W. Raymond master, sailed from Pensacola on the 16th October, for Antwerp, with a cargo of deals and boards, and was not afterwards heard of. Capt. Raymond resided at Port Maitland and left a widow. Vessel owned by Capt. John H. Allen, Brooklyn, New York.

Mark Amiro, mate of schooner Byron, fell from the jibboom of that vessel on the 6th February, on the passage home from Newfoundland, and was drowned. He belonged to Tusket Hill.

Eben Nickerson, of Pubnico, was drowned with his dorymate, Arthur M. Ehlman, of Liverpool, N. S., whilst visiting their trawls in a dory on LaHave Bank, from Gloucester schooner Maud M. Story, on the 9th March.

James Hermon Crosby, second son of Irad Crosby, of Wellington, fell off the rail of ship Vanloo, whilst that vessel was proceeding to sea from London for New York, on the 27th July, and striking on the rail of a boat, fell overboard and was not afterwards seen. He was in the 20th year of his age.

Capt. David C. Weston, master of ship Narwhal, died on board that vessel at Port Townsend, Washington, U. S., on the 31st August. His wife and family resided in Florida at the time.

Louis B. Babine, son of John Uriel Babine, of Sluice Point, was lost with the schooner Mabel Dilloway, of Gloucester, which foundered in the gale of Christmas Day.

George William Goodwin, one of the crew of the schooner Coral Leaf, Capt. McComiskey, was drowned in October. The vessel was running under her foresail, and whilst in the act of changing the sail, Goodwin was thrown overboard and could not be rescued. He was 39 years of age, and left a widow and four children.

1886.

SHIP LOUISE M. FULLER, A. W. Blauvelt master, sailed from New York on the 1st December for Liverpool, G. B., with a cargo of petroleum, and was abandoned, leaking, on the 9th. Crew rescued and landed at Southampton, England, by steamer Fulda. Before leaving the vessel Capt. Blauvelt set fire to her, that she might not become a dangerous obstacle to other vessels. Capt. Blauvelt's report was as follows: Experienced heavy gales until the 3d December, during which the ship sprang a leak, when it was decided to bear up for Halifax, but the wind was increasing to N. E., and leak also increasing, concluded to put back to New York. On the 5th the wind changed to N. W., soon afterwards veering to N., leak still increasing and heavy sea running. Heavy weather continued until the 7th, when the ship had from three to four feet of water in the hold, and leak steadily increasing, with hard gale from N. N. W., ship heading W. S. W. At 4 p. m. one of the pumps was disabled by the breaking of one of the cranks, which was temporarily repaired with a piece of iron. Crew greatly exhausted with constant labor at the pumps, one man being laid up from exposure. On Wednesday the gale was moderate at 4 p. m., five feet of water in the ship, both pumps going until 10 p. m., reducing the water to about four feet. Wore ship, headed N. by E., unable to keep water down with port pump, leak fast increasing. On the 9th saw a steamer approaching from the westward, and after consultation with the officers, and as the leak was daily increasing and the crew being worn out by constant pumping and exposure, and being unable to work the ship or to keep her from filling, and by all appearances she would be waterlogged by the next gale, all hands agreed, for the safety of life, to abandon the ship. This was done at noon, all going on board the steamer, which proved to be the Fulda, of Bremen, which landed us at Southampton. When we left the ship she had six feet of water in the hold. The

Louise M. Fuller was one of the finest and largest vessels owned in Yarmouth and was launched during the previous summer. She was 1680 tons register, and was owned by William Law & Co., J. A. Hatfield, Forman Hatfield, P. L. Hatfield, Job Hatfield, E. K. Spinney and Capt. Blauvelt. Insured for about $38,500. The disbursements were also insured. The Louise M. Fuller appeared to have been an unfortunate ship, as in launching she stuck on the ways where she remained for about a fortnight, when a second and successful attempt to put her afloat was made.

SHIP WILLIAM LAW, William Hibbert master, from Havre 5th April for Sydney, C. B., in ballast, for orders, went ashore at West Scatterie, C. B., on the 25th May, and became a total wreck. Capt. Hibbert took soundings in 26 fathoms every half hour, but in a few minutes the ship dashed on the rocks, during a dense fog. There was a heavy sea running, and the only hope of saving the crew was in getting a line on shore. The second mate took his life in his hands and jumped from the vessel. He succeeded in getting ashore, badly bruised and much exhausted. A deep sea line was then thrown to him, by means of which a hawser was drawn ashore and made fast. All were saved except two—the steward, a native of Calais, France, who became entangled in the ropes and was drowned, and Lapside, the cook, who was two-thirds of the way ashore when the ship gave a lurch, plunging him into the water and causing him to lose his grasp. Nothing was saved of the effects. The captain, when he arrived at Louisburg, was coatless, hatless and bootless, and many of the crew were half naked. The William Law was 1599 tons register, was launched in 1879, and was owned by William Law & Co., T., E. S. and T. J. Perry, G. H. Guest, S. R. Hilton, J. A. Hatfield, Joseph Burrell, R. T. Crosby, H. A. and G. A. Hood, estate Smith Horton, estate W. K. Dudman, William Currier, R. M. Ferguson and Joseph B. Lovitt. Insured $3800 in the Commercial; $2500 with John Guest; $1750 with Job Hatfield; $2700 with Killam Brothers, and about $14,000 in the Boston Marine. The wreck was sold at auction on the 27th May at Scatterie, realizing $150.

SHIP THOMAS N. HART, Callahan McCarty master, sailed from New York on the 16th May, for Shanghai, China, with a cargo of 52,000 cases of oil and 144 tons of coal, was spoken on the 20th May, in lat. 39.15 N., long. 67.39 W., and was not afterwards heard of. The mate was John Pinkney, of Central Chebogue, who left a widow. The remainder of the crew were foreigners. Capt. McCarty

was a native of Youghal, Ireland. His wife and brother accompanied him on the voyage. The Thomas N. Hart was 1460 tons register, was launched in 1881, and was owned by Wm. Law & Co., J. A. and N. B. Hatfield, J. A. Tilley, J. W. Moody, J. R. Blauvelt, S. A. Crowell, J. F. and Eben Scott, Byron Robbins and J. C. Anderson. She was partially insured.

SHIP ADOLPHUS, Reuben Sanders master, from London for Philadelphia, ran ashore at the Shears, Delaware River, on the 4th January. She filled with water and soon began to break up. The Adolphus was 1318 tons, was built in 1873, and was owned by A. C. Robbins, H. H. Brown, Wm. Hibbert, J. A. Hatfield, John Hibbert, T. E. Corning, J. C. Anderson and others. Insured $5200 in Commercial; $2500 with Job Hatfield, and $800 with John Guest. Freight insured $500 in Commercial.

SHIP TSERNOGORA, Asa Walker master, sailed from Havre on the 4th February for New York, with empty barrels; had westerly winds until the 27th March. It then shifted to the east, and at 6 o'clock in the afternoon all the light sails were taken in. The wind increased and at 8 the mainsail was taken in and the vessel hove to in a driving wind. The lead showed 25 fathoms. The vessel was headed N. W., running under topsails, foresail and forestaysail. About midnight, without seeing a light, land was sighted. The captain ordered the helm "hard up," but the ship struck the bar and jumped over it. The vessel then went broadside on the beach at Long Branch and became a total loss. The life-saving crew sent five shots before a line could be caught. About 5 o'clock on Sunday morning the captain went ashore in the "breeches buoy." The sea was very heavy, making clean breaches over the ship. The remainder waited until 9 o'clock, when they were taken ashore in the lifeboat. The Tsernogora was 1252 tons register, was built in 1877, and was owned by Lovitt & Co., estate T. B. Flint, D. C. Weston, G. G. Sanderson, Augustus Cann and G. H. Guest. She was insured for $6400 in the Commercial; $10,900 with John Guest, and $2000 with Job Hatfield.

SHIP WILLIAM, W. R. Journeay master, from Port Eads for Galveston, in ballast, struck on Galveston beach during a thick snow storm on the night of the 13th January, and became a total wreck. Crew saved. The William was 998 tons register, was built in 1873, and was owned by Benj. Hilton, Edward Hilton, W. R. Journeay, estate W. K. Dudman, T. C. Trefry and R. H. Crocker. Insured

$600 in Commercial; $6000 with Job Hatfield; $1000 with John Guest, and $600 in the Boston Marine.

BARK REPUBLIC, Charles Grant master, from Philadelphia for Dunkirk, with a cargo of oil, went ashore one mile outside the latter port on the 1st December, and became a total wreck. Crew saved. The Republic was 843 tons register, was launched in 1871, and was owned by H. & N. B. Lewis, B. Hilton, W. H. Cook, E. E. Phillips, F. G. Cook, W. A. Cook, G. K. Trefry and others. She was partially insured.

SCHOONER UNCLE SAM, J. B. J. D'Entremont master, while fishing on Western Bank, on the afternoon of the 21st April, took fire, and in half an hour had to be abandoned. The fire was first discovered in the after cabin, while the crew were busily engaged in dressing fish, and in a few minutes that part of the vessel was a mass of flames, which spread rapidly. The men turned their attention to saving what sails, provisions and clothing they could, and left the vessel in ten dories. Shortly afterwards a quantity of powder exploded, tearing out the stern, when the vessel filled and sank. The crew, 21 in number, rowed to the schooner Bertha D. Nickerson, a few miles distant, but the captain of that vessel thought they would get home quicker by going on board the LaHave schooner Eldora, about eight miles off. Capt. Creaser, of the Eldora, kindly took them on board and gave them what accommodation he could. Abandoning his trip he proceeded at once for Halifax, where he landed the shipwrecked crew. The Uncle Sam was a fine schooner of 95 tons register, was launched in 1885, and cost nearly $7000. She was owned by George D. D'Entremont and others, of Pubnico, and was insured $4000 in the Marine Insurance Co., of Pubnico. There was also some insurance on the outfits in the same office. Two days later the Uncle Sam was seen bottom up, still at anchor. She was towed into LaHave on the 8th September, by the Gloucester schooner Susie Hooper, being awarded $600 salvage. She was repaired at that port under the direction of Denis Surette, and brought to Pubnico, where she was again fitted out by Mr. D'Entremont.

SCHOONER FOREST FLOWER, Amero master, from Pubnico bound up the Bay of Fundy for bait, put into Margaretville on the evening of the 10th April for a harbor. She ran aground near the end of the wharf, to which a line was made fast. The line parted by the force of the wind. There being a breach in the wharf, no assistance could reach her, and she drifted across the dock and was

beached on the other side, where she became a total loss. She was 40 tons register, was built in 1868, and was owned by Capt. S. L. Oliver, East Pubnico. No insurance. She was subsequently sold, floated and repaired by Capt. Norman Ray, of Margaretville.

SCHOONER GIPSY, Cunningham master, fishing, was driven ashore at Owl's Head, in April, and became a total loss. Crew saved. She was 22 tons register, was launched in 1875, and was owned by T. and W. Powell. No insurance.

SCHOONER SISTERS, Ezra M. Jeffreys master, was run into by Maitland bark Medes, about 15 miles north of Seal Island at 3 p. m. on the 11th of August. The Sisters was struck abaft the forechains, breaking the foremast at the deck, and the mainmast was cut away to clear the bark. The crew was taken on board the Medes and landed at Parrsboro. They were: Charles Nickerson, George Nickerson, Orlando Malone, Samuel Goodwin, Elijah Jeffreys, Asa Nickerson, Hezekiah Garron. The Sisters was 15 tons register, was launched in 1883, and was owned by Capt. Robert N. Crowell. Insured $500 in the Boston Marine.

Charles Huskins, of the schooner Pendragon, of Boston, was swept overboard on the 26th February, about 100 miles E. S. E. of Cape Ann, and drowned. He was a son of Elisha Huskins, was 26 years of age, and unmarried.

Jeremiah Meuse, of Tusket Forks, one of the crew of schooner Arthur, Capt. Rufus Hines, fell off the mainboom of that vessel on the 31st August, and was drowned. He was 27 years of age, and was married six weeks previous to his sailing on this voyage. The vessel put into Argyle the next day.

Charles Ryder, a native of Argyle, was washed overboard from schooner Carrie and Annie on the evening of the 19th January, and was drowned. He was 34 years of age, and left a widow and three children.

George Richard, mate of schooner Winnie L., was washed overboard from the mainboom on the passage from Yarmouth to Demerara, in January, and drowned. The boom dropped in the water with the roll of the vessel and he was washed off. He grasped the log line and was pulled in nearly to the taffrail, when the line parted. He was a son of Vital Richard, of Tusket Wedge, and was 20 years of age.

Barney Naughton, of Yarmouth, one of the crew of schooner

Aberdeen, of Gloucester, whilst reefing the mainsail on March 2d, was knocked overboard and drowned. He was 35 years of age, and unmarried.

Capt. Aaron Porter, master of ship Vancouver, and second mate Wentworth Landers, son of William Landers, of Milton, died of yellow fever on the passage of that vessel from Rio Janeiro to Lewes, Delaware, on June 6th. Capt. Porter left a widow and three children. Mr. Landers was unmarried. The carpenter (a foreigner), and the steward, Joseph Redding, of Yarmouth, died of the fever while the Vancouver was in port at Rio Janeiro.

Herbert Scott, second mate of ship Magnolia, died of yellow fever at Colon, on the 4th September, after three days' illness. He was a brother of Mrs. Capt. George Davis.

Frederick O. Spinney, of Argyle, was lost from Gloucester schooner Virginia Dare during the year.

1887.

SHIP VENDOME, George F. Corning master, sailed from New York on the 22d February for Amsterdam, with a cargo of 13,845 barrels refined oil, and was burned at sea on the 27th March. The captain stated that on the 4th March he took off the crew of the Norwegian bark Nordcap, in lat. 38.30 N., long. 48.10 W., bound to Falmouth, loaded with logwood, in a sinking condition, masts gone, wheel carried away, and all deck houses swept off. Nothing more of importance occurred until the evening of the 27th, when about 5 p. m. the men called my attention to the crackling of burning wood along the main deck, and almost at the same moment smoke issued from the ventilators. I at once took off the main hatch and found that the ship was on fire in the 'tween decks. The smoke was so dense that we could scarcely see below the hatch. I put the hatches on, hove the ship to and got the boats ready. About 6 p. m. the St. John bark Stillwater came alongside, and I asked the captain to lay by me for a while, which he kindly did. As it was impossible for me to keep the men (including the shipwrecked crew) on board, they all left except the mates, carpenter and pilot. About 9.30 the heat and smoke getting stronger, I decided to abandon the ship, which I did, and went on board the Stillwater. The North Hinder lightship bore E. S. E. about 10 miles. About half an hour later the flames broke through the hatches and decks. When we sailed away from the Vendome about 11.30 p. m. she was on fire fore and aft. I can form

no idea how the fire occurred. The Vendome was 1550 tons register, was launched in 1882, and was owned by Wm. D. Lovitt. Insured $25,000 on hull and $8000 on freight in the Boston Marine.

BARK SOKOTO, Frank Perry master, from Philadelphia March 16th, for Palermo, with a cargo of oil, sprang aleak during a heavy gale on the 21st, after clearing the Capes of Delaware, and was hove to on the next day. Several hundred cases of oil were thrown overboard, and all hands labored at the pumps, apparently gaining on the leak, when the spars on deck broke loose and smashed the pumps, forward house, crew's quarters and cabin. The vessel filled with water to the main deck. On the 25th the American ship Tam O'Shanter, Capt. Patterson, from Liverpool for New York, hove in sight, when Capt. Perry and crew were transferred to her, saving none of their effects. The Sokoto was set on fire, as she was low in the water, and would prove dangerous to passing vessels. She was 958 tons register, was built in 1875, and was owned by Samuel Killam, W. R. Journeay, R. H. Crocker and R. Caie. Insured $13,500. Freight insured $2000.

BARK MIZPAH, Michael Dowley master, sailed from Philadelphia on the 6th May for Quebec, with a cargo of hard coal, and went ashore at Simon's Point, head of Gabarus Bay, C. B., on the 26th, where she became a total loss. The crew landed safely. Materials saved. The Mizpah was 898 tons register, was launched in 1873, and was owned by H. & N. B. Lewis, Hugh and Hugh E. Cann, F. G. Cook, G. E. Cann and the master. Very little insurance.

BARK MILO, Thomas Long master, from Ship Island, June 18th, for Bahia Blanca, ran ashore in the harbor of the latter port on the 21st September, and was condemned. The Milo was 684 tons register, was launched in 1873, and was owned by A. C. Robbins, Charles D. Brown and the master. She was partially insured.

BARK BACHELORS, George Ritchie master, from Buenos Ayres for Yarmouth, in ballast, arrived in the Sound on the 8th November, and let go one anchor. The chain parted and the other anchor was let go. The vessel dragged ashore on Sunday Point and pounded heavily. The mainmast and foremast went over the side, the vessel filled and she became a total wreck. The captain, mate, mate's wife and crew succeeded in reaching land by means of a boatswain's chair amid much danger and difficulty, losing most of their effects. The Bachelors was 655 tons, was launched in 1870, and was owned by

Hugh Cann, H. B. Cann, Lyman Cann, Hugh E. Cann, B. Murphy, G. W. Tooker, E. Allen, and L. D. Cann.

SCHOONER ARTHUR, J. R. Durkee master, from Georgetown, P. E. I., for Boston, with a cargo of potatoes, parted chains and drifted ashore at the entrance of Liverpool, N. S., harbor, during a gale on the 28th December, and became a total loss, together with the cargo. Crew saved. The Arthur was 142 tons register, launched in 1885, and was owned by H. B. Cann, G. E. Cann, B. Hilton, G. K. Trefry and C. W. Cann. Vessel insured $3000 with G. G. Sanderson. The hull was purchased at auction by Fred Peterkin for $35.00 and the materials by Capt. Cann for $730.00.

SCHOONER WILLIE L., Damien Doucette master, of Tusket Wedge, sailed from Yarmouth on the 29th October for Bermuda with a cargo of fish and lumber, and was not afterwards heard of. Her crew was composed of: Isidore LeBlanc, mate, of Tusket Wedge; Isaac Boudrot, cook, of Tusket Wedge; Raymond Meuse and Alfred Meuse, of Tusket, and John C. Meuse, of Yarmouth. The Winnie L. was 99 tons register, was built in 1882, and was owned by Joseph R. Rogers. She was chartered for this voyage by Parker, Eakins & Co., who owned the cargo, which was fully insured. Vessel insured $4000.

SCHOONER ANNA McGEE, from Grand Bank, on a fishing voyage, while attempting to put into Halifax on the night of the 7th April, ran ashore at Musquodoboit and became a wreck. One of the crew—Clarence Malone—was washed overboard and drowned. He was 19 years of age, and belonged to Woods Harbor. The vessel was 57 tons register, was launched in 1879, and was owned by G. D. D'Entremont and others. No insurance on vessel. Outfits insured in Pubnico office.

SCHOONER MARIA, Ryder master, arrived at Bay Bulls, N. F., on the 27th August, with the loss of fourteen men. Capt. Ryder stated that on the day of the storm all hands, including himself, except the cook, a boy and a sick man, were out in the dories, when the fog came in and hid the vessel from view. Later in the day the fog lifted, and Capt. Ryder caught a glimpse of the Maria, and succeeded in getting on board. None of the other dories turned up, and as a gale sprang up shortly afterwards, the men must have perished. They were all residents of Eel Brook, and all, or nearly all, were married. They were: John Meuse, Robert Meuse, Joseph Meuse, George Spinney, Andrew Bouchie, John Robichau, Amos Doucette, Aleck Amero, Joseph D'Entremont, Ambrose Hurlbert,

Simon Amero, Alexander Meuse, Andrew Doucette and Georline Doucette.

Capt. Byron Robbins, master of ship Hectanooga, died on board that vessel on the passage from Buenos Ayres for St. John, N. B., in 1887. The remains were kept on board and landed at St. John and were forwarded to Yarmouth, where they were deposited in the family lot in the Mountain Cemetery.

Lemuel C. Crosby, mate of bark M. & E. Cann, died on board that vessel in 1887.

Capt. George R. Doty, master of ship Bonanza, died suddenly, of heart trouble, on the 21st September, a few days after the ship sailed from Bilboa for Philadelphia. His remains were kept on board and upon the ship's arrival at Boston were forwarded to Yarmouth. He was 59 years of age, and left a widow.

Capt. Elisha B. Goudey, a native of Yarmouth, master of the barkentine George E. Corbitt, died at Brunswick, Ga., on the 30th December. He was a resident of Bear River, where he left a widow and two children.

1888.

SHIP MINNIE BURRILL, James Cain master, from Cardiff August 6th for Montevideo, with a cargo of coal, ran ashore at English Bank, near Montevideo, on the 24th October, during hazy weather, and became a total loss. Crew saved. The Minnie Burrill was 1465 tons, was launched in 1881, and was owned by Wm. Burrill & Co. and Capt. W. D. Robertson. Vessel partially insured.

BARK LIZZIE PERRY, Young master, from Port Eads, La., October 22d, 1887, for Buenos Ayres, with a cargo of pitch pine, was wrecked on the south point of Barbados during the night of the 10th January, 1888. Crew saved. The ship began to leak on the 22d November, which kept constantly gaining, making it impossible to work the ship. The deckload was thrown over on the 23d. The Lizzie Perry was 1122 tons register, was launched in 1877, and was owned by Wm. Law & Co., T. and T. J. Perry, G. Crosby, estate W. K. Dudman, G. H. Guest, H. H. Perry, W. Currier and others. Vessel and freight partially insured.

BRIG NELLIE CROSBY, McKinnon master, from Buenos Ayres for Barbados, in ballast, was in collision in July, and put into Rio Janeiro. She was so badly damaged that the repairs would cost more

than the value of the vessel, and she was condemned. She was 440 tons register, was launched in 1874, and was owned by B. Davis, F. A. Ladd and W. W. Crosby. Partially insured.

SCHOONER LILY E., Cæsar Doucette master, from Boston for Yarmouth, struck on Pubnico Point on the 13th January, and, pounding heavily, soon filled with water. Her cargo, consisting of flour, meal and oil, was landed on the beach, damaged. The vessel was condemned and stripped. She was 118 tons register, was launched in St. Martin's, N. B., in 1885, and was owned by J. R. Blauvelt, John Blauvelt, A. W. Blauvelt, of Tusket, and Harvey Perry, of Beaver River. Vessel and cargo partially insured in the Boston Marine.

SCHOONER BEATRICE, W. H. Goodwin master, from the Banks via Halifax for Yarmouth, went ashore at Hell Point, Lunenburg Co., on the 2d November, filled with water, and became a total loss. Crew saved. She was on her second trip for the season, and had a fare of 180,000 pounds of fish. She was 109 tons register, was launched in 1883, and was owned by A. F. Stoneman & Co. Insured $4000 with Job Hatfield and outfits $2000 in the same agency.

SCHOONER MYSTIC, James A. Davis master, from Halifax for Yarmouth, with a general cargo, ran ashore at Port Mouton island in February, and became a total loss. Crew saved and landed at Lockeport. The Mystic was 79 tons register, was launched in 1876 and was owned by James M. Davis and W. J. Hatfield & Son. Insured $1000 in the Ocean of Halifax, $1000 in the Boston Marine and $1000 in the Nova Scotia Marine. Freight insured $250. Cargo insured in the Boston Marine and Nova Scotia Marine.

There were fewer vessels with less tonnage lost from the Yarmouth fleet during 1888 than occurred in any year since 1847.

Rami White and Edward Olsen, two of the crew of the Gloucester schooner D. D. Winchester, were drowned by the capsizing of their dory while attending their trawls on the Banks on the 13th March. White belonged to Pubnico and Olsen to Sweden.

John Babine, of Eel Brook, and Ephraim Moulesong, of Meuse's Island, of the schooner Edgar A. Foster, Capt. Lovitt Hines, were lost by the upsetting of their dory on the Banks in April. Babine left a widow and children. Moulesong was unmarried, but left a widowed mother, and was her only support.

James Landers, mate of schooner Yarmouth Packet, was killed by the falling of the hoisting boom, owing to the slipping of a loose

strap, on board that vessel at St. John, N. B., on the 27th April. He left a widow and one child.

Capt. Theophilus Corning, of Beaver River, master of the St. John ship Monrovia, died of fever on board that vessel at Hong Kong on the 9th October. His daughter, aged 11 years, and his little boy, aged 3 years, were with him in the vessel. He was 43 years of age, and left a widow and five children.

Emory Goodwin, one of the crew of the schooner Maid of the Mist, Capt. Norman Goodwin, was drowned on the 18th October. He and Edgar Larkin, of Pubnico, were hauling their trawls on the Banks, when their dory capsized and turned bottom up, with Goodwin underneath. Larkin managed to get on the bottom of the dory, with his arm in the plugstrap. Goodwin got from under the dory and grasped a buoy, but it did not support him. He then took hold of the bow of the dory and climbed up, but the sea washed him off three times, when he sank. Larkin was rescued about three quarters of an hour later. Goodwin was a son of Brenton Goodwin, of Argyle Sound, and was about 20 years of age. The captain was his uncle.

Capt. Frank Perry, of Yarmouth, master of brig Echo, of Annapolis, was drowned from that vessel while on the passage from Rosario to Pernambuco, on the 26th November. He took charge of the Echo at Rosario, her former master (Bogart) having died at that port. He was a son of the late Capt. N. K. Perry, and was 28 years of age. It appears that the vessel was standing to the eastward, on the port tack, under topgallantsail, and jumping heavily into a head sea, when Capt. Perry went to assist the second mate to set up the fore royal stay. While doing so, he sat partly on the bowsprit shrouds, and with one hand he put a strap on the stays and with the other cut the seizings. The sea was so rough that when the vessel mounted the waves, her forefoot was visible, thus causing a heavy strain on this stay. When the seizings were cut, the end of the stay went out with a jerk, and Capt. Perry was thrown down to the anchor chain, and then fell into the water under the forefoot of the vessel. As soon as the accident was noticed a lifebuoy was thrown to him, and although it fell only a few feet from him, he took no notice of it. He was seen by the mate for a few seconds, and he then had his hand to his head, as if he had received some injury. It is probable that he was struck by the forefoot as the vessel plunged. The brig was put about, and as quickly as possible a boat was launched, but he was only seen once and disappeared. The vessel

cruised around for hours, but the search proved unsuccessful. The men in the boat had a narrow escape, owing to the boat filling, and for a time it was thought she would swamp. The accident occurred in lat. 20.30 South, long. 36.40 West. Captain Perry was unmarried.

1889.

SHIP ST. CLOUD, F. L. Walley master, from New York February 1, for Batavia, Java, with case oil, was burned at sea. Crew saved and landed at Rio Janeiro. The wreck subsequently drifted ashore at Maceio, bottom up, and was sold for $2000. The oil on board realized $7700. The St. Cloud was remetalled and reclassed in 1888. She was 1528 tons register, was launched in 1877, and was owned by Wm. D. Lovitt. Vessel insured $10,000 in the Boston Marine, $5000 in the Ocean of Halifax, and $10,000 in the North America. Freight insured $14,000 in the North America, $5000 in the India Mutual, $3000 in the Western and $3000 in the Royal Canadian.

SHIP NYL-GHAU, Watson B. Butler master, from Singapore for Hong Kong, with a cargo of timber, was wrecked on Pratas Reef, about 180 miles from the latter port, on the 25th November. The captain stated that after crossing the China Sea he encountered boisterous weather, but on the coast of Luzon fine weather prevailed. He went up the coast to Cape Bolinao, and shaped a course across for Hong Kong. The direction in which the wind was then blowing would enable him to get well to windward of Pratas Shoal, and he intended going that way, but on the 25th the wind shifted and broke her off, and he concluded it best to go to leeward of Pratas, and he headed her off for that purpose. It was a fine clear night and he had a lookout both at the forecastle head and the foreyard. Directly after eight bells breakers were reported ahead. The ship was immediately put on the port tack, and in a minute the ship struck aft. The second time she struck she unshipped the rudder. She thumped three or four times very heavily, and the masts were ordered to be cut away, which eased the ship. She began to make water, which increased rapidly. The men could not get clear of the wreckage, although they worked all night. On the following morning they endeavored to launch the boats, having stored them with provisions, compasses, lamps, etc. The mate took one boat with six men, and the captain the other with the remainder. When the mate got away the wind

began to increase, so that when the captain launched his boat there was a heavy sea running. The two boats kept in company for the first day. The mate had a fine boat with sails and sailed much faster than the captain's, and in order to keep together he took the captain's boat in tow, and they made about four knots an hour. When night came on it began to breeze up, and the boats had to be separated. At midnight it blew a gale, with a heavy cross sea. The light in the mate's boat was still in sight. The captain put out a drag and lay to till daylight. At that time they made out the mate's boat half a mile to leeward as she rose on the seas. The captain endeavored to get within hail, but he got to leeward and could not get up to her. The last seen of the mate's boat was at 10 o'clock. The captain shaped his course for Hong Kong, the weather being nasty, everything on board getting soaked from the seas. A pink spoke them on Friday morning and took them in tow from 7 a. m. until noon. They were then west of Lema Island. It died out calm and they rowed into Hong Kong, arriving on the 29th November about 3 p. m. The mate's name was Briggs. The Nyl-Ghau was 1252 tons, was launched in 1881, and was owned by John and James J. Lovitt and T. H. Lovitt. Vessel insured $25,000 with Killam Brothers and John Guest. Freight insured $8000 with Killam Brothers.

SHIP KINBURN, George W. Tooker master, from Buenos Ayres for Montreal, was wrecked on Point des Monts, St. Lawrence River, in September, and was condemned and sold. She was 1198 tons register, was launched in 1875, and was owned by J. W. Moody, Jacob Bingay, J. C. and H. G. Farish, S. and A. P. Lewis, G. W. Tooker, J. W. Wyman, D. Crosby, R. C. Perry and others. Insured for about $13,000. Freight insured for $4000.

SHIP ANTOINETTE, R. M. Ferguson master, sailed from Montevideo on the 9th December for Boston, in ballast, and upon reaching the American coast thick weather set in, and for several days no observation could be obtained. The ship was supposed to be well to the eastward of the South Shoal lightship and all hands were astonished when breakers were reported all around the vessel. The fog lifting, the bare shores of Tuckernuck were visible. This was at 9 o'clock on Sunday evening, January 27th, 1889. Soon after the ship struck, and the captain ordered the mainmast to be cut away. When it came down it carried with it the fore and mizzen masts. At this time the ship was rolling heavily. The crew, thinking every moment might be their last, burned torches to attract attention. At

10 o'clock a bright light from the beach showed that they had been observed, and that relief was at hand. The life-saving crew at once put off in two dories, and after a long pull (it was three miles) they got near enough to the ship to make her out, but the tremendous seas made it impossible for them to board the vessel or to get off the crew. They made their way to Tuckernuck and procured the Massachusetts Humane Society's boat—hauling it overland a mile in the face of a terrible gale—and finally succeeded in launching it. Another tussle with the high rollers that came pounding on the beach, showed that they could not reach the vessel, and they gave up the attempt, returning to Muskgat, where, securing their apparatus, they again started to rescue the shipwrecked men. At sunrise they were opposite the Antoinette, and a shot from the gun carried a line across the rigging, and a hawser was run off from the beach to the wreck and secured. At 7 o'clock the first man made the trip from the ship in the breeches buoy, and by 8 o'clock Capt. Ferguson, who was the last to leave the ship, landed safely on the beach. Twenty persons in all were safely landed. There were three passengers—Capt. Welling, of the bark Craigie Burn, of Nova Scotia, his wife and daughter. The Antoinette became a total loss. She was 1118 tons register, was launched in 1874, and was owned by Wm. Law & Co., R. M. Ferguson, J. F. and E. Scott, G. G. Sanderson, B. Abbott, J. G. Allen, T. Corning and others. She was partially insured.

Bark ECUADOR, Hugh Hughes master, from Buenos Ayres for Barbados, in ballast, was wrecked near the mouth of the River Platte on the 10th June. Crew saved. The Ecuador was 1059 tons register, was launched in 1875, and was owned by Killam Brothers, B. Corning, G. A. Hood and others. Insured $7500.

Brig PROTEUS, John Holmes master, from Portland, Maine, January 18th, for Rosario, was abandoned in a waterlogged condition on the 2d February, in lat. 55.40 N., long. 59.57 W. Crew rescued by German bark Charlotte & Anna, Capt. Krugen, and landed at Falmouth on the 26th February. The Proteus was purchased by Capt. Holmes in January. She was built at Bucksport in 1857 and was 287 tons register.

Schooner KELSO, Remi Doucette master, from Glace Bay for Yarmouth, with a cargo of coal for Killam Brothers, caught fire on the 14th December, two miles from Port Mouton. The crew took to the boat and landed at Port Mouton Island. The Kelso afterwards drifted ashore at Black Point. Vessel and cargo a total loss. Vessel

and cargo insured. She was 111 tons register, was built in 1874, and was owned by J. H. Porter & Co., of Tusket Wedge.

SCHOONER LENNIE, Charles W. Porter, of Ohio, master, sailed from Antigua on the 20th November for Yarmouth, with a cargo of 100 puncheons of molasses. On Christmas night a light was sighted, which was found to be that of Machias, Seal Island. The course was then shaped for Yarmouth, and in the afternoon the wind increased to a gale from the N. W. An effort was made to get into Westport, but without success. At 10.30 p. m. hove the vessel's head to N. W. and lay to under two reefed foresail, but could not keep her off, as she drifted towards the land. At 6.15 a. m. next day found her near breakers. Fifteen minutes later she struck the rocks. As the bow surged over the rocks the mate and two seamen got out on the jibboom and succeeded in springing on the cliff, but one of them, William Atcheson, (son of James Atcheson, of Yarmouth,) fell off and was drowned. The other men remained on the quarter deck and a line was got out to the two men ashore. Capt. Porter, in attempting to get ashore by the line, fell off and was drowned. Another and stronger line was then secured between the vessel and the shore, and with the aid of a small line fastened around their bodies, the two men were drawn safely to land. In fifteen minutes from the time the vessel struck she was in pieces and nothing was visible except a portion of the poop. Day was dawning when they got ashore. The weather was intensely cold, but they succeeded in reaching, in an almost exhausted condition, the nearest house, that of Squires Eldridge, Sandy Cove, about two miles distant. They were most kindly treated. The steward was the last man rescued. Atcheson's body was found a few days later, and forwarded to Yarmouth for burial. The Lennie was 99 tons register, was rebuilt in 1882, and was owned by George Crosby, of Ohio. Capt. Porter was a brother-in-law of Mr. Crosby. He left a widow and family. Vessel insured for $2500. The captain's life was insured $1000 in the Mutual Relief of Yarmouth.

SCHOONER HIPPOMENES, Anthony J. Goodwin master, sailed from Yarmouth on the 8th December, 1888, for Barbados, with a cargo of fish and lumber, and was not afterwards heard of. She was owned by Sweet & Co., of Isaac's Harbor, and was uninsured. She was chartered for the voyage by A. F. Stoneman & Co., who were owners of the cargo, which was insured. She was a fine schooner of 68 tons, was built in 1886, and was valued at $8000. Those on board were: Capt. Anthony J. Goodwin, left a widow and six children;

Cæsar Doucette, of Tusket Wedge, mate, left a widow and large family; John Jehu, cook, of Yarmouth, left a widow; Milford Abbott, of Argyle, seaman; John Jehu, of Yarmouth, seaman, unmarried; and John Corporong, of Yarmouth, seaman, unmarried. The vessel was metaled and supplied with a new suit of sails previous to her sailing from Yarmouth.

Schooner REGINA, A. A. C. D'Entremont master, from Lunenburg for Pubnico, ran ashore at Hell Point, near the former port, on the 5th December, and became a total loss. Crew saved. A portion of her general cargo was saved. Vessel and cargo insured. The Regina was owned by the master and others, at Pubnico. She was 57 tons register, and was built in 1877.

Capt. W. George Cook, master of the St. John bark Josie Troop, was drowned at the wreck of that vessel, together with ten of the crew, at Chicamacomico, North Carolina, on the 22d February. The vessel was on the passage from London for Philadelphia. The mate was Robert Hunter, jr., son of Robert Hunter, a native of Yarmouth, and the steward was the son of Edward Harris, of Sandford. These were both saved. The Josie Troop was 1099 tons, was launched in 1881, and was owned by H. D. Troop and others, St. John. Capt. Cook was unmarried, was 44 years of age, and was the last surviving son of Capt. James Cook, of Yarmouth.

Capt. G. Ormsby Sanderson, master of bark Zebina Goudey, died on board that vessel at Rio Janeiro on the 23d February. He was the youngest son of Gilbert Sanderson, was in the 33d year of his age, and unmarried.

Heman Dennis, mate of ship Vanloo, died at Rio Janeiro on the 6th June, of yellow fever. He left a widow and family residing at Rockville.

Wallace Surette, of Eel Brook, was among the crew of the Gloucester schooner Shiloh, Capt. Wells, which sailed from that port on the 25th March, and was not afterwards heard of. He left a widow and four children.

Anthony Hines, one of the crew of the schooner Lottie S. Martin, died suddenly on board that vessel on the 5th April, of heart disease. He left a widow and four children residing at Gloucester.

Romaine Surette, of Surette's Island, fell overboard from a vessel in Pubnico harbor on the 13th May, and was drowned. His body

was recovered. He was about 35 years of age, and left a widow and four children.

Alexander Melanson fell overboard from schooner Annie Wesley, of Gloucester, on the 26th February, and was drowned. He was about 24 years of age, and was unmarried.

Prince Larkin left Mud Islands on the 6th July for his home in Arcadia. The boat was seen to capsize near Round Island, but no assistance could be rendered him. His body was not recovered. He was about 32 years of age, and left a widow and one child.

Capt. Edgar G. Baker, a native of Yarmouth, died at his home in London on the 14th November, of heart disease, aged 52 years.

Theophilus Babine was washed from the bowsprit of schooner Louise J. Kinney, of Gloucester, on the Grand Banks, on the 28th March, and was drowned. He left a widow and four children at Pubnico.

1890.

BARK EMILIE L. BOYD, John B. Killam master, from New York December 23d, 1889, for Hong Kong, with a cargo of 35,000 cases of oil, collided with Norwegian tank ship Rolff, Capt. Jorgensen, from Havre December 20th for New York, on the morning of January 15th, 1890, and foundered. Capt. Killam reported that on the morning of January 15th, was steering S. E., with wind almost on the port bow and blowing half a gale. The Rolff was running free and could have passed clear of the Boyd, but she changed her course slightly and attempted to cross our bow. She struck the Boyd on the port bow, crushing it in so that hundreds of cases of oil tumbled through the breach overboard. The Rolff's topmast and bowsprit were carried away and her bow slightly injured, but she kept on her course. Our crew had to row nearly four miles before the Rolff unwillingly took us on board. We landed at St. Thomas. The day was clear and there was no excuse for the accident. The Emilie L. Boyd was valued at $40,000. She was 1240 tons register, was launched in 1881, and was owned by Wm. Law & Co., G. H. Guest, T. and E. S. Perry, George Crosby, John B. Killam and others.

BARK ASPATOGON, Frank Scott master, from Port of Spain, Trinidad, for Philadelphia, with a cargo of asphalt, foundered 35 miles S. E. from Ponce, on the 21st August, having sprung aleak during heavy weather. Crew saved and landed at Ponce. The

Aspatogon was 861 tons register, was launched in 1877, and was owned by Capt. A. R. Durkee, of Philadelphia, S. and A. P. Lewis, Dennis Crosby, estate J. C. Farish and others. Partially insured.

Joseph Ring, boatswain of ship Naupactus, whilst going on board that vessel at Montreal on the night of July 11th, slipped and fell between the ship and pier, and was not afterwards seen. He uttered no cry, and as he was an excellent swimmer, it is supposed that he must have struck the pier or some other obstacle in his fall, which stunned him. He was a son of Lemuel Ring, of Arcadia, and was unmarried. His body was recovered and sent home for burial.

John C. Goodwin, eldest son of Miner Goodwin, of East Pubnico, shot a sea fowl on the 5th February, and started for it in an old boat. The boat capsized and sank, and Goodwin was drowned. He was 22 years of age. The body was found shortly afterwards.

Remi Meuse, a seaman on board brig Boston Marine, at Tusket Wedge, on the 1st February, fell from the topgallant yard of that vessel and was instantly killed. He left a widow and one child.

Richard Hines, son of Capt. Robert Hines, of the schooner Onyx, and Robert Frost, son of Stephen Frost, were lost on the 23d May, from that vessel, while attending trawls. The body of the former was recovered and was sent home for burial.

John Hubbard, of Yarmouth, was among the crew of the Gloucester schooner William M. Rice, McDonald master, which sailed from that port in March, for the fishing grounds and was not afterwards heard from. He was unmarried.

1891.

Bark BERTIE BIGLOW, Cosman master, from Barbados for Mobile, in ballast, ran ashore at Petit Bois Island, near Biloxi, Mississippi, on the 18th September, filled and became a total wreck. Crew saved. All efforts to float her proved fruitless. She was 1142 tons register, was launched in 1876, and was owned by Wm. D. Lovitt and George G. Crosby. Insured for $16,500.

Bark ADDIE H. CANN, A. C. Haines master, from Rosario, September 30th for Rio Janeiro, with a cargo of 6024 bales of hay, was destroyed by fire on the 20th October. After a vain struggle to quench the flames, the crew took to the boats and landed at Castello, British West Indies. They subsequently took passage on the steamer Clyde and were landed at Southampton on the 22d November. The

Addie H. Cann was 650 tons register, was launched in 1875, and was owned by C. E. Brown, B. Murphy, J. N. Gardner, H. A. Smith (mate), and the master. Vessel partially insured.

BARK VIBILIA, Hugh Beveridge master, from New York for Savannah, Georgia, in ballast, went ashore on Monday night, May 25th, about eleven miles south of Perineer's Hill life-saving station on Curriluck beach. She afterwards caught on fire and became a total loss. All on board, including the captain's wife, were saved. The Vibilia was 553 tons register, was launched in 1870, and was purchased in 1890 by the master.

BRIG CLARE, Carty master, sailed from Westport, Ireland, September 16th, for Sydney, C. B., in ballast, and on the 23d experienced a terrific gale from the W. N. W. At noon on the 24th a tremendous sea boarded the vessel, carrying away the weather rail, forward house, boats, spars, rigging, bowsprit at the knightheads, broke in the main hatch, swept away the booby hatch, stove in the cabin window, filled the cabin with water, destroying everything on board, tearing up part of the deck, leaving the vessel a helpless wreck. When the forward house was carried away two men were in it getting dinner and they were carried overboard with it. The steward, James Vance, of Nova Scotia, was badly injured, his breast bone and head hurt and teeth broken. One of the seamen got his head badly hurt with the wreckage when the mainmast fell, and the mate was carried overboard, bruising his hand and giving him a close call. From the 24th to the 30th, when the steamer Cyprus hove in sight, the captain and crew experienced a hard time, having only a few dry biscuits to eat and everything soaked with water. The cabin was full of water and there were no means of cooking. When the steamer came in sight the sea was running high, and on lowering the lifeboat her plank got smashed, and it had to be taken on board again and repaired, which delayed the rescue. A second attempt was successful and the men were taken on board in safety. The Cyprus proceeded on her voyage, landing the men at North Sydney, C. B., on the 13th October. The Clare was 229 tons register, was launched in 1886, and was owned by W. D. Lovitt. Insured for $7000.

BRIG LOUISE COIPEL, Lockhart Perry master, sailed from St. Kitts on the 10th February for Yarmouth, with 215 hogsheads of molasses as cargo. On the 15th she encountered a heavy easterly gale, with very high seas, during which the main rigging parted, and the masts broke off. The vessel also sprung aleak, became

unmanageable, and for four days drifted at the mercy of the waves. The two boats were smashed by the falling spars. On the 19th the Norwegian bark Galathea answered the signals of distress, and took off the men, landing them in Boston on the 1st of March. The Louise Coipel was 143 tons register, was launched in 1877, and was owned by Parker, Eakins & Co. Vessel and cargo insured.

SCHOONER BYRON, Byron Hines master, from the Banks with a part cargo of fish, ran ashore at Trespassey, N. F., on the 20th August, and became a total loss. Crew saved. The Byron was 124 tons register, was launched in 1883, and was owned by the master. Insured $3000 on hull and $2500 on outfits and cargo in the Nova Scotia Marine, and $2500 on cargo in the Boston Marine.

SCHOONER GEORGIANA, Eleazer LeBlanc master, sailed from Yarmouth in July for the Banks, on a fishing voyage, and reported at LaHave on the 26th August baiting. The schooners Sea Nymph and Banner, which arrived at Halifax on the Thursday night following, spoke the schooner Coronet, Capt. Geldert, lying to, near the Georgiana, which was bottom up, about 12 miles off Shut In Island. Some smashed dories were near the Georgiana when found. The Coronet took the Georgiana in tow and brought her within six miles of Devil's Island, where they anchored. There was no sign of any of the crew when the vessel was first found, and they all perished. They were: Eli Porter, Frank A. Porter, Morrell Porter, Leander Porter, George Porter, Raymond A. LeBlanc, Zacharie LeBlanc, Eugene Surette, Raymond Surette, Philip Boudrot, all unmarried, and Israel Porter and Amiel Boudrot, married, all of Tusket Wedge; Leonard LeBlanc, single, of Plymouth; John M. Surette, George Surette, both married, and Augustus Surette, single, of Pinkney's Point. One of the above did not go in the vessel, although shipped, but which one was not reported. The Georgiana was subsequently righted, the water pumped out and two bodies found in the cabin and two in the forecastle. They were identified as those of Philip Boudrot, Amiel Boudrot, Morrell Porter and Raymond Surette. They were forwarded to Yarmouth per steamer City of St. John and conveyed to their late homes. This was the worst calamity ever sustained at the Wedge, and was one of the most melancholy connected with the Yarmouth shipping. The vessel had been very fortunate in her catch, as she was so full of fish that she was easily pumped out. The Georgiana was subsequently brought to Yarmouth and repaired. The vessel and cargo were insured. She was 90 tons

register, was launched in 1888, and was owned by H. & N. B. Lewis, Wm. Pinkney and others.

Capt. George W. Tooker, master of ship Ismir, died at Iloilo, Phillippine Islands, on the 15th October, aged 53 years. He left a widow and three daughters. He had been ill in the hospital at Iloilo for ten days previous to his death.

Capt. Pearl Durkee died suddenly at Hamburg on the 24th June.

Capt. Frank Baker, master of barkentine Maggie Thomson, died on board that vessel at Bahia on the 3d December, of yellow fever. He succeeded Capt. George L. Wetmore as master of this vessel, it being his first voyage as master. He was about 23 years of age, was unmarried and was a son of Capt. George Baker, of Sand Beach. The mate, Mr. David Doty, also contracted the disease, but recovered.

Capt. Arthur E. Morgan, master of schooner Pioneer, died on board that vessel at Victoria, B. C., on the 9th February, after a short illness. He belonged to Rockville, but removed to Victoria about two years previously. He was 29 years of age, and was the adopted son of the late C. W. Morgan.

Capt. Munro, master of the bark Lennie, owned by W. D. Lovitt, died on board that vessel at Rio Janeiro on the 10th April. He went ashore a few hours before the Lennie sailed, and when he returned on board complained of being ill, but nevertheless ordered the mate, Peter Benjamin, to put to sea. His illness was of yellow fever. He belonged to St. John, N. B., and left a widow and four children.

Charles Goodwin, son of Capt. George Goodwin, of Pubnico Head, died on board an American schooner at Shelburne in July. He left a widow and large family. His remains were forwarded to Pubnico for burial.

Freeman Owen and Daniel Goodwin, both belonging to Argyle, of the crew of the Gloucester schooner Winona, were drowned while attending their trawls on the Grand Banks on the 17th June. They both left families.

James Porter, son of Louis Porter, of Sluice Point, was washed overboard on the 20th October, on the passage home from the Banks, from the fishing schooner Reporter, and drowned. He was 22 years of age, and unmarried.

Rupert McComiskey, mate of Gloucester schooner Marguerite, was washed overboard from that vessel on the 6th January, on the

passage from Bay of Islands for Gloucester, and was drowned. He belonged to Pubnico.

1892.

SHIP FRED B. TAYLOR, Edwin F. Hurlburt master, sailed from Havre on the 12th May, for Sandy Hook, in ballast, and was run into, cut in two and instantly sank, on the 22d June, at 6.30 a. m., by the North German Lloyd steamer Trave, about 250 miles from New York. One half of the ship floated by the steamer on the port side, and the other half drifted past on the starboard side. The crew clung to the spars until nearly all were rescued by boats from the Trave. Two out of the twenty-two persons on board the ship were lost. The mate, Charles Wiley, an Englishman, was asleep in his berth and was cut in two by the steamer's iron bow. The sailmaker, a Finlander named Carlson, was lost by the capsizing of a chest of drawers, on which he floated after the collision. All the others, including the steward's wife, were saved, after two hours' work on the part of the Trave's officers and men. The Trave stove in one plate on her bow more than four feet square, and sustained other damage. There was a thick fog at the time. Capt. Hurlburt was caught between some timbers as the crash came, and was so badly crushed about the legs that he had to be carried on board the Trave. The Fred B. Taylor was 1798 tons register, was launched in 1883, and was owned by Wm. Law & Co., Job Hatfield, J. A. Tilley, John Hibbert, Josiah Crosby, Thomas Perry, J. F. Scott, estate L. E. Cann, S. A. Goudey, estate J. C. Farish, Wm. Currier, Geo. H. Perry and others. She cost $80,000, and was insured $27,500 in the Boston Marine and $7500 with Job Hatfield. A portion of the wreck drifted ashore at Wells Beach, Maine, on the 7th August.

SHIP ROSSIGNOL, Fulton master, from Parrsboro, N. S., for Garston, G. B., with deals, went ashore at Port Greville on the 1st October and was condemned and sold. She was purchased by E. Lantalum, Fred Peterkin and others for $785, who subsequently floated her, repaired her and sent her across to England, where she was sold to foreigners. She was 1509 tons register, was launched in 1872, and 22-64ths of the vessel were owned in Yarmouth, the remainder being owned by G. T. Soley & Co., Liverpool, G. B.

SHIP VANCOUVER, George Purdy master, sailed from St. John, N. B., for Bristol Channel on the 2d December, with a cargo of deals, became waterlogged in a gale on the 22d, in lat. 47 N., long. 35 W.,

and was abandoned. Crew rescued by tank steamer Chester and landed at Amsterdam. The Vancouver was 1376 tons register, was launched in 1876, and was owned by George H. Lovitt. Insured $20,000 on vessel and freight in six offices.

BARK NIKARIA, Thomas Long master, from Carrizal, Chili, for Hampton Roads, with a cargo of manganese, foundered at sea on the 15th February, in lat. 26 S., long. 75 W. All hands saved and landed at Antofogasta on the 27th, after being in the boats six days. The Nikaria was 1083 tons, was launched in 1888, and was owned by J. Y. Robbins, John Hibbert, Job Hatfield, J. A. Tilley and the master. Vessel and freight partially insured.

BARK NAVARCH, Amos D. Hilton master, sailed from Philadelphia on the 9th December for Dunkirk, with a cargo of oil, and encountered heavy weather from the time of leaving the Capes of Delaware. On the 21st met a terrific hurricane; very cold and decks covered with ice. During the storm, about 2.30 p. m., the vessel shipped a heavy sea on the quarter, taking the captain, mate and two men overboard, but the captain had a rope around him and got on board again. The sea took the skylight off the after house, two boats off the bridge, after hatch, broke main and spanker booms and parted weather mizzen topmast and main topgallant backstays. About 4 p. m. Capt. Hilton ordered the masts to be cut away. There were only the second mate, steward and two men able to get about. The masts were cut away, and a sail got over the after hatch. The cargo was by this time all adrift. Another sea at midnight broke every stanchion on the starboard side. About 5 o'clock next morning Capt. Hilton sank exhausted by the mizzenmast, where he had been lashed, and as the steward and the second mate Dunn were lowering him down where the skylight had been, another heavy sea came over the quarter taking the three men away. Eventually the captain was got into the cabin and put into Dunn's room, but he did not rally, and expired about 9 on the morning of the 22d. He was buried at sea the next morning. For eight days in succession there was nothing but a continuous gale, until all the men were exhausted. They were taken off by the French steamer Marseille and landed at Havre. When abandoned the Navarch was about six miles W. N. W. of Flores, Azores. Capt. Hilton was a native of Chebogue Point, and left a widow. The mate was Charles Moses, son of John Moses. He was 29 years of age, and was unmarried. The Navarch was 994 tons register, was launched in 1877, and was owned by John Lovitt, estate

J. J. Lovitt and E. H. Lovitt. Vessel insured $14,000 and freight $4500. The Navarch was passed on the 3d August, 1893, in lat. 20.33 N., long. 44 W., with fore and main masts standing, mizzenmast and jibboom gone, decks awash, still partially laden with the oil.

BARK NELLIE T. GUEST, Ebenezer Crosby master, from Santos for Barbados for orders, in ballast, ran ashore near the first named port in March, and became a total wreck. Crew saved. The bark arrived at Santos on the 8th July, 1891, and had been detained at that port with about one hundred other vessels, being unable to unload their cargoes. The captain's daughter became ill of fever while in port and died. The Nellie T. Guest was 888 tons register, was launched in 1873, and was owned by Thomas Guest and John Guest. Insured for $4000.

BARK EM'L SWEDENBORG, Joseph J. Brown master, sailed from Antofogasta, Peru, on the 28th November, 1891, for Falmouth, England, with a cargo of nitrate, and on account of the death of Capt. Brown, the mate, Mr. Leyland, endeavored to put into some port in Brazil. The vessel ran ashore near the entrance of Bahia, and became a total wreck. Capt. Brown's body was buried at sea. The Em'l Swedenborg was 799 tons register, was launched in 1878, and was owned by G. G. Sanderson, John Murphy, R. T. Crosby, J. H. Harris, Job Hatfield and the master. Vessel and freight insured.

BARKENTINE TOBOGGAN, Byron Porter master, from Philadelphia for Sagua, Cuba, ran ashore at Key Frazesa, on the 25th October, and became a total loss. Crew saved. The Toboggan was 676 tons register, was launched in 1890, and was owned by Hugh Cann & Son. Insured $13,000 with Killam Brothers, $5000 with G. G. Sanderson, and $5000 with G. C. Lewis. Freight insured $2000 in the British America.

BARKENTINE VANVEEN, Capt. McNeil, sailed from Portland, Maine, on the 13th March, for Buenos Ayres, with a cargo of lumber, and was burned on the 1st May, in lat. 31.30 S., long. 45.20 W. Captain and crew took to the boats, and were picked up by bark Emily Chaplin, from Liverpool for Valparaiso, and were subsequently transferred to the Norwegian bark Nordajemon and landed at Pernambuco. The Vanveen was 542 tons register, was launched in 1890, and was owned by George H. Lovitt. Insured for $25,000, and freight for $4000.

SCHOONER JAMES H. WOODHOUSE, Capt. Kelley, sailed from

Brunswick, Ga., on the 26th January, for Boston, and was not afterwards heard of. Donald Ross, of Yarmouth, was mate.

Orin Goodwin, of Argyle, was drowned in Gloucester, Mass., harbor in May. His body was recovered.

Bradford Thurston, of Sandford, mate of bark Nellie Moody, died of fever on board that vessel at Santos, Brazil, on the 12th May. The captain's son, Frederick Sabean, second mate, died on the 8th March, aged 17 years.

Muriel Surette, son of Gervais Surette, of Eel Brook, was drowned in Gloucester, Mass., harbor in March. He had been missing for about three weeks, when his body was found in a dock. He was 25 years of age, and was unmarried.

1893.

STEAMER DOMINION, Joshua Nickerson master, sailed from Yarmouth on Friday morning, April 21st, for Halifax, via intermediate ports, with a number of passengers and full freight. The weather was thick and a heavy gale blowing. The steamer was brought to anchor at Pubnico till Saturday morning, when she again proceeded. Everything went well, the calls being made at the different ports as usual. She left Lunenburg harbor about 12.30 o'clock on Monday morning, the weather being apparently fine at the time, but a heavy sea was running. Shortly after leaving Lunenburg a thick fog set in, which became more dense as they proceeded. The captain intended taking the inside passage to Mahone Bay, and shaped his course accordingly. The steamer struck on Big Duck Island at a few minutes before 1 o'clock. She was going at full speed, and all efforts to back her off were fruitless. Finding that the steamer would not float, all hands were mustered to launch the boats. As soon as the steamer struck she listed off towards the sea, and the next sea broke her shaft, rendering her engine useless. The only boat available for launching was on the port side, which in the effort to launch was filled with water. In unhooking the boat from the davit tackles the men were nearly washed off, but held on to the tackles until a life line was thrown them. The boat meanwhile filled with water, but was afterwards baled out. It was then hauled close under the stern, and into it were placed the passengers, five in number (including one lady), the stewardess, the second mate and three seamen. The boat was rowed away from the steamer a short distance, the intention being to make a landing on the island. As this was impossible, owing to the

heavy surf, the boat came back and laid off a short distance from the steamer. In the meanwhile the steamer had settled down aft, filled with water, and was fast breaking up. The remaining boats were washed from the davits and smashed, rendering them useless. Those on board had sought refuge forward, where they were holding on for their lives, the seas making a complete breach over them. Fortunately, among the freight of the steamer was a large dory, which was on the upper deck, and into this twelve men embarked, and rowing to the lifeboat, seven were transferred to it, making seventeen in all in the lifeboat. The dory was again rowed to the steamer and the remainder of the crew, with the captain, were taken on board, making eleven in the dory. Both boats were then headed for Lunenburg, where they landed about 6.30. The Dominion was 510 tons, and was insured for $4000 in the Boston Marine and $2000 in the Nova Scotia Marine. She was owned by the Yarmouth Steamship Co.

SHIP J. Y. ROBBINS, Charles Crosby master, from Hakodate for New York, ran ashore about seven miles from the former port on the 14th December, and became a total wreck. Crew saved. She was 1708 tons register, was launched in 1890, and was owned by J. Y. Robbins, Forman Hatfield, J. R. Blauvelt, Job Hatfield, John Hibbert, J. A. Tilley, E. K. Spinney and others. Vessel and freight were partially insured. Capt. Crosby's wife accompanied him on the voyage.

SHIP NETTIE MURPHY, Cosman master, sailed from Pensacola on the 16th August for Dundee, with a cargo of pitch pine, and was wrecked in the Gulf during a series of gales, and was abandoned. The captain and crew of eighteen men were picked up on the 28th and were landed at Tybee, Ga, by brig Meda on the 31st. The Nettie Murphy was 1373 tons register, was launched in 1880, and was owned by John Murphy and Charles W. Murphy. The vessel and freight were insured.

SHIP MABEL TAYLOR, Charles E. Durkee master, sailed from Manila on the 10th October, 1892, for Halifax, with a cargo of sugar. On the 25th February, 1893, in lat. 36.23 N., long. 59.36 W., the captain was obliged to cut away the mainmast, which took with it the mizzen topmast and sprung the foremast. Lost a suit of sails, had waterways broken, topsides badly strained, decks settled amidships and vessel leaking. The vessel put into St. Thomas on the 17th March. The tug B. W. Morse, of Bath, Maine, was sent to tow the ship to Halifax, where she was condemned and sold. The Mabel

Taylor was 1298 tons, was launched in 1878, and was owned by Wm. Law & Co., estate J. A. Hatfield, C. E. Durkee, estate J. C. Farish, G. H. Guest, estate W. K. Dudman and others. Vessel and freight partially insured.

SHIP BONANZA, George L. O'Brien master, from Buenos Ayres for Falmouth, England, for orders, with a cargo of grain, was abandoned in a sinking condition in June. Crew rescued by steamer Bamboro and landed at Montevideo. The Bonanza was 1078 tons register, was launched in 1875, and was owned by H. H. Crosby, estates R. T. and R. R. Crosby, James and Joseph H. Crosby, George A. and J. H. Harris, George L. Wetmore and the master. Vessel and freight partially insured.

BARK CATHERINE, Patrick Haney master, sailed from Pensacola on the 15th July, for Rio Janeiro, with a cargo of pitch pine, and was abandoned on the 26th, in a sinking condition. The crew was rescued by the steamer Catalina, of Cadiz, Spain, and landed at St. John's, Porto Rico, on the 31st August. The Catherine was 798 tons register, was built in 1890, and was owned by Wm. D. Lovitt. Vessel and freight insured. The wreck of the Catherine was towed into St. Vincent, Cape Verde, by steamer Atlantic, was sold for £1000, and was dismantled.

BARKENTINE MAGGIE THOMSON, David S. Doty master, sailed from Sagua, Cuba, on the 28th January, for Boston, with a cargo of sugar, and was not afterwards heard of. Capt. Doty was the only Yarmouthian on board. The Maggie Thomson was 554 tons register, was launched in 1889, and was owned by H. & N. B. Lewis, G. C. Lewis, Blackadars & Co., Edgar Crosby and Capt. George L. Wetmore. Vessel insured about $8000.

BARKENTINE OAK (formerly the Hrvat), Larkin master, from Buenos Ayres for Antwerp, with a cargo of grain, while in charge of a pilot, collided, on the 15th November, with the Windsor ship Treasurer, and was so badly damaged that the captain was obliged to put back to Buenos Ayres, where she was condemned and sold. The Oak was 574 tons register, was launched in 1875 and was owned by Hugh Cann & Son.

BRIG HATTIE F. RICH, Robinson master, sailed from Turk's Island on the 2d October for Eastport, Maine, with a cargo of salt, and from the 8th to the 14th experienced heavy gales and high seas. On the 9th the forward house was stove in and the vessel began

leaking. She labored heavily, and the mainstaysail and gafftopsail were lost, and the royal blew out of the gaskets. No one could go aloft to furl the sails. During the next day a heavy sea struck the stern, starting the wood ends and sheathing, carrying away the rudder casings, and causing the leak to rapidly increase. The next day the starboard pump gave out. The water gained steadily, and on the 16th a sail was sighted, and a signal of distress was hoisted. The stranger bore down on them, and proved to be the Bear River schooner Muriel, Capt. Robblee, from Porto Rico for New York. The brig was abandoned in lat. 34.21 N., long. 72.25 W. All were kindly treated on board the Muriel, which landed them at New York on the 26th October. The Hattie F. Rich was 117 tons register, was launched in 1876, and was owned by John H. Killam and Benjamin Davis. Vessel and cargo partially insured.

SCHOONER TIGER, Isaac Goodwin master, sailed from St. John's, N. F., on the 6th September, for Pictou, N. S., in ballast, and met heavy gales in succession. On the 9th, for the general safety, the captain bore up for Trespassey, and came to anchor. The gale continued throughout three days, and on the fourth the vessel proceeded on her voyage. There was a strong current and very little wind, and just as the vessel was "coming in stays" a squall struck her, causing her to "misstay," when the anchor was let go. Before she brought up the vessel struck on the point called "Save Down," and beat on the reef. She filled with water, and was condemned and sold. A portion of the materials was saved. The Tiger was formerly the Lynx, and had been ashore at Ellenwood's Island in 1891. She was 57 tons register, and was owned by the master and J. R. Rogers. Vessel and freight insured.

Arthur White, a native of Yarmouth, was drowned by the capsizing of his dory off Perce, Gulf of St. Lawrence, on the 6th May, from schooner Ella G. King, of Gloucester. His dorymate, Louis Surette, clung to the capsized boat and was rescued. White was 19 years of age.

Capt. James Luther Kinney, master of schooner Louise J. Kinney, of Gloucester, died at Cape Broyle, N. F., on the 12th September, of slow fever. He took a severe cold on the Banks and the vessel put into Cape Broyle for medical assistance, but to no purpose. He was 47 years of age.

James McConnell, sailmaker on board bark Neophyte, was drowned from that vessel whilst lying at Buenos Ayres, on the 15th

September. He was a son of the late David McConnell, was about 55 years of age, and left a widow and one child.

Capt. A. C. Haines, master of bark Arlington, died on board that vessel at Buenos Ayres in January. He left a widow and family at Hebron.

Capt. Howard A. Murphy, master of the St. John bark Privateer, died at Santos, Brazil, on the 29th January, of yellow fever. He was the only surviving son of Melzar Murphy, of Brooklyn, was in the 30th year of his age, and was unmarried.

Edward Frost and Alexander Swim were drowned from schooner Elmer E. Randall in December. They were natives of Argyle Sound and Barrington respectively. The accident happened about 7 in the morning, when the crew was engaged in bending the riding sail, Frost and Swim being to leeward. The vessel rolled down suddenly, and the two men were washed overboard. Frost came up and seized the log line. Capt. Clark sprang to it, and attempted to haul him in. While some of the crew were getting a dory over to their rescue, Frost suddenly released his hold, sank and was seen no more. Swim kept up for some time, but before aid could reach him he also disappeared. Swim was about 28 years of age, and this was his first trip. He was to have been married within a fortnight, cards having been issued for the wedding. Frost was about 25 years of age, was unmarried, and left a mother and brother at Argyle.

1894.

SHIP OTAGO, Landry master, from Philadelphia September 21st for Havana, with a cargo of coal, encountered a terrific hurricane from the S. E. on the 27th, in lat. 31.36 N., long. 74.05 W., lasting twenty-four hours, during which the vessel labored heavily and sprung aleak. The water gained so rapidly that the men were obliged to take to the boats and abandon the ship, which foundered a few hours afterwards. On the 29th they fell in with the steamer Empress, which took them on board and landed them at Kingston, Jamaica. The men saved nothing. The Otago was 1095 tons register, was launched in 1874, and was owned by the Otago Shipping Co., Limited. Vessel and freight partially insured.

BRIG FLORIDA, Glavin master, sailed from Rum Cay, West Indies, for Yarmouth, in January, with a cargo of salt, and met with heavy gales and rough seas, during which her rudder was damaged,

the mainmast head was sprung, sails were lost and the vessel sprung aleak. She put into Bermuda on the 7th February, where temporary repairs were made, and some scrap iron taken on board for ballast. She resumed her voyage, and again met most tempestuous weather. On the night of the 20th April she struck on the West Cape, near Yarmouth, where she became a total loss. The crew got safely ashore from the jibboom. The materials were saved. The Florida was 99 tons register, was built in 1877, and was owned by L. G. Crosby. Vessel insured for $2500 and disbursements and repairs for $1600. The wreck was sold at auction on the 25th, and was purchased by Mr. Peterkin for $35, and the cargo of old iron for $35 by the same gentleman. The sails and other materials realized about $100.

BRIG M. E. COIPEL, Eldridge master, from Yarmouth for Antigua and Barbados, was burned at sea on the passage between the latter ports on the 4th June, after discharging her cargo of fish at Antigua. The crew landed at St. Pierre, Martinique. The M. E. Coipel was 115 tons register, was launched in 1871, and was owned by A. F. Stoneman & Co. She was on her 100th voyage to the West Indies from Yarmouth, never met with a serious accident, lost a man nor changed ownership during her long career. She was partially insured.

SCHOONER LUCY C., Benjamin Brush master, from Cape Cove, for Yarmouth, with a small fare of fish, encountered a gale on the 12th October with a heavy sea. As the gale increased, the sails were split, and it was decided to run the vessel ashore at Chegoggin Point in order to save the lives of the two men on board. This was done and the men landed safely, saving nothing but what they stood in. The Lucy immediately went to pieces. No insurance.

Capt. James C. Doty, master of steamship Garda, died at Buenos Ayres in July. He was a son of the late Charles Doty, of Hebron, and a son-in-law of the late Capt. Amos Healy. He left a widow and two children, resident in Buenos Ayres.

Charles Balcom, of Yarmouth, was drowned during the wreck of schooner Annie May, near Digby Gut, on the 7th November. His body was recovered.

John R. Meuse, son of Julien Meuse, of Tusket Hill, and Charles Bouchie, son of Samuel Bouchie, two of the crew of the American schooner Annie Wesley, Capt. Frank Spinney, were drowned on the

Grand Banks on the 7th July. Meuse left a widow. Bouchie was unmarried.

1895.

SHIP COUNTY OF YARMOUTH, James Swanson master, sailed from Hull, England, on the 5th December, for Pensacola, in ballast, and was totally dismasted a few days after leaving port, during a heavy gale, lost bowsprit, chains and anchors, and received other damage. She was towed into Grimsby, and as the cost of the repairs would exceed the value of the ship, she was sold. She was rerigged, taken to Buenos Ayres, and fitted for a school ship, where she still remains. The vessel was partially insured. The County of Yarmouth was 2154 tons register, was launched in 1884, and was owned by the estate of W. D. Lovitt.

BARK H. B. CANN, James R. Durkee master, sailed from Hamburg on the 26th July, for Bic, in ballast, and had fine weather until the 21st August. On that day, about 2 a. m., the ship suddenly struck on the rocks near Wolf Island, off Labrador, and remained. There was a strong breeze on shore, and a heavy sea running and the vessel soon began to break up. The crew, sixteen in number, managed to reach the shore in safety, some getting off from the ship's mainyard. They saved their effects and provisions, and four days later the Lockeport schooner Cepola came along, took them on board and landed them at Hawkesbury, C. B., on the 31st. The H. B. Cann was 1299 tons register, was launched in 1881, and was owned by H. B. Cann and C. W. Cann. The vessel was partially insured.

BARKENTINE SENTINEL, Thomas Helms master, sailed from Yarmouth on the 10th September for Buenos Ayres, with a cargo of lumber, and took fire on the 22d September, in lat. 32.47 N., long. 38.26 W. The fire originated in the forward hold; how, it is not known. It was impossible for anyone to get below decks to set fire. On Sunday, the 22d, smoke was observed coming from the ventilators. A hole was cut in the forecastle floor, but by that time there was so much smoke that the hole had to be battened. Sails were furled and water poured everywhere that could be of service. At 4 p. m. a hole was cut through the side of the ship in order to fill her, and thus extinguish the flames, but the vessel did not fill until the fire broke out on deck and it was too late to do any good. They fought the fire all that night, and next morning it drove the men from the stern into the boats. They kept within a short distance of the ship, and

the next morning at daylight the captain went alongside. Everything was gone and the Sentinel was burned nearly to the water's edge. The cargo was one live mass of fire. They got the sails set on the boats and sailed towards the southwest. The men had placed all their effects in the boats before they started, but they were obliged to throw them all overboard. All one night oil was poured on the water to keep the boats from swamping. They were six days and nights in the boats, and things were looking blue, when the German ship Kiandra, Capt. Bunje, rescued them, landing them at Buenos Ayres on the 18th December. The Sentinel was 488 tons register, was launched in 1885, and was owned by the estate of the late W. D. Lovitt. Vessel partially insured. The cargo was uninsured.

SCHOONER L. C. HALEY, Nelson Boyd master, from Newfoundland for New Glasgow, with a cargo of copper ore, parted chains at Harbor-au-Bouche, N. F., on the 18th August, and drove ashore and was condemned. Crew saved. Hull and cargo insured in Halifax. The L. C. Haley was 42 tons register, was rebuilt in 1891, and was owned by the master.

Capt. Caleb Hines, master of schooner Reub L. Richardson, of Gloucester, was washed overboard on the 8th February from that vessel whilst on a fishing voyage, and drowned. He was the principal owner of the vessel, and belonged to Pubnico, where he left a widow and four children.

Lovitt Hipson, 20 years of age, of Pubnico, was washed overboard from the Rockland, Maine, schooner Helen Story, off Monhegan, on the 26th January, and was drowned.

Capt. Cook, of ship Euphemia, contracted yellow fever while at Rio Janeiro. He recovered sufficiently to allow him to proceed in the vessel for Manila, where she loaded for Boston, and sailed on the 28th September. The captain grew worse, and the vessel put into Anjer, Java, where he died a few days later. He was the only child of Capt. William H. Cook, of Sand Beach, and left a widow, Emma, a sister of Capt. Albert H. Kelley. He was about 38 years of age.

Capt. Elijah Sabean, of Short Beach, was mate of the bark Talisman, formerly owned in Yarmouth, which sailed from Ship Island on the 31st August for Newcastle-on-Tyne, and put into St. Michael's on the 10th November, short of provisions, and was spoken on the 2d December, off Portland Bill. She was not afterwards heard of. A nameboard, with "Talisman" painted on it, was picked up on

the beach on the Dutch coast on the 3d December. Mr. Sabean left a widow and two children.

Andrew Nickerson, a resident of Pubnico, was washed overboard from the Gloucester schooner Boyd and Leeds, in November, and drowned, on the passage home from Georges. He left a widow and two children.

Simon Meuse, one of the crew of Gloucester schooner Clara F. Friend, was drowned at the wreck of that vessel in February, near Liverpool, N. S. A body, identified as that of Frederick McAuley, another of the same crew, was found in the vicinity. McAuley was 22 years of age, and was a native of Abram's River.

Peter Dulong, one of the crew of Yarmouth schooner Onyx, Capt. Parker, was washed overboard from that vessel and drowned on the passage from Yarmouth to Barbados in March. He belonged to Tusket.

Jeremiah Amero, of Tusket, one of the crew of the Gloucester schooner Fernwood, was washed overboard from his dory on the 6th of June and was drowned. He was 24 years of age, and unmarried.

Louis Meuse, one of the crew of the American schooner Oliver Wendell Holmes, was washed overboard from that vessel on the 23d June and drowned. He was 23 years of age, was unmarried and belonged to Morris Island.

John LeBlanc, one of the crew of the Gloucester schooner Eleazer Boynton, was washed overboard from that vessel on the 24th October, in lat. 45.40 N., long. 55.30 W., and drowned. He was 28 years of age, and belonged to Pubnico.

1896.

BARK ZEBINA GOUDEY, George L. O'Brien master, sailed from Mobile on the 23d July, for Sharpness, with a cargo of oak and hard pine lumber. On the 16th August she met with heavy weather and sprang aleak. Half of the crew were sick with malarial fever, and with the others at the pumps it was impossible to keep the vessel free. On the 19th all hands were taken off by the Italian bark Teresina, from Leith for Bangor, Maine, in lat. 40.39 N., long. 55.38 W. The captain of the Teresina set fire to the Zebina Goudey, considering her a dangerous obstruction to navigation. The Teresina arrived at Bangor on the 30th August. The Zebina Goudey was 1087 tons register, was launched in 1881, and was owned by G. G. Sanderson,

J. G. Allen, Job Hatfield, Lemuel Robbins and Cereno Johnson. Vessel and freight partially insured.

Wilfrid Pothier, one of the crew of brig Boston Marine, on the 11th February, whilst on the jibboom loosing a sail, was seen by the mate to be hanging head downwards, and in an instant disappeared. The vessel was in sight of land, and as she passed along the captain threw a rope into his arms, but he did not grasp it. A boat was at once lowered, but he sank before it could reach him. He was 25 years of age, and a son of Remi Pothier, of Tusket Wedge. He had been married about fifteen months, and left a widow and one child.

Capt. Byron D. Porter, of Salem, of brig Hattie Louise, was swept overboard on the 9th September and drowned. He had been married only a year and a half, his wife being Miss Sarah Gullison, of Beaver River. The vessel belonged to Prince Edward Island.

Charles Ritchie, a native of Yarmouth, was washed overboard from bark Belmont, Capt. F. A. Ladd, on the passage from Tacoma to Buenos Ayres on the 6th December, in lat. 55.40 S., long. 78.34 W.

Gerring Roberts, of Argyle, was drowned by the capsizing of a dory from Gloucester schooner Louise J. Kinney on the 26th May.

Kempton Larkin was drowned whilst attending trawls from schooner Edward S. Eveleth, in June.

1897.

BRIG AERONAUT, Fancy master, sailed from Santa Fe, Brazil, on the 31st December, 1896, for Hamburg, with a cargo of quebracho wood and was totally dismasted during a gale on the 16th February, 1897, in lat. 19 S., long. 41 W., which lasted 4 days. The crew was taken off by the Yarmouth ship Lennie Burrill, which transferred them to the bark Essex, landing them at Barbados on the 28th March. The Aeronaut was 446 tons register, was launched in 1886, and was owned by the estate of W. D. Lovitt. Vessel and freight partially insured.

Capt. George L. O'Brien, master of bark Mary A. Law, was obliged to leave that vessel at Rio Janeiro in September, and took passage on the steamer Thames for England on the 1st October. He died on the 4th October, in lat. 23.13 S., long. 47.09 W. The body was buried at sea. He was about 40 years of age, and left a widow, one son and one daughter. He was born at Beaver River, but resided at Hebron.

Capt. John Patten, master of ship Corryvrechan, died on board that vessel on the passage from Sydney, N. S. W., to London, the vessel arriving at the latter port on the 3d January, 1898. He resided at Hartford, and left a widow.

Norman Jeddrey was drowned by the capsizing of a dory on Quero Bank on the 10th February from schooner Edward A. Perkins.

James Doucette and Eugene Burke were drowned by the upsetting of their dory whilst attending trawls on the Banks on the 29th September. They belonged to schooner Bessie M. Devine. Their dory was passed, bottom up, a short time afterwards.

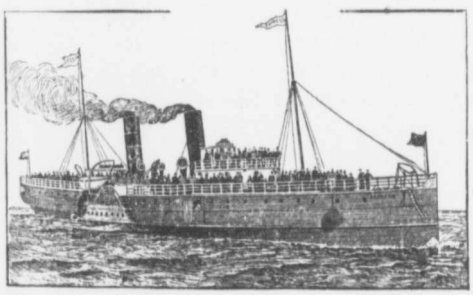
Simon Moulosong, son of Jarvis Moulosong, of Abram's River, was washed overboard from schooner Parthia, of Gloucester, on the 22d October, and drowned. He was 30 years of age.

Robert Meuse and Theodore Babine, two of the crew of the schooner Wm. E. Morrissey, were drowned by the capsizing of their dory on the Banks on the 6th April. Babine was 30 years and Meuse was 25 years of age.

Cassie Meuse was washed overboard from schooner Hattie Worcester on the Grand Banks on the 4th February and drowned. He was 26 years of age.

George Meuse, son of Capt. Peter Meuse, of Tusket Hill, of the crew of the Gloucester schooner John L. Nicholson, Capt. Frank Woollard, was drowned, on the 11th September, by the capsizing of his dory. He was 21 years of age and was unmarried.

1898.



The Yarmouth Steamship Company's new steel STEAMER EXPRESS, T. M. Harding master, from Yarmouth for Halifax, via intermediate ports, struck on Bon Portage Island, at 12.30 p. m. on Friday, September 16th, and within two hours the engine room filled with water. The ebb tide at the time of the accident was about one and one-half hours from low water, and as the steamer settled down two

large rocks penetrated the engine room floor. As the flood tide made the fires were extinguished and the vessel filled to the upper deck. There was no excitement on board, all the fifty passengers remaining cool and without confusion, making themselves as comfortable as possible under the circumstances. The officers and crew behaved in a most creditable manner, performing their duties with alacrity and without the least disorder. Steamer LaTour arrived about 3 o'clock and the work of transferring the baggage and freight was at once begun. The Wanda also was soon on the scene, and the movable effects of the Express were placed on board. The passengers had in the meantime been landed on the island, and were later taken off by the LaTour, which brought them to Yarmouth the next day. Among them was Mr. Dodwell, Dominion civil engineer, who with three others engaged a dory and were taken to the mainland by two fishermen. The Express became a total wreck. She was very fast and on her last trip broke all records between Halifax and Yarmouth. The cost of the Express was $80,000; insured $60,000. The hull was purchased at auction by Mr. Lantalum, of St. John, for $475.

BRIG LOUIL, Swaine master, from Boston for St. John's, N. F., ran ashore at Burin, N. F., about the 5th February, and became a total loss. Crew saved. The Louil was 198 tons register, was launched in 1890, and was owned by E. K. Spinney and others, of Yarmouth, and J. Willard Smith, of St. John, N. B.

BRIG ST. MICHEL, Narcisse Pothier master, sailed from St. Martin about the 21st March, for Tusket Wedge, with a cargo of salt, and was not afterwards heard of. Her crew consisted of: John I. LeBlanc, mate, left a widow and three children; Jed. LeBlanc, second mate, unmarried; Remi Surette, left a widow and five children; C. Surette, left a widow and several children; John S. Surette, cook, left a widow and five children; Remi Boudrot, left a widow and two children; all belonging to Tusket Wedge. Capt. Pothier also left a widow, having been married but a short time. The St. Michel was 121 tons register, was launched in 1878, and was owned by J. H. Porter & Co. No insurance on vessel or cargo.

SCHOONER ANNIE G., Benjamin Robinson master, sailed from Bridgetown on Saturday, November 26th, at 10 p. m., for New York, with a cargo of piling, and passed through Digby Gut the same night, a few hours ahead of the great gale. Shortly after getting out of the harbor it commenced to blow and snow. At 2 a. m. on the 27th the spars were cut away and the deckload broke adrift. The vessel

became waterlogged, and shortly afterwards the boat, provisions, clothing, and in fact everything movable, were washed overboard. The men then lashed themselves to the house. At 11 a. m. the captain was washed off and drowned. They were not far from land. At 10 p. m. Job Porter dropped into the cabin and was drowned. The others could not assist him. They could not go into the cabin until Tuesday, and then they were up to their knees in water. They had nothing to eat or drink during these days, the last food being taken on Saturday, and the next food tasted was on Thursday. The men lay on the house under canvas and went to sleep. Presently the steamer Sarmatian blew her whistle and woke them up. Their joy can better be imagined than described when they heard that sound. The steamer sent a boat and took the survivors—James Doucette, Simon Corporong and Philip Coutrëau—on board, landing them at Glasgow, Scotland, on the 14th December. They were quite ill when taken on board, but received every kindness and attention from the Sarmatian's officers and crew. Capt. Robinson belonged to Central Chebogue, and left a widow and three children. Job Porter belonged to Tusket Wedge. The Annie G. was 112 tons register, and was owned by Capts. John R. Blauvelt and A. W. Blauvelt, of Tusket. No insurance.

Capt. Clarence Hemeon was master of the American ship George S. Homer, which sailed from New York on the 26th September, 1897, for Shanghai, with a cargo of oil, and was not afterwards heard of. He was 42 years of age, and left a widow and one son. The vessel was 205.9 feet long, 39.6 feet wide and 20.9 feet deep.

Capt. Robert C. Perry, master of ship Ellen A. Read, died on board that vessel at Manila on the 25th July, of apoplexy. He was 62 years of age, and left a widow and three children. His remains were buried at Manila.

William Millen was purser of steamer Pentagoet, of the Manhattan S. S. Co., which left New York on the 26th November, for Bangor, Maine, and was not afterwards heard of. He was a resident of Yarmouth for a number of years, and carried on the shoe business. He married Miss Carrie Kinney, daughter of Joseph R. Kinney, who, with one child, survive him.

Capt. Joseph W. Morrill, master of the steamer Baron Ardrossan, died on board that steamer at Colombo, Ceylon, whilst on the passage from Rangoon to Suez. He was the second son of Capt. Charles

Morrill, of Brooklyn, and left a widow—a daughter of the late Jacob Pitman—and three children. He was about 33 years of age.

Charles Cotreau was a passenger on steamer Portland, which sailed from Boston on the 26th November, and was not afterwards heard of. His body was recovered and identified by the watch found in his pocket, and was forwarded to Yarmouth for burial.

1899.

SHIP JANE BURRILL, William D. Robertson master, from Newcastle, N. S. W., for Manila, with a cargo of coal, was wrecked in August. Crew landed at Cebu. The Jane Burrill was 1835 tons register, was launched in 1889, and was owned by Wm. Burrill & Co. Vessel partially insured.

BARKENTINE MADELEINE, David L. Ross master, from Rosario for Falmouth, with a cargo of grain, was run into whilst lying at anchor off Chico Bay, near the mouth of the River Platte, by the Norwegian bark Lucy Reppen, sank and became a total wreck. At the time of the collision the Madeleine's lights were burning brightly. Capt. Ross and crew were saved. The Madeleine was 498 tons register, was launched in 1891, and was owned by Wm. L. Lovitt. Vessel partially insured, and the freight was fully covered. The Lucy Reppen was badly damaged.

STEAMER YARMOUTH, E. O. Smith master, collided in Boston harbor on the 22d August with the steamer Mayflower, of the Hingham line, which had on board 80 passengers from Nantasket for Boston. One of them, a Yarmouthian, climbed on board the Yarmouth, and was brought to his native town, which he had not visited for nineteen years. He was Mr. Edward Perry, of Arcadia. A tugboat took off the Mayflower's passengers and took them to Boston. The Mayflower was towed on the flats by some other tugs, where she remained full of water. She was afterwards repaired, and the damages were settled by the courts, each steamer being adjudged to be to blame, and the amount of damages equally divided.

Capt. George L. Welsh was master of schooner Grace Rice, which sailed from Halifax on the 14th July for Ponce, Porto Rico, with a cargo of fish and lumber, and was not afterwards heard of. He was the only Yarmouthian on board. He left a widow and two children.

Oliver Cunningham, of Yarmouth, cook of schooner Warren M. Gregor, fell overboard and was drowned off Little Belle Island, Long

Island Sound, on the 2d August, at 8 in the evening. He was 31 years of age, and left a widow and one child.

Charles Babine, a native of Yarmouth, died on board bark Maiden City, of St. John, on the passage from that port to Buenos Ayres on the 22d July, and was buried at sea.

Joseph Meuse, one of the crew of brig Harry, Capt. Larkin, was pulled overboard from that vessel on the 23d March, whilst endeavoring to draw a bucket of water. A heavy sea was running at the time, and it was impossible to save him. The vessel was hove to and a search was made for him for about an hour, but in vain. He was 20 years of age. This was the first time that Capt. Larkin lost one of his men since going to sea.

Hugh Beveridge, a seaman on the American schooner Nellie Eaton, fell from aloft on the 13th July, and was so severely injured that he was placed in the marine hospital at Portland, Maine. He died the next day. He was a son of George Beveridge, of Sandford, and was unmarried. The remains were buried at Portland.

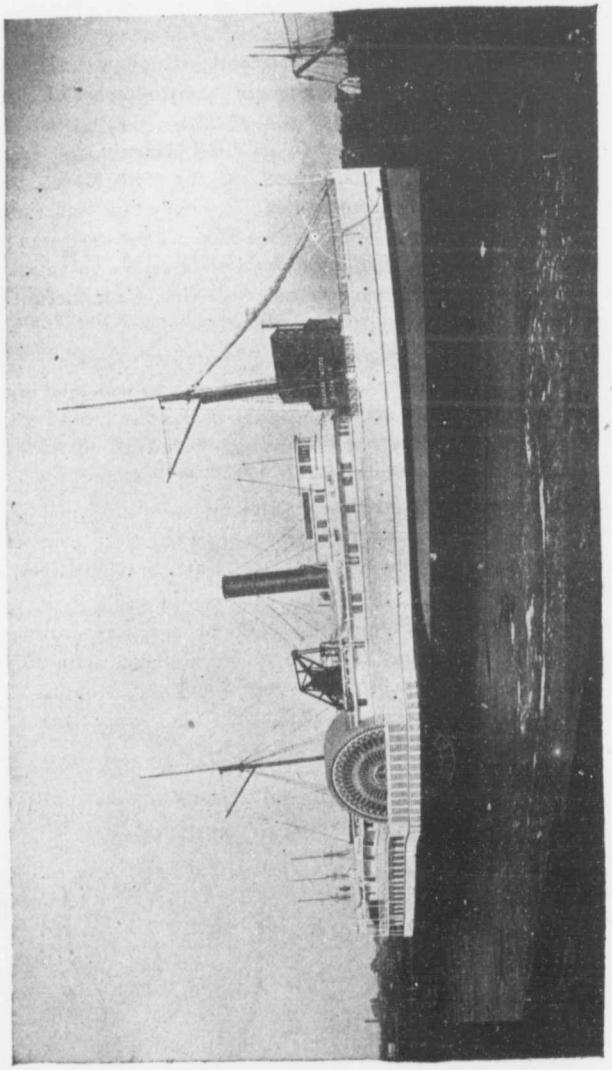
Simon L. Melanson and Joseph Dulong were drowned whilst hauling trawls off Scatterie on the 5th June. They were members of the crew of the Beverley schooner Margaret, Capt. Stayley Hines, and belonged to Tusket Forks. Both were unmarried.

Fred Armstrong, of Pubnico, 21 years of age, was drowned in the sinking of the schooner Two Forty, by collision with steamer Ardandhu in Boston harbor on the 20th October. Another Nova Scotian, named Neil Bowles, also perished. The vessel was subsequently floated, but the bodies were not recovered.

1900.

STEAMER CITY OF MONTICELLO.

The usual peaceful course of events in Yarmouth was ruthlessly broken on Saturday afternoon, November 10th, by the announcement of one of the most appalling calamities that had occurred in its history. About 3.30 o'clock a telephone message was received from Capt. A. Norman Smith from Chegoggin, summoning medical assistance for stewardess Smith, of the steamer City of Monticello, coupled with the statement that this steamer had foundered in the Bay and all on board, except four, had perished. Immediately the news spread with lightning speed, passing from lip to lip, as each one told his neighbor the terrible news. Little groups of men gathered on the streets, and when Capt. Smith reached the post office an immense



STEAMER CITY OF MONTICELLO.

crowd congregated, completely blocking the street, so eager were they to hear the painful details. With great difficulty, and although suffering from his injuries and exposure, Capt. Smith related the circumstances attending the disaster. Each of his hearer's faces blanched as the terrible story was related, and many of the stoutest hearted welled up with sorrow and their eyes filled with tears from sympathy with the lost and their bereaved families.

Whilst Capt. Smith related his experience the new-comers in the crowd asked question after question about their friends on board, and as each new name was mentioned a deeper sorrow, if possible, seized the listeners. Several were unable to bear the mental strain and were obliged, although anxious to hear the minutest details of the disaster, to withdraw into some store or office where their emotions might have free scope. During the captain's recital of the story he was repeatedly interrupted by numerous friends calling to express their gratitude that he had been spared to tell the terrible details. Capt. Smith's statement was as follows:

We left St. John at 11.15 o'clock on Friday morning, November 9th, and had a fair run to Petite Passage. The sun here shone out brightly and there were indications of a northwest wind. Capt. Harding and I both coincided in this opinion. Capt. Harding decided to keep on. We got as far as Cape St. Mary's, when the wind began to blow very strong, which continued to increase to a gale. We kept on our course as near as possible, and made fairly good weather. On Saturday morning at daylight Cape Forchu bore due east, about four miles distant. Capt. Harding decided to try to run for Yarmouth, but on account of a heavy list, owing to the quantity of water in the hold, was unable to get the ship's head before the wind. The jib was set, but without effect. The water finally put out the fires and the engines stopped. The steamer then lay in the trough of the sea, unmanageable. She then began to settle very fast, being at an angle of 45 degrees, with starboard paddle out of water. The captain had previously ordered the boats cleared and made ready for launching. The first boat was lowered and in it were: Miss Elsie MacDonald and a colored girl, and stewardess Kate Smith, (the only females on board); second officer Murphy, third officer Flemmings, quarter master Wilson Cook and myself, seven in number. The second boat was launched about the same time. Some men got in her. She seemed to settle at once as if boarded by a sea. Some one in our boat cried out: "Those poor fellows are drowning!" when Murphy burst out crying, being unable to assist them. I never saw a man

more worked up over his companions' safety and at the same time cool and collected regarding his duties at the helm of the boat. Within five minutes of our putting off from the Monticello she turned completely over and disappeared beneath the waves. Our only safety depended upon our keeping our boat before the sea, and how faithfully poor Murphy attended to this difficult task. It appeared as if his hands would collapse from the strain with which he grasped the tiller. When a short distance from the shore we tried to run the boat into a small beach between the rocks. I saw a tremendous comber coming after us and I shouted to all to hold on for their lives. I grasped both arms around the forward thwart with both hands locked by the fingers and waited for the result. In an instant the boat was lifted like an eggshell to the angle of 45 degrees, my grasp on the boat was broken, and I found myself thrown violently to the earth and grass on the beach. Sticking my fingers as deeply as I could in the bank I awaited the undertow. I was carried back some distance, but on the next wave secured a strong hold and then crawled out of danger. I observed Miss Smith and Mr. Flemmings crawling up the beach, and afterwards was joined by Mr. Cook. I saw nothing of Mr. Murphy and the two girls after the comber struck us. They uttered no shout, and I do not know how they met their death. It seemed hard that after displaying so much courage and fortitude they should be lost when safety was so near. We walked up to Capt. Vickery's house, where we found the family at dinner. They at once showed us every kindness, and after a hasty lunch Capt. Vickery drove me to town. During all the trying ordeal on board the steamer there was not the slightest confusion, but on the contrary everything was done in the most orderly manner. Capt. Harding might have jumped into our boat, but paid no attention to it, keeping himself busy attending to the launching of the other boats, and serving lifebelts to the passengers. I sang out to young Olive to jump in the boat, and he could easily have done so. He had been most attentive to the three ladies, assisting them in getting ready and in jumping into the boat. Indeed the last thing he did was to throw Miss MacDonald's hand bag in the boat just as we were carried away from the ship. There can be no blame attached to Capt. Harding. No more capable officer could be found. He was simply caught under conditions which looked favorable, but which turned out entirely different. I think it impossible that either of the men in the second boat could have survived long, as she appeared to sink almost immediately.

Third officer Flemmings said that about 10 o'clock on Friday

night a sea boarded the Monticello on the starboard bow, which stove in the forward saloon and did other slight damage, which was temporarily repaired with boat awnings. When off Cape St. Mary's, about five or six miles from shore, the steamer began to make water slightly. The pumps were set to work, and the steamer did not ship another sea. The pumps kept the vessel free until 8 the next morning. I had no idea of danger until an hour later, when the leak increased rapidly. We then began to throw the cargo overboard through the port gangways, and put out a drag to put the steamer before the sea. About 11 o'clock the steamer was unmanageable, her position being then about four miles west of Chegoggin Point. The engines stopped about 11.30. Capt. Harding, in his quiet manner, ordered the boats put over. Wilson Cook and myself jumped in first. We then got the ladies on board, each in turn jumping from the rail of the steamer as the boat swung in with the sea. Cook caught them and I kept the boat from being smashed against the steamer. As soon as Mr. Murphy got in the boat it became unhooked from the davits and we were obliged to pull away from the steamer. The second boat filled as soon as launched. I saw two or three men in the water having lifebelts on. We saw the starboard quarter boat over the side before we lost sight of the ship. We had not been in the boat more than five minutes before the Monticello turned completely over, broke in two and disappeared beneath the waves, with some men hanging on to the starboard quarter rail. The steamer broke in two, and the last seen of her was her rudder sticking up. This statement was corroborated by quarter master Cook, who added that the forward part sank bow first, and the after portion stern first. I saw four or five persons standing aft on the ship as she went down. I saw the second boat fill alongside the ship, some inside and some outside holding on. I think there were about seven in her and they did not get the forward davit tackle clear before the ship went down. I think about fifteen persons got into the third boat. They had oars out and were lying beside the ship.

Miss Smith said: Elsie MacDonald was in her stateroom and stayed there until I told her to get up, as we had to take to the boats and she had better dress. The Lawrence girl came on deck with Miss MacDonald. In the morning Mr. Eldridge sat down by me and said his people didn't know he was on board. I never realized we were in danger until we took to the boat. When Mr. Eldridge was speaking to me he seemed to be nervous and agitated a little, and he asked me if I was frightened. I told him "No, I was not the least

bit afraid, and for him not to get frightened, as that was the worst thing he could do." He said: "All I can say is that God will take care of us." He then went away, was gone a little while and came back again and asked me if I thought he had better put on a lifebelt, and I told him yes, if he thought best. Then he did so and went away. Purser Hilton said he was feeling nervous and a little dizzy. Shortly afterwards I was told to get ready. The girls had been called before the boats were got ready and were in the saloon with me. They did not seem to be afraid. There was no excitement with any one. We had to take chances and jump into the boat from the rail. When we left the steamer the mate's boat was in the water and I saw persons in her, the boat being about full. The other boat was in the water, and some men in her. She was still hanging to the davit hooks. In about five minutes the steamer rolled over and went down and both the boats went with her. I heard some one in our boat say "She's broken in two." We heard a crash. I saw Capt. Harding standing on the rail of the steamer as she went down, and Beecher Hopkins, Levi Nickerson, Walton Cunningham, Austin Wickens, Fred VanEmburg and Wynne VanEmburg standing beside him. When the ship broke in two I heard a terrible scream, which I will never forget as long as I live. I am positive both boats went down with the steamer and that neither of them got away.

There were 8 passengers on board: Alfred E. S. Eldridge, 38 years of age, Yarmouth, leaving a widow and two children; Miss Elsie MacDonald, 16 years of age, daughter of Alexander MacDonald, tailor, Yarmouth; Rupert E. Olive, purser of steamer Prince Edward, 26 years of age, who left a widow in St. John, N. B., to whom he had been married but a short time; J. C. Fripp, traveler for D. McGee Sons, St. John, N. B.; O. W. Coleman, of Moncton, N. B., traveler for Levy Bros Co., Hamilton, Ontario; John Richmond, traveler for Migner & Boucher, Quebec; Capt. A. Norman Smith, master of steamer Pharsalia, of Yarmouth, and Ida May Lawrence (colored), daughter of William Lawrence, Yarmouth.

The crew, including the captain, numbered 32. They were: Capt. Thomas M. Harding master, 42 years of age, Yarmouth, left a widow and one daughter; first officer Harvey D. Newell, 44 years of age, of Newelton, Cape Island, left a widow and four children; second officer Nehemiah Murphy, 46 years of age, Yarmouth, left a widow, one son and one daughter; third officer James E. Flemmings, 44 years of age, of Pennant, Halifax, lived at Clyde; quarter master Swen Johannsen, of Sweden, 30 years of age, left a widow and two children,

living at Arcadia; quarter master Wilson Cook, of Lockeport, 29 years of age, took the place of Elisha Cook for this voyage; Stanley Ringer, 20 years of age, of Lockeport, seaman; John J. Whitmore, of Lockeport, 20 years of age, seaman; Harry Copeland, about 18 years of age, son of Thomas Copeland, of Lockeport; Robert Nickerson, 48 years of age, of Yarmouth, left a widow and four children; W. H. Dunn, 23 years of age, of Weymouth, seaman, unmarried; David Benham, 20 years of age, of Lockeport, seaman, who joined the steamer for this trip only; Everett B. M. Hilton, son of Capt. Benjamin Hilton, of Yarmouth, 39 years of age, purser, unmarried; Nathan C. Hopkins, 45 years of age, of Yarmouth, left a widow and three daughters. He joined the Monticello at Barrington on her upward trip, relieving his brother Ashton, the regular steward, for this trip only. Beecher Hopkins, 23 years of age, of Barrington, waiter; Miss Katharine Smith, stewardess, 30 years of age, of Cape Island; Levi Nickerson, 21 years of age, of Shag Harbor, waiter; Austin Wickens, 15 years of age, of Cape Island, pantryman; Wynne L. VanEmburg, 19 years of age, of Pubnico, first cook; Fred VanEmburg, 17 years of age, second cook, of Pubnico, who took his father's place for this trip only; Walton Cunningham, 14 years of age, Cape Island, sailors' mess; Charles Greig, 50 years of age, Halifax, chief engineer, left a widow and eight children; Herbert K. Poole, 29 years of age, of Yarmouth, second engineer, left a widow and one child; Robert Doucette, 32 years of age, of Yarmouth, oiler, left a widow and six children; Winslow Ringer, 25 years of age, of Lockeport, oiler, brother of Stanley (above), left a widow and one child; James Cole, 31 years of age, of Yarmouth, fireman, left a widow and four children; Samuel Gloster, 40 years of age, of Liverpool, N. S., fireman, left a widow and five children; Samuel Surette, seaman, of Yarmouth, left a widow and four children; John Burke, 31 years of age, of St. John, N. B., fireman, unmarried; Thomas Johnson, 20 years of age, of McLennan's Brook, Pictou, seaman; Isaac Wilson, 30 years of age, of Barrington, baggage master (brother of Mr. Freeland C. Wilson, of the Grand Hotel), left a widow and one child; George Meuse, 24 years of age, of Yarmouth, left a widow and four children. These make a total of 36 persons who perished, leaving 15 widows and 49 fatherless children.

Early on Sunday morning word was received in town that a large number of bodies had come on shore with wreckage at Chebogue Point, and soon over 500 persons had congregated on these shores. The bodies found in this vicinity were those of: First officer Newell,

chief steward Hopkins, second engineer Poole, Rupert E. Olive, A. E. S. Eldridge, J. C. Fripp, O. W. Coleman, David Benham, E. B. M. Hilton, Isaac Wilson, Austin Wickens, Robert Nickerson, Swen Johannsen, Levi Nickerson, John J. Whitmore, Thomas Johnson, John Richmond, Wynne L. VanEmburg, chief engineer Greig, Walton Cunningham, Harry Copeland and Stanley Ringer. The bodies of the three who were drowned by the wreck of the boat at Chegoggin were also recovered. The mail bag came ashore near Pinkney's Point. It contained about 150 letters, all water soaked, but which were carefully dried by postmaster Hood and delivered to the proper parties.

The City of Monticello belonged to the Yarmouth Steamship Co. She was an iron paddle steamer, with a wooden superstructure. She was built by Harlan & Hollingsworth, Delaware, and was first called the City of Norfolk. She was purchased by the Bay of Fundy Steamship Co., was rebuilt in 1889 and her name changed. She ran between St. John and Digby for several years and was a fast sailer. She was 232 feet long, 32 feet wide and 10.9 feet deep, registering 478 tons. She had four bulkheads and a vertical beam engine. She was insured for $25,000.

SHIP MARY L. BURRILL, Rice master, sailed from New York on the 27th July for Saigon, with a cargo of oil, and was abandoned on the 2d October, leaking and with loss of rudder, in lat. 27 S., long. 27 W. Crew saved by ship Brodick Castle, from Port Blakeley, and landed at London. The Mary L. Burrill was 1455 tons register, was launched in 1883, and was owned by Wm. Burrill & Co. Vessel and freight partially insured.

SHIP LENNIE BURRILL, Larkin master, from St. John, N. B., February 5th for Buenos Ayres, with a cargo of spruce lumber, put into Westport, Brier Island, on the 6th February, with loss of sails, men injured, and the others unable to work ship. She was towed back to St. John, where a survey was held. She was found to be very seriously injured, and was ordered to be sold. The sale took place on the 6th April, Mr. Lantalum being the purchaser at $1775. The Lennie Burrill was 1328 tons register, was launched in 1877, and was owned by Wm. Burrill & Co. and W. D. Robertson.

The little fishing smack belonging to Capt. Benjamin Brush drove ashore at Pinkney's Point on the night of the 6th August, and became a total loss. No insurance.

Capt. Robert Hibbert, master of the St. John ship Monrovia, died on the 5th April, on the passage from Rio Janeiro for Hopewell Cape, N. B. The body was buried at sea. He was about 46 years of age, and left a widow and two sons.

Capt. Henry F. Cann, master of ship Ellen A. Read, died at Batavia on the 13th September. The ship was on the passage from Manila for Boston, and put into Samarang about the 1st July to land the captain, who was too ill to proceed. Capt. Cann was taken ill at Manila, but as it was thought the sea air would improve his health, he sailed in the ship. Unfortunately he grew worse, and the ship put into Samarang as above stated. He was taken to the military hospital, where he expired. He was 47 years of age, and left a widow, two sons and one daughter.

Joseph Smith, one of the crew of the Gloucester schooner Maud M. Story, Capt. Murray Larkin, was washed overboard during a gale on the 13th September, and was drowned. He was 39 years of age, and a native of Sluice Point, where he left a widow.

Wallace White, one of the crew of Gloucester schooner Mystery, Capt. James Belliveau, was washed overboard on the 11th October by a sea which swept the deck, and was drowned. He was a native of Tusket, was 28 years old and was unmarried.

Julien Landry, one of the crew of Gloucester schooner Columbia, Capt. Angus Hines, was drowned by the upsetting of his dory on the 12th September, whilst fishing about thirty miles off Lunenburg. His dorymate, Peter Meuse, was saved, having clung to the dory until rescued by a boat from the vessel. He belonged to Tusket Hill, and was 21 years of age.

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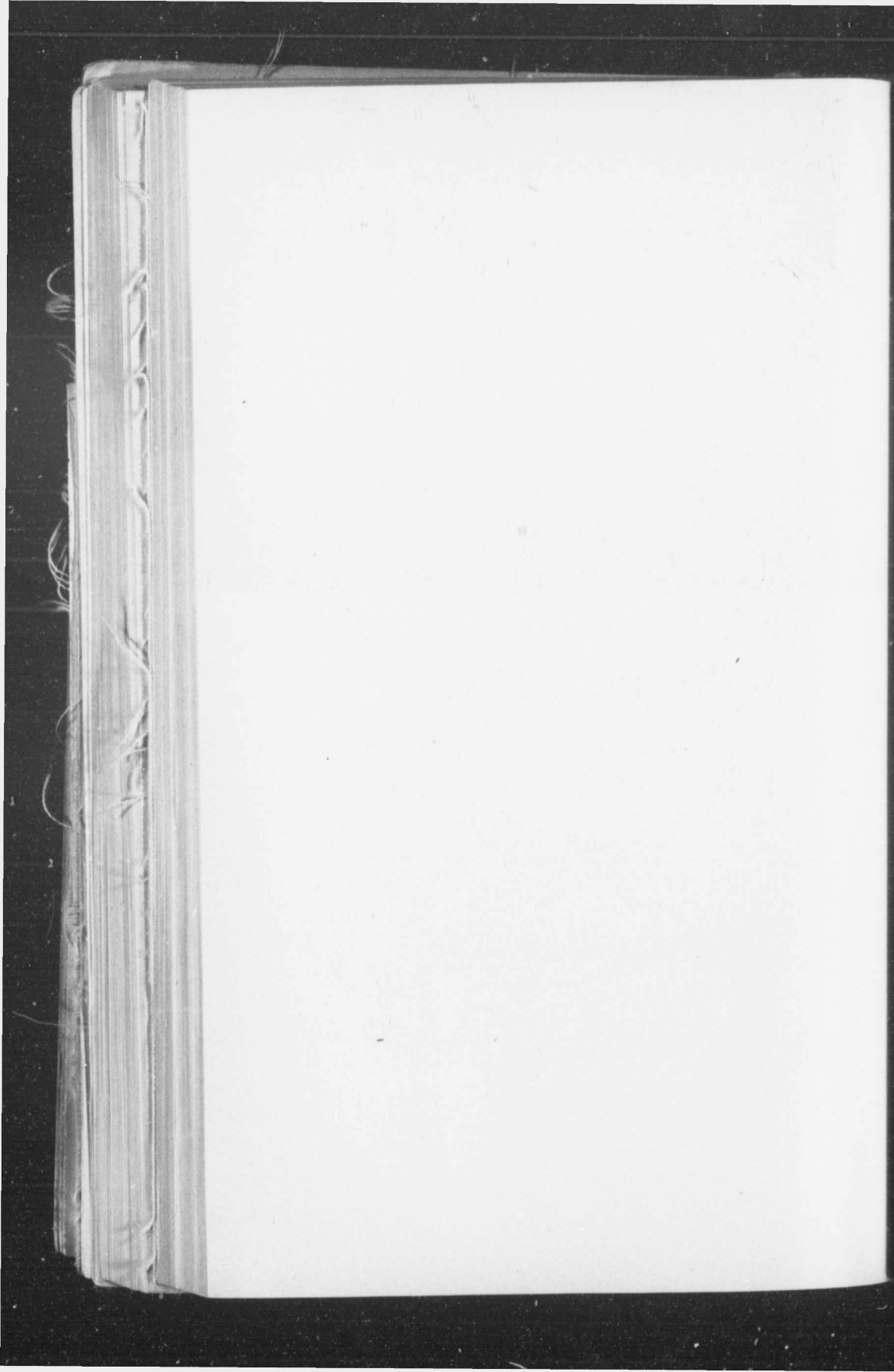
WRECKS ALONG THE WESTERN SHORE.



WRECKS ALONG THE WESTERN SHORE.

Among the wrecks recorded in the following pages are several that do not rightly belong to the list embraced as "wrecked on the Nova Scotia shore," but as these exceptions are thrilling in detail and of peculiar interest, the writer has concluded to allow them to remain.

1831.

Brig BENJAMIN MILLIKEN, of and for St. Andrews, N. B., from Liverpool, G. B., cargo dry goods, hardware and salt, was wrecked at Cape Sable on the 4th December. Crew saved.

Brig ECLIPSE, of and for Halifax, from New York, with a cargo of flour, beef, pork, etc., was wrecked on the reef between the western head of Cape Sable and Green Island, during the night of the 21st November, and all on board perished. No bodies were recovered.

Brig EDWARD WALKER, John McKenzie master, from St. John, N. B., for Dublin, was wrecked about four miles above Digby Gut on the 30th November. The captain, four men and a passenger were lost. Mate and one man saved.

Brig WILLIAM HENRY, of New Brunswick, was wrecked on Seal Island on the 18th November. Crew saved. Cargo and materials lost.

Packet Schooner CAROLINE, Bryan master, plying between St. John and Digby, left Digby on the 17th December, 1831, and drifted ashore on the 20th January, 1832, at Baxter's Cove, Cornwallis, with five corpses on board. All hands perished. She had as passen-

gers: David Cossaboom, Solomon Marshall, Thomas Harris, Patrick Connolly, wife and two children; Henry Kennedy, Mr. Eldridge, Mr. Carter. Her crew were: James Bryan master, John Hays, Henry Carty, John Calligan.

BRIG MARY, James Duncan master, of and from Dublin, Ireland, for St. John, N. B., was wrecked near Cape Sable on the 18th December. Crew saved.

BRIG VOLANTE, Hunt master, was wrecked at Sandy Cove on the 24th December, and three of the crew perished.

1832.

BRIGANTINE HIRAM, from Bermuda for New York, was wrecked at Trout Cove, Digby Neck, on the 12th January, and of seven persons on board, the captain, his brother and one other perished.

BRIG LOUISA, Hume master, of and for St. John, N. B., from Greenock, was wrecked on Baccaro Point, near Barrington, on the 2d March. Crew and part of cargo saved.

SHIP LADY SHERBROOKE was wrecked on the Newfoundland coast, with 360 persons. Only 30 were saved.

SCHOONER FRIENDSHIP, of Harwich, Mass., Kenny master, from Grand Banks, bound home with 300 quintals of fish, struck on the south breaker of Seal Island on the night of the 26th June, and immediately sank. The crew, six in number, saved themselves in a small leaky boat. After being at sea forty-two hours, in thick weather, blowing heavy, with one oar, and no fresh water, they landed on Blanche Island.

1833.

SCHOONER INDUSTRY, Dunham master, of Weymouth, three days out from New York, ran ashore during a thick fog at Pinkney's Point on the night of the 28th August and became a total wreck. Crew and materials saved.

American BRIG SERENE, Lord master, from Boston for Malta, was wrecked at Seal Island on the 1st September. Crew and cargo saved.

1834.

SHIP SYBELLE, of Liverpool, G. B., from Cromarty for Quebec, with 316 emigrants, was wrecked on St. Paul's Island on the 11th September, and only six persons were saved.

1835.

By the wreck of SCHOONER CRESCENT, Roderick master, of and for Albany, N. Y., from Quebec, in July, the following Nova Scotians were drowned: Capt. R. Williams, Mrs. Ruth Williams and two children; Joseph Wilson, Robert Dickson, John Smith.

BARK ATHOL, McReady master, from Greenock for St. John, N. B., was wrecked on the Half Moons, near Barrington, on the night of the 30th June. Crew and part of the materials saved. She was 367 tons burthen.

SHIP MONARCH, Jackson master, of and from Liverpool, G. B., for New York, six days out, struck at midnight on the 28th July, near Limerick, the ship being in charge of the mate, who was intoxicated. There were 240 persons on board, of whom the captain, three sailors and eleven passengers only were saved by the Frances Mary and landed at Limerick. The passengers were mostly from the county of Limerick.

SCHOONER SHELBURNE, Jacob Wyman master, from Cape Cod for Weymouth, struck near Cape St. Mary's on the night of the 28th September, and became a total wreck. Crew saved. The vessel was owned by Samuel Campbell, of Weymouth.

BRIG SUSAN CRANE, Stewart master, 65 days from Gloucester, England, for St. John, N. B., with a cargo of salt and coal, struck near Cape Sable on the 8th December, and was so badly damaged that she was condemned and sold. Materials and a portion of the cargo saved.

BARK KENT, George Rusland master, struck on the ledges on the northeast point of Seal Island on the 26th December, during a thick snow storm. The crew took to the boat and landed on the island. The anchor had been dropped before abandonment, but on the flood tide the vessel floated off and dragged, going ashore at Pinkney's Point, where she became a total wreck. She belonged to St. John, N. B.

1836.

The TRANSPORT SHIP NEVA, Peck master, from Cork for Sydney, Australia, having on board 150 female prisoners, 33 of them children, 9 free women, with 22 children, and a crew of 26 persons, was wrecked about 90 miles from King's Island, on the 13th May, and only 22 were saved. Seven of these died from exposure in the boats before reaching the island, thus leaving only 15 survivors out of a total number of 241—6 passengers and 9 of the crew.

SCHOONER SARAH ANN, Mackie master, from Montego Bay, via Edgartown, went ashore at Sandy Cove on the 3d September, and became a total loss. Crew and a small portion of cargo saved.

BRIG MEXICO, Snow master, 29 hours from Boston for Pictou, in ballast, was wrecked near Seal Island on the 13th May. Crew saved. The Mexico was 221 tons and belonged to Kennebunkport.

BRIG AGENORIA, 268 tons, from St. John, N. B., for Great Britain, with a cargo of timber and deals, was wrecked near Yarmouth in May. Crew and materials saved.

BRIG CONFIDENCE, Champion master, from St. John, N. B., for Baltimore, Ireland, laden with timber and spars, struck on Cape Cove on the night of the 4th July, and became a wreck. Crew, materials and cargo saved. She was 221 tons burthen.

BRIG TEMPERANCE, McAlpin master, 25 days from Port-au-Prince, with mahogany, ran ashore on Reef Island, on the evening of the 12th November, and became a total wreck. Cargo and materials saved. The Temperance belonged to Parker & Morse, of Liverpool, N. S.

BARK MEXICO, Winslow master, from Liverpool, G. B., for New York, with 104 passengers and 12 in the crew, struck on Hampstead Beach, 26 miles east of Sandy Hook, during the night of the 31st December, and all on board perished from exposure except Capt. Winslow and seven passengers. She was 273 tons register.

SHIP CHARLOTTE DOUGLAS, from Londonderry, Ireland, for Quebec, was lost at sea in July, and out of a total of 406 passengers and crew only 10 were rescued.

British SHIP DONCASTER, from Bourbon, with upwards of 80 passengers, foundered off Cape of Good Hope about the middle of August, and all on board perished.

THE ROYAL TAR.

This fine steamer was launched at St. John, N. B., in April, 1836, and was fitted out at that port. She was placed on the route between St. John, Eastport and Portland, Maine, on the first Wednesday in May, connecting at the latter place with other steamers for Boston. It was announced that "passengers by this means will be enabled to go the whole distance from St. John to New York in about two days and a half, including all stoppages!" She continued on this route

until October 21st following, when she was destroyed by fire, having on board the menagerie, which had exhibited in Yarmouth only a few days previously, and thirty-two lives were lost. The disaster was stated to have been the most melancholy and distressing that had ever occurred in this quarter of the globe, and is best told in the words ot the captain. We quote: The Royal Tar, Capt. Reed, having been detained by the stormy weather, started on Friday, October 21st, with a number of passengers and the animals, omnibus, waggons and some of the horses belonging to the Menagerie, which has lately been traveling in this Province and Nova Scotia. The weather at the time had a promising appearance, but in the evening the wind increased, and for several days blew with great violence from the westward, which delayed the Boat at Eastport and Little River. At about 2 p. m. on Tuesday, when crossing Penobscot Bay, near the Fox Islands, they again had occasion to come to anchor, the wind blowing hard from the northwest. After being at anchor about half an hour, the steam being down, the boat was discovered to be on fire immediately over the boiler, under the deck; the cable was slipped immediately, and the fire engine set to work, but in five minutes the men could not stand at the pump, which was below, the smoke nearly suffocating them. At this awful juncture there was a rush for the boats, there being only two. Sixteen of the passengers and crew took the largest boat and went away before the wind, which blew so hard that they were afraid to bring her to. I got possession of the jolly boat, with two men. Mr. Sherwood, Mr. Fowler, and a man belonging to the caravan jumped overboard, and we picked them up. In about half an hour we saw a schooner coming towards us, which proved to be the United States revenue cutter Veto, Capt. Dyer, who rendered us every assistance in his power. He ran the cutter close to the burning steamer, then in a sheet of flame, and succeeded in taking out 40 passengers, who must have perished had the cutter not come to our assistance. The boat left the wreck, the last time, about dusk, the people having worked very hard from 2 o'clock to that time, the wind still blowing very strong and the vessel drifting out to sea. We succeeded with much difficulty in reaching the Isle of Haut, in Penobscot Bay.

A passenger, Mr. Stinson Patten, of St. John, N. B., thus described the scene: As soon as the steamer was discovered to be on fire the cabin passengers rushed for the quarter boat and cut her away, which I perceived just in time to jump off the quarter into her as I stood, which made up the number of 16. We succeeded in

reaching land about nine miles from the steamer. We lost all our baggage and goods. A temporary raft was made of ladders and planks, on which some of the suffering people took refuge, but it was of little avail, as most of those who trusted to such a frail machine, were precipitated into the sea and sank to rise no more. Many who had been driven overboard by the fire sustained themselves on parts of the wreck which had fallen overboard, but the violence of the sea and the cold soon terminated their earthly career. The horrors of the scene were truly appalling; the women threw their children overboard and jumped after them. The screams of these poor creatures at that time, added to the roaring of the two vexed elements, combined to produce a scene that beggars description and can only be conceived by those who have witnessed such scenes of horror. When the fire first burst through the deck such was its rapidity that the caravans immediately ignited, and so overpowering was the smoke and fire that the animals in their cages met an instantaneous death, as not a sound was heard from any one of them. The horses and camels were backed overboard, in hopes that they might reach the shore, but neither force nor any other means could induce the elephant to follow, and he remained, poor fellow, viewing the devastation, until the fire scorching him, he sprang over the side, and was seen striking out lustily for the shore, with his trunk high in the air. His dead carcass was subsequently found on the shore of Brimstone Island. The wreck drifted out to sea, and was seen at 10 o'clock at night, after which it is supposed to have sunk.

There were on board 72 passengers and 21 crew, in all 93 persons. There were lost 29 passengers and 3 crew, total 32. The Royal Tar was 400 tons and had been fitted at great expense, costing about £10,000. She was owned in St. John by John Hammond, one-half; the balance by D. J. McLaughlin and Mackay Brothers & Co. She was not insured. There was $60,000 in specie on board, besides what the passengers carried. One of the caravan keepers who had $500 in specie about his person jumped overboard and was drowned. Capt. Edward Waite, of Portland, lost $5000 in specie.

It was subsequently learned upon investigation that this terrible accident was caused by the gross neglect and carelessness of the second engineer, who had allowed all the water to run from the boilers, which were red hot, so that water could not again be forced into them. The fires were at once extinguished, but too late. The weight of the elephant weakening the deck, wooden wedges had been driven in between the deck and the boiler, which caught on fire.

1837.

SHIP JANE AND MARGARET, of Hull, Wakes master, sailed from Liverpool, G. B., on the 6th February, for New York, with 186 passengers and 17 in the crew, and was not afterwards heard of. A wreck, supposed to be this vessel, was passed on the 14th February, off the coast of Ireland, and a portion of her stern frame subsequently came ashore on the Isle of Man.

SCHOONER ENTERPRISE, Barker master, from Windsor, N. S., plaster laden, ran into Gulliver's Hole, below Digby, during a gale on the 25th April, and foundered. Although within ten yards from the shore, every soul on board perished, the inhabitants being unable to render assistance. The captain got out on the mainboom to attempt to jump ashore, but was washed off and immediately disappeared. There were seen on board four men, a boy, and one woman.

SCHOONER FRANCES, Fields master, from St. John for Antigua, ran ashore on the northern Mud Island on the 2d July. The vessel belonged to the master, and was partially insured. She was towed off, brought to Yarmouth, repaired, and sailed for St. John. She sprang aleak and was run ashore at Cranberry Head, where she was condemned and sold.

American PACKET BRIG CORDELIA, Jones master, from Boston November 8, for Halifax, having on board as passengers Hon. Enos Collins, Hon. S. B. Robie and lady, Mr. Smith, two daughters and son, and Mr. Goudge, besides about twenty in the steerage, struck on Cape Sable on the 10th November and became a total wreck. All on board saved. The cargo consisted of flour, apples, pork, beef, tobacco, stoves, etc., and was saved.

BARK SIR ROBERT H. DICK, of and for St. John, N. B., from London, 56 days, in ballast, struck on Blanche Point, near Barrington, on the night of the 22d November, and foundered. Part of the materials were saved. The boat swamped with five of the crew, who were drowned. The bark was 615 tons register, and was owned by John Robertson, of St. John.

BRIG REFORM, from Barbados, went ashore at Brier Island, where she was wrecked, on the 25th November. Crew saved.

SCHOONER BETSEY, John Lindsay master, from Turk's Island for St. John, with a cargo of salt, went ashore at Brier Island on the 23d November, and was wrecked. Part of cargo and materials saved.

BRIG AMARANTH, George Card master, of Campobello, from

Shelburne for New York, with a cargo of granite, drove ashore on the east side of Great Mud Island on the 18th December, and went to pieces. Five persons perished, viz.: Mr. Boyce, Halifax; David Cary, Bath, Me.; the cook and wife (colored), Halifax, and Margaret Flynn, a native of Waterford, Ireland. The bodies were all recovered and buried on the island, that of the lady passenger turning into stone, and is known as the petrified woman, of which allusion is made elsewhere.

1838.

BARK WOODMAN, Samuel Murphy master, from Belfast for St. John, N. B., in ballast, 63 days out, struck on the east side of Blanche Point, on the night of the 4th January, and became a total loss. Crew saved.

SCHOONER GIPSEY, Smith master, of and from Greenock for St. John, N. B., laden with dry goods, coals, whiskey, &c., ran ashore at Hawk Inlet, Cape Island, about 8 o'clock on Wednesday evening, October 31st, during a thick snow storm. The captain and crew succeeded in getting ashore during the next day. The cargo was saved in a damaged condition and sold at auction. Vessel became a total wreck. She was 598 tons burthen, and was built at Montreal in 1837.

1839.

BRIG MARGARET, Pitman master, of and from Boston, for Sydney, C. B., ran ashore in a thick fog on one of the Bald Tusket Islands, on the 11th July, and became a total wreck. Materials saved and brought to Yarmouth, where they were sold at auction.

BRIG HENRY TOLEMAN, from Boston for Sydney, C. B., in ballast, ran ashore on Seal Island about the 24th of July, and became a total wreck. Crew and materials saved. The vessel was 156 tons register.

BRIG WILLIAM THE FOURTH, from New York for Halifax, with a general cargo, including stoves, stranded on Cape Forchu Bar on the 13th December. Crew and a portion of cargo saved.

1840.

The wreck of a brigantine of about 100 to 120 tons was discovered on Sunday, January 26th, under the high cliffs at Cape St. Mary's, having ran ashore on the Thursday night previous. Two pieces of boards were picked up, on which were painted "CHARLES,

of Halifax." The vessel was broken in pieces, and the stern under water. She was laden with deals and timber. A body was found on the bank, supposed to be that of Capt. John Walker. About £17 in British silver was found in his pockets. The body was buried in the Catholic cemetery at Meteghan. No other bodies were discovered. The cargo and materials were sold at auction for £92.

American BRIG TOINETTE, John Ewer master, from Boston, June 3d, for Rotterdam, with an assorted cargo, struck on the south point of the Middle Bald Tusket Island, in a dense fog, on the 4th, and was abandoned, after every effort had been made to float her. During the night she became a total wreck, and on the flood tide she floated off and drifted out to sea. The crew and a lady passenger with some difficulty effected a landing in the boats upon the island, but with the loss of all their effects. After being exposed all night on the island, without shelter, they were taken off by Capt. John Crosby, of schooner Mary, of Yarmouth, and landed at Chebogue. Portions of the wreck and cargo were seen floating in the Bay a few days afterwards.

SCHOONER WAVE, Nelson master, from St. John, N. B., for Cork, with a cargo of deals and mahogany, having been disabled by the loss of her rudder, struck on a ledge near one of the Tusket Islands on the 9th September, and became a total loss. Crew and cargo saved.

SCHOONER JUNO, of Wilmot, N. S., Messenger master, from Cornwallis, struck on the rocks near Petite Passage, on the 19th November, and the captain and two of the crew perished. Capt. Messenger belonged to Cornwallis; Charles Ogilvie, of Cornwallis, and Thomas Cook, of St. John. Nathan Parker, of Cornwallis, and a boy named Phinney, of Wilmot, were saved, but were badly injured. The three bodies were found the next day.

SCHOONER TRIPOLI, Forsyth master, from St. John to Hopewell, was wrecked near Petite Passage on the 19th November. Crew saved.

1841.

STEAMER PRESIDENT, Lieut. Roberts, R. N., Commander, sailed from New York for Liverpool, G. B., and was not afterwards heard of. She cost £80,000 and was 2100 tons register. She had 28 passengers and 81 officers and crew. Among them was D. Fitzroy Lenox, B. A., son of the Duke of Richmond.

The PASSENGER SHIP MINSTREL, from Liverpool, G. B., for

Quebec, was wrecked on Red Island Reef on the 17th May, on the passage up the St. Lawrence. There was a heavy sea running and the boats were launched and made fast to the fore-chains. Upwards of 100 passengers embarked in the boats, but their doom was quickly sealed, as the vessel heeled over into deep water and sank stern foremost so suddenly that the painters of the boats could not be cast off, and all perished except four of the passengers and four of the crew. The total number perished was 158. The eight survivors reached Quebec in the brig Thetis.

SCHOONER MARGARET, Melanson master, from Clare for Boston, with cordwood, whilst running into Yarmouth Sound on the 12th March, struck and was wrecked. Crew and materials saved.

BRIG WILLARD GRANGE, Keith master, of and for Sunderland, G. B., from Savannah, Ga., 14 days out, with pitch pine timber, struck on Black Point on the 23d March, and was wrecked. Crew and cargo saved.

BARK SAINT PATRICK, Joseph Hughson master, from St. John, N. B., for Bristol, with a cargo of timber, stranded at Upper Mud Island on the 15th September, and was condemned and sold. Crew saved. The vessel was 830 tons.

1842.

BRIG ELISHA PAYSON, William Payson master, from West Indies for Westport, struck on Seal Island on the 4th February, in a dense fog, and went to pieces. Crew and part of materials saved.

SHIP SEPOY, Whitburn master, of and from St. John, N. B., for Liverpool, G. B., with a cargo of flour, &c., was wrecked at Sandy Cove, Digby Neck, on the 10th March. Crew and part of cargo saved.

ROYAL MAIL STEAMER COLUMBIA, of the Cunard line, Shannon master, from Boston, Mass., July 1st, for Halifax and Liverpool, G. B., with mails and 90 passengers, struck on Black Ledges, about a mile west of Seal Island, in a dense fog, on Sunday afternoon, July 2d, and became a total wreck. Passengers and crew saved and were forwarded to Halifax by a sister steamer of the line—the Margaret—which was dispatched to her assistance. The Columbia cost $300,000, and was insured for £40,000.

BRIG ELIZA ANN, McAllister master, of St. Stephen, N. B., from Matanzas for Halifax, with a cargo of molasses and sugar, ran ashore on one of the Bald Tusket Islands on the 17th February. The captain and a passenger—Dr. Crothers—a native of Ireland,

were washed overboard and drowned. The anchors were let go and the masts were cut away, and the crew succeeded in getting the vessel into the mouth of Argyle River with four feet of water in the hold. The body of Dr. Crothers was found and was buried on one of the Bald Tuskets. The Irish Benevolent Society of Yarmouth, with noble generosity, had the body disinterred, brought to Yarmouth and buried in the Episcopal graveyard.

American SCHOONER HARRY COPE, Callighan master, from Philadelphia for Halifax, with a cargo of wheat and rye flour, corn meal, butter and lard, ran ashore at Chebogue Point on the 2d March and became a total wreck. 600 barrels of the cargo were saved.

A brig (name not mentioned) from St. Andrews, N. B., for the West Indies, went ashore on the west side of Brier Island on the 14th March, and went to pieces. Crew saved.

SHIP THETIS, Vaughan master, of and for St. John, N. B., from Liverpool, G. B., five miles northwest of Brier Island on the morning of the 30th June, during a thick fog, fouled a shallop belonging to Westport, and two of the three men on board of the latter were drowned. They were: Charles Haines and Henry Rice, of Westport. The other—Corrington Prentiss—clung to an oar until saved by a fishing vessel near by. Haines left a widow and ten children. Rice was unmarried.

BRIG COMET, Gilpin master, from St. John for Ireland, with lumber and deals, ran ashore on Long Island during the night of the 11th August. She came off and was towed into Grand Passage, where she was condemned and sold, together with the cargo.

1843.

BRIG MARY ANN, Wentworth Sanders master, sailed from Yarmouth on the 22d May for Cork, with a cargo of deals. The next day when near Seal Islands the vessel was discovered to be on fire. She was abandoned. The captain and crew landed on the island in the boat. Most of the sails, rigging, one chain cable and two kedge anchors were saved. The Mary Ann was owned by Mr. Morehouse, of Sandy Cove, Digby County.

BRIG JOSEPH PEASE, Franks master, coal laden, from Sunderland for St. John, ran ashore at Seal Islands on the 16th May. Vessel and cargo a total loss and sold at auction. Crew saved.

STEAMER NORTH AMERICA, from Boston for Yarmouth, on Friday, October 15th, was run into by ship Enchantress, 15 miles

off Yarmouth, striking her abaft the starboard paddle box with tremendous force, smashing in the ladies' cabin, captain's stateroom, lifeboat, carrying away the mizzenmast and rendering the steamer unsafe to proceed on her route without repairs. The Enchantress ran down to her to enquire the position of the Lurcher, and was alone responsible for the collision. She was bound for St. John.

The English BRIG MARIA, Hargrove master, from St. John's, N. F., for St. John, N. B., in ballast, ran ashore on the outer Mud Island, on the 3d July, and became a total wreck. Crew and materials saved.

BRIG ORIENT, of and from St. Stephen, N. B., for Barbados, with a cargo of lumber, was wrecked on Seal Island on the 30th July. Crew and materials saved.

1844.

American BRIG CATHARINE, Peter G. Winslow master, of Portland, Me., from Alexandria, Va., for St. John, N. B., was wrecked at Green Cove, Yarmouth Co., on Sunday morning, January 14th. One man (colored) was drowned. Remainder saved, much enfeebled with cold and exposure. 100 barrels flour and a portion of materials saved.

THE SALADIN PIRACY.

SHIP SALADIN sailed from Valparaiso about the 17th February for London, England, laden with 70 tons copper ore, guano, and $8500 in money. The vessel came on shore at Island Harbor, near Country Harbor, N. S., May 20th, and as the vessel was without officers and the crew told different stories about their deaths, a revenue cutter was despatched from Halifax, arrested them and took them to that port in irons. Several days afterwards two of them made a confession, relating all the circumstances of one of the most atrocious series of murders and acts of piracy ever perpetrated on the high seas. The Saladin, on her departure from Valparaiso, had a complement of twelve persons, including officers. A Capt. Fielding, whose vessel had been confiscated at Valparaiso for smuggling, and his son, about 15 years old, were passengers. This man instigated the mischief. The bloody drama began on Sunday night, April 14th, with the mate being thrown overboard; and on the second mate, carpenter and two seamen appearing on deck they were disposed of in the same manner. The cry being raised of "a man overboard," Capt. McKenzie was awakened, and on attempting to reach the deck he was knocked

senseless with a bludgeon from above. Recovering himself and again attempting to gain the deck, his skull was split open with a hatchet, several blows of which killed him. Fielding then assumed command of the ship, but in a week's time the crew becoming suspicious of Fielding's intentions, on finding him well armed with revolvers (which were left in the cabin) he was seized, bound and thrown overboard. His little boy was also despatched in the same manner, in the midst of his earnest entreaties to be spared, the men having a difficult task to tear him from his embrace. The figurehead of the vessel was then disguised, the name of the vessel painted out, and she proceeded on the course for the St. Lawrence (where she was to be abandoned) until she was wrecked as above stated. Four of the prisoners, George Jones, John Hazelton, William Trevaskiss (alias Johnson) and Charles Gustavus Anderson, were condemned to death, and were executed on the gallows at Halifax on the 30th July, 1844, at 10 a. m. The remainder of the crew, Carr and Galloway, who confessed to the piracy, were set at liberty. The details of this awful affair were among the most revolting in the annals of history. The money had been divided among the murderers. The value of the cargo saved from the wreck was £18,651 1s. 6d. stg.

SHIP JEAN HASTIE, from Boston for St. John, N. B., went ashore at Foote's Cove about 2 o'clock in the morning of the 20th June, during a thick fog, and became a wreck. Crew saved. It is somewhat singular that this vessel should have been wrecked on her birthday, in her native township—having been launched in the town of Yarmouth June 20th, 1826, and wrecked as above. She was owned in Arbroath, Scotland, and was well known as one of the fastest sailers in the British merchant service.

SHIP HANNIBAL, Graham master, of Richibucto, from New York for St. John, in ballast, was wrecked at Bartlett's River, 15 miles from Yarmouth, June 28th. Crew and materials saved. Vessel was 580 tons.

BRIG COLERIDGE, of Halifax, J. McN. Parker master, from St. John for Dundalk, with a cargo of deals, was hove down off Gannet Rock the day after leaving port. After lying on her beam ends for twelve hours she righted, with loss of spars, rigging and sails, and was driven ashore and wrecked. Four of the crew were drowned and one was frozen. The Coleridge was owned by the master and was insured £750 in Boston.

American SCHOONER WILLIAM HENRY, Jesse Ryder master,

from Baltimore for Halifax, with a cargo of 4700 bushels wheat and 50 barrels bread, was wrecked on the outer bar, West Cape, Yarmouth, on the 24th December. Crew saved. Most of the cargo was also saved in good order and sold. The vessel belonged to Provincetown, Mass.

SCHOONER PEARL, of Granville, N. S., James Sederguest master, from Boston 7th December for Granville, drove ashore at Jegoggin Point a few days later and all on board perished. The first intimation of this disaster was the finding of two spars, one of which was subsequently identified as belonging to the Pearl. William Sederguest, the captain's brother, and John Papoon (French) composed the crew. The captain belonged to Digby. The Pearl was 40 tons register.

1845.

BRIG ESPERANZA, Adams master, of and for St. Stephen, N. B., 25 days out from Trinidad, in ballast, struck on one of the Tusket Islands on the night of the 25th January, during a thick snow storm, and bilged. She was driven off, and at 5 o'clock next morning, while in a sinking condition, was abandoned, the captain and crew barely having time to get clear in a boat. They made Shag Harbor about noon, almost exhausted from fatigue and cold. Some idea of the severity of the weather may be learned from the fact that a large Newfoundland dog perished in the boat.

BARK DUNCAN, Robertson master, of St. John, N. B., from Greenock for Savannah, Ga., ran ashore at Cape Sable on the 7th February, and became a wreck. Crew and materials saved.

BARK BENGAL, Gales master, of Whitby, G. B., from London for St. John, N. B., struck on the northeast point of Seal Island on the 30th March, and became a total wreck. Crew and materials saved.

SHIP HIBERNIA, of Sackville, N. B., from Liverpool, G. B., for St. John, N. B., with a valuable cargo, ran ashore at Long Island on the 1st April, and went to pieces. A portion of the cargo was saved. All hands rescued.

FISHING SCHOONER MELINDA, 15 tons, ran on Reef Island on the 6th September, and was wrecked. Crew saved. The vessel was owned by Charles Terrio, Meteghan. No insurance.

SCHOONER TYRO, Greenwood master, from Halifax for St. John, N. B., with a cargo of potatoes and coal, was wrecked at Sunday Point on the 23d November. Crew saved. The Tyro belonged to Granville, N. S. Cargo realized 25s. at auction.

1846.

SCHOONER SCOTIA, from Halifax 17th December, 1845, for St. John, struck in Ellenwood's Passage on the 17th January, and became a total wreck. A portion of the cargo of fish, oil, wine and raisins was saved. The vessel belonged to St. John.

BRIG REWARD, Simpson master, from Porto Rico for Halifax, with a cargo of sugar and molasses, was driven ashore at Cape Sable on the 14th March, and became a total wreck. Crew saved. The Reward was owned in Halifax.

SHIP ST. MARTIN, from Liverpool, G. B., for St. John, N. B., with a cargo of coal, iron and salt, was wrecked at Brier Island on the 15th May. Crew and a portion of the materials saved.

SCHOONER PALLADIUM, Larkin West master, from Beverly, Mass., 5th May, bound fishing, ran ashore at north Seal Island on the 10th May, and was wrecked. Crew and part of materials saved.

SCHOONER SUCCESS, B. Falkir master, struck on Soldier's Ledge about the 20th June, and went to pieces. Crew had barely time to save themselves in the boat. Portions of the wreck came ashore on John's Island during the next week.

SHIP WILLIAM ABRAMS, James Hamlin master, from Boston for Calcutta, with a valuable cargo, struck on Black Ledge, near Seal Island, on the 2d July, and became a total wreck. The materials and a portion of the cargo were saved. The latter consisted of 522 tons ice, 207 M. cedar shingles, 4 cases leather, 80 bales cotton manufactures, 100 hhds. ghee, and ship stores for a three years' voyage. [There were also among the cargo several timepieces (or clocks), the face of each being 12 inches in diameter. One of these was purchased for the Baptist meeting house and another for the Methodist chapel, which, I believe, were doing good service up to a few years ago.] Her crew, who were saved, consisted of fifteen English seamen and fifteen Lascars and Malays. These were brought to Yarmouth, and the latter were housed in a store at E. W. B. Moody's wharf, where their own cook supplied provisions, and created considerable interest among our townsmen. One gentleman, more venturesome than others, went up to the boiler in which rice was being cooked and lifted the cover, which act was considered to be contamination by the cook and Lascars, who immediately dumped the contents of the boiler into the harbor. The William Abrams was a Nova Scotian built ship, of 706 tons burthen, was five years old, was fitted out at much expense for this voyage, and was owned by Hamilton & Co., Greenock. The

ship was coppered and copper fastened. A peculiar coincidence in connection with the wreck of the William Abrams was that the captain was first apprised of his whereabouts by finding on the shore a part of the materials of the ill-fated steamer Columbia. Both vessels struck within a few yards of the same spot, on the same day of the month, and at nearly the same hour. The Columbia was wrecked four years previously.

BRIG BRAZILIAN, from Pictou for Salem, Mass., with a cargo of coal, was wrecked on Bald Tusket Island on the 4th August. Crew and materials saved. The brig was subsequently towed off and repaired at Yarmouth. She was 163 tons, and belonged to Prospect, Maine.

BARK AMBASSADOR, Barbour master, from St. John for Europe, with a cargo of deals and timber, struck on Flat Mud Island on the 18th October. Materials and cargo saved. The Ambassador was 330 tons burthen. She was subsequently floated off, brought to Yarmouth, sold at auction and purchased by B. Rogers & Co., who placed her at the north side of their wharf, where for many years she was used as a storehouse for salt and other goods.

1847.

BRIGANTINE JOHN EDWARD, Wells master, from St. John for Yarmouth and Boston, with a cargo of coals, was wrecked at White Cove, near Yarmouth, on the 6th February, during a snow storm, and became a complete wreck. Crew saved.

SCHOONER PRINCESS ROYAL, Eaton master, of and from St. John, for Yarmouth, with a cargo of iron, chains and anchors, ran ashore at Cranberry Head, on the 28th February, and became a total wreck. Cargo and materials saved.

SHIP ANGLO SAXON, 900 tons, Gordon master, from Boston for Liverpool, G. B., was wrecked at Duck Island, near Shag Harbor, on the night of the 8th May. All on board saved and a portion of the cargo. Vessel only eight months old and one of the finest packet ships ever launched at Boston. She had 60 passengers.

SHIP BOADICEA, 427 tons, Waldon master, from Boston, went ashore at Abbott's Harbor on the 14th June, and became a total wreck. Crew saved.

BRIG MARY JANE, Patrick Daley master, of St. John's, N. F., from Sydney, C. B., for Boston, with a cargo of coals, ran ashore at

Barry's Point, near the entrance of Shelburne Harbor, on the 11th July, and sank. Crew saved.

BARK LOCH SLOY, 590 tons, Burns master, from St. John, N. B., for Dublin, with a cargo of timber, was wrecked at Devil's Limb, near Seal Island, on the 20th July, in a thick fog. Crew, cargo and materials saved. She was on her first voyage. She was subsequently towed into Pubnico and sold.

BRIG ALDINE, of Cork, Neil master, from St. John, N. B., for Europe, with a cargo of railway sleepers and deals, struck on the northern Mud Island, on the 28th August, and was wrecked. She was built at Chebogue in 1836, and was owned by Stephen V. Kinney for a number of years, but was sold in Cork.

BARK LONDON, Newbury master, deal laden, from St. John for Europe, was wrecked near Shelburne in September. Materials and cargo saved.

SHIP NEPTUNUS, of and for St. John, N. B., from Liverpool, G. B., ran upon North Ledge, Brier Island, on the 22d October, and was wrecked. Crew and passengers (the latter 30 in number) saved. Cargo lost. Three blood horses, valued at £1100, were also lost.

SCHOONER W. SMITH O'BRIEN, Neville master, from Boston for Halifax, with a cargo of flour, ran ashore at Murder Island on the 4th December, and became a total wreck. Cargo and materials saved.

BRIGANTINE MARY ANN, 80 tons, of and for Halifax, from Kingston, Jamaica, was wrecked at Cape Sable on the 8th December. Crew saved.

1848.

SHIP CRANSTON, H. J. Cooper master, was wrecked near Shelburne in May. Crew and materials saved. She was 800 tons register.

BARK BERLIN, Abrams master, of and from St. John, N. B., for Liverpool, G. B., with a cargo of deals, lumber and railway sleepers, was wrecked at Seal Island in May. Crew, cargo and materials saved.

BARK COMMERCE, Halliday master, 68 days out from Galway for St. John, N. B., with 68 emigrants, was driven ashore and wrecked at Port Mouton on the 31st May. Eight of the passengers and one of the crew perished. The captain and thirty-four of the emigrants

came to Yarmouth on the steamer Herald en route for St. John. The Commerce was 267 tons.

BRIG TRINITY, Hughser master, of and for Limerick, from St. John, N. B., with a cargo of timber and deals, was wrecked at Short Beach on the 26th July. Crew, cargo and materials saved. The Trinity was 131 tons.

PACKET SHIP OCEAN MONARCH, of Boston, Murdoch master, 1300 tons, from Liverpool, G. B., for Boston, with 377 souls on board, was destroyed by fire on the 31st August, off Ormshead, and 151 lives were lost. She had a valuable cargo of fine goods, iron, earthenware, etc. The scenes during the progress of the fire among the emigrants are described as most heart rending.

1849.

SCHOONER SARAH, Johnston master, of Annapolis, bound to Boston, with a full cargo and six passengers, ran ashore at Ellenwood's Passage on the 16th April, and became a wreck. Crew and passengers saved.

SCHOONER WAVE, Laybold master, from Boston for Halifax, was wrecked on Ellenwood's Island on the 16th April. She had a cargo of books and stationery, and twenty passengers, all of whom were saved. The materials and a portion of the cargo were saved.

BRIG CRESCENT, Nickerson master, from Glasgow for Boston, with a cargo of paints, cotton reels, wheat flour, molasses, tea, etc., struck on Chebogue ledges on the 3d May, came off leaky, and was run ashore at Chebogue Point to prevent sinking, where she became a wreck. Cargo saved in a damaged state, brought to Yarmouth and sold at auction. Vessel subsequently floated and repaired at Yarmouth.

BRIG C. H. APPLETON, Patterson master, from Boston for Pictou, ran ashore at Green Island on the 21st July. Crew and materials saved. She was about 200 tons, and belonged to Marblehead, Mass. She was towed into Yarmouth harbor, in rear of W. H. Townsend's premises, and was sold at auction on the 15th December.

SHIP BARBARA, Crisp master, from Liverpool, G. B., for St. John, N. B., with a cargo of dry goods, cordage, etc., was wrecked at Cape Negro on the 14th August. Crew saved.

BARK ANN HALL, from St. John, N. B., for Europe, with a cargo of timber and railway sleepers, struck on Green Island, during a thick

fog, on the 14th August. She came off the next tide, with six feet of water in the hold, and was towed into Chebogue harbor, where she was condemned and sold. The Ann Hall was 773 tons.

SHIP ADMIRAL was wrecked at Black Rock, near Cape Negro, in August, with a cargo of canvas and cordage. Crew and portion of cargo saved.

BRIG ST. JOHN, Oliver master, from Galway for Boston, was wrecked at Minot's Ledge, Cape Ann, on the 6th October. She had 164 passengers on board, of whom only 20 were saved.

1850.

STEAMER VICEROY, from New York for Halifax and Galway, ran ashore on Bon Portage Island on the 24th June, and became a total wreck. All on board saved. The materials, furniture, stores and cargo were saved and brought to Yarmouth. They were sold at auction on the 25th July, together with the wreck, as it lay ashore, the latter being purchased by Dennis Horton for £850. The Viceroy was a fine iron steamer, 800 tons, and was on her first return voyage to Ireland. She was owned in Dublin and was insured. The engines and boilers were shipped from Yarmouth to New York per brig Gipsey, Capt. Healey, which was abandoned on the 15th November, 1851, three days after leaving Yarmouth, in a sinking condition, having seven feet of water in the hold. Capt. Healey and crew and a female passenger took to the longboat, and were rescued after twenty-four hours' exposure. One of the seamen jumped overboard and was drowned.

BRIG HARVEST, Thompson master, from Sunderland, G. B., for St. John, N. B., with a cargo of coals, was wrecked on the Half Moon Rocks, near Cape Sable, on the 9th May. Crew saved.

BRIG SUTCLIFFE, 206 tons, from Liverpool, G. B., for St. John, N. B., with a cargo of salt, was wrecked at Cape Sable, during a dense fog, on the 20th July. Cargo and materials saved.

1851.

BRIG ZENOBIA, 200 tons, from St. John, N. B., for Ireland, with a cargo of deals, ran ashore at Seal Island on the 11th July, during a dense fog, and became a wreck. Materials and cargo saved.

SCHOONER MARGARET MCDOUGALL, Lowden master, of and for Halifax, from St. John, N. B., laden with dry fish, lime, etc.,

struck on Soldier's Ledge on the 15th September, floated off, leaking, and was run ashore at Mud Island to keep from foundering. Crew and materials saved. The crew spent three days on the island, without food or water, before Robert McKinnon succeeded in rescuing them.

SCHOONER PRIMROSE, of Beaver Harbor, from Philadelphia for Halifax, with a cargo of flour, was driven from her anchors during a gale on the 8th March, and went ashore at Clam Point, Cape Sable Island, and bilged. Cargo all damaged.

STEAMER HERALD, belonging to Mr. Whitney, of St. John, N. B., and which had been plying between St. John, Yarmouth, Boston and Halifax, was wrecked at Quaco Ledges in September. No lives lost.

BARK EDMONSTONE, Sayers master, from St. Andrew's, N. B., for London, with deals, became waterlogged three days after leaving port, and upset. Crew abandoned her and were landed at Portland, Maine. On the 21st October she was fallen in with by Capt. Churchill, of schooner Oregon, from Boston, 15 miles W. N. W. of Cape Forchu, who boarded her and took from her some sails, rigging and other materials. The Edmonstone's mainmast was gone at the deck, foretopmast gone in the cap, mizzenmast standing, cabin and forecastle washed out. Three schooners started from Yarmouth in search of her, after the Oregon's arrival, but in the meanwhile she had been towed into Westport.

SCHOONER ALPHA, Francis Lynch master, from St. John for Boston, became waterlogged at 2 o'clock on the morning of the 1st December, was thrown on her beam ends, remained for three and a half hours when she righted, with the loss of mainmast, foretopmast and rudder. Four men were drowned in the cabin, viz.: John Studman, of Cornwallis; John Campfield, of Bay Chaleur; John Cain, of Ireland, and Abram Bush (colored), of Digby. Captain and two men saved by schooner E. W. Greenwood, Capt. Peters, of Digby, and landed at Ellenwood's Island on the 5th.

BRIG IRIS, Card master, of Windsor, N. S., from St. Lucia for Halifax, in ballast, struck the Half Moon Rocks, near Barrington, on the 16th December, and went to pieces immediately. Materials saved. The Iris was 118 tons, and was uninsured. The crew succeeded in getting on one of the largest of the rocks, where they made a fire and kept it going during the 17th and morning of the 18th, when the people of Blanche were able to rescue them.

1852.

BRIG EXILE, about 150 tons, was wrecked at St. Mary's Bay in January. Crew and materials saved.

BRIGANTINE FRANCIS, Corning master, of Digby, from St. John, N. B., for Cuba, with an assorted cargo, parted her chains and drove ashore at Crawley's Island, Jebogue, on Sunday night, December 12th, and became a wreck. Crew, cargo and materials saved.

American SCHOONER JAMES, Pomeroy master, of and for Ellsworth, Maine, from Boston, in ballast, came to anchor in Yarmouth Sound on the 17th December, dragged ashore the same night near John's Cove, and became a total wreck. Crew and materials saved. She was 96 tons register.

1853.

SCHOONER MARY ELLEN, James Forrestall master, of Harbor-au-Bouchie, was run into by the American ship Mermaid, from St. John for Liverpool, G. B., on the 13th May, and was abandoned, the crew landing at Barrington in a boat furnished by the Mermaid. The schooner was fallen in with next morning off Seal Island and towed to Yarmouth by the American schooner Ant, dismasted and otherwise damaged. Her cargo, a general one, was discharged, the vessel being on the passage from Halifax for St. John.

SCHOONER CALLIOPE, Landry master, from Boston for Pictou, struck a rock near Cape Sable on the 16th July, and sank. Crew was picked up by schooner Richard and landed at Isle Madame. The Calliope subsequently floated and was towed into Pubnico.

BARK MANCHESTER, 380 tons, of and from Boston, for Quebec, with a cargo of sugar, molasses, olive oil and coffee, ran ashore at Green Island on the 26th July, and became a total wreck, together with the cargo. Crew saved.

BARK ALLEN BROWN, Colville master, of and from Belfast, for Miramichi, in ballast, on account of the lateness of the season, bore away for St. John, N. B., and ran ashore, during thick weather, on Seal Island, on the 30th November, and went to pieces. Crew and part of materials saved. The Allen Brown was formerly owned in Yarmouth, and was sold a few months previous to this disaster to parties in Belfast.

BRIGANTINE MALAGA, Dolly master, from Malaga for Halifax, with a full cargo of fruit, wine, oil, etc., was totally wrecked, together with the cargo, at Ragged Islands on the 1st December. Crew saved.

SCHOONER SALUS, of Guysboro, Hutcheson master, from Boston for Mahone Bay, went ashore at Chebogue Point on the 24th December, and became a total wreck. Cargo and materials saved.

BRIGANTINE MARY ANNE, Morton master, of and for St. John, N. B., with a cargo of coals, ran ashore at Pinkney's Point on the 24th December, and went to pieces. Crew, materials and part of cargo saved.

The magnificent PACKET SHIP STAFFORDSHIRE, belonging to Train's line of Boston and Liverpool packets, from Liverpool, G. B., for Boston, struck on Blonde Rock, near Seal Island, on Thursday night, December 29th, floated off and sank about three hours afterwards. She had on board about 150 passengers, only 6 of whom and 38 of the crew were saved in the boats. About 175 persons, including Capt. Richardson, went down with the ship. About two-thirds of the passengers were females.

STEAMER SAN FRANCISCO, Walker master, of the Pacific Mail S. S. Co., new and costing upwards of $300,000, from New York for San Francisco, became disabled during the night of the 24th December, and foundered. Three ships saved a portion of her passengers—the Kilby 100, Three Bells 230, and Antarctic 200; total 530, leaving 170 who perished. They were principally troops en route for the Pacific coast. The steamer was insured for $300,000.

1854.

BRIGANTINE ELENORA, Nickerson master, of and for Halifax, from New York, ran ashore on Cranberry Head beach on the 13th January, and became a total wreck. Part of the materials and a portion of the cargo of raisins, tea, wines, pork, lead, etc., were saved. The life buoys and life cars fitted out by Miss Dix, the noble hearted philanthropist, for the life-saving station on Sable Island, were on board the Elenora, and were saved, somewhat damaged, with the exception of one boat.

SCHOONER HALCYON, of Ragged Islands, was wrecked at Mark's Island (one of the Tuskets) on the 28th January. Crew and materials saved.

SHIP PERTHSHIRE, Walsh master, of and from St. John, N. B., for Liverpool, G. B., with a cargo of timber and deals, struck on Soldier's Ledge on the 7th March, floated off after three hours, with the loss of anchors, chains, keel, sternpost and rudder, and was taken into Chebogue River, placed on the flats and stripped and sold.

American SCHOONER GUIDE, Bartlett master, from Plymouth, Mass., for the Banks, ran ashore at Mud Islands on the 18th May, and became a total loss. Crew saved.

BARK ENVOY was wrecked at Brier Island in July. Crew and materials saved.

SHIP AMBASSADRESS, 850 tons, was wrecked near Westport in August. Crew and materials saved.

American SHIP GREAT BRITAIN, 722 tons, Stoddart master, from Boston for the Gulf of St. Lawrence, in ballast, ran ashore near Clark's Harbor on the 24th August, and became a total wreck. Crew saved. Vessel 24 years old.

An unknown schooner belonging to Prince Edward Island, from Portland, Maine, bound east on a trading voyage, with a general cargo, struck a rock off Mud Island on the 24th August, came off and sank. Crew saved.

SCHOONER SOVEREIGN, of St. John, N. B., whilst lying in West Passage, Cape Sable, on the 26th October, was burned to the water's edge. She was on a trading voyage, and had on board a quantity of goods and fish.

1855.

SHIP HURON, 500 tons, of and from Boston, for Shediac, N. B., ran ashore, during a dense fog, on the 2d July, at Shag Harbor, and became a total wreck. Crew saved.

SCHOONER PERSEVERANCE, Lacheuse master, from Portsmouth, N. H., for Arichat, C. B., was wrecked at Seal Island on the 19th July. Crew and materials saved and landed at Pubnico.

American SCHOONER PRINCETON, Farmer master, from Cape Porpoise, Maine, for Bay Chaleur, ran ashore at Chegoggin Point on the 17th September, and went to pieces. Crew saved.

1856.

STEAMER PILOT, plying between St. John, Digby and Annapolis, was wrecked at Lighthouse Point, near the entrance to Digby Gut, on the night of January 8th. Crew, cargo and materials saved.

BARK SARAH MILLEDGE, Reid master, of South Shields, from Greenock for St. John, N. B., in ballast, struck on Blonde Rock on Saturday evening, October 18th, floated off, and was abandoned about 17 miles W. S. W. of Yarmouth Cape on the 19th. The vessel foundered shortly afterwards. Crew reached Yarmouth in the boats.

BRIG URIEL, Crowell master, of and for Clare, from the West Indies, struck on Gull Rock, Brier Island, on the 26th November. Crew saved. The Uriel floated off next day, drifted ashore on the western side of the island, and became a total wreck. Partially insured. Cargo uninsured. Both owned by Mathurine Robichau, M. P. P.

During a gale on the 3d December SCHOONER WASHINGTON, from Clementsport for Boston, struck on Cow Ledge, Brier Island, parted amidships, and became a wreck. Captain and two men drowned. Four rescued.

SCHOONER POMONA, from Granville for Boston, ran ashore near Sandy Cove during the same gale, and was wrecked. Crew and materials saved.

SCHOONER LINNET, from St. John for Granville, was wrecked during the same gale three miles from Digby Gut. All hands perished. Three of the bodies were recovered.

SCHOONER LA FAVORITE, Joseph Babine master, of and for Arichat, C. B., from St. John, N. B., struck the "foul ground" in Yarmouth Sound, during a gale on the 4th December. Both anchors were let go, but the chains parted, and the captain, his daughter and four seamen put off in the boat and landed at the lighthouse. The La Favorite was afterwards seen in Lobster Bay, but the vessel that went in search failed to find her, and she must have foundered. No insurance on vessel or cargo.

SCHOONER JESSIE ANN, David Scencabourg master, of and for Georgetown, P. E. I., ran ashore at Pinkney's Point on the 15th December, and became a total wreck. Cargo of flour, molasses, furniture, etc., saved in damaged state. The vessel was 80 tons and was two years old.

1857.

BRIG ROCROY, from St. John, N. B., January 2d, for Barbados, met a severe gale a few days after leaving port, and capsized. All hands perished. The vessel drifted about until April, when she was picked up off Cape Sable and towed into Barrington. Her stern had been stove in by a heavy sea, which had evidently capsized her. About 80 or 90 thousand lumber were taken from her hold. The Rocroy was owned by J. & T. Robertson, St. John.

SHIP ROBERT S. LANE, Couillard master, from Liverpool, G. B., for New York, with 600 emigrants and a general cargo, struck on

Brazil Rock on the 21st May, sprang aleak, and lost rudder. She came off and put into Shelburne. About 300 women and children were taken from the ship at sea and carried into Shelburne.

New SHIP STAMFORD, Vaughan master, of and from St. John, for Liverpool, G. B., with a cargo of deals, struck on the Devil's Limb, Seal Island, on the 21st June, and bilged. She was towed off and brought to Yarmouth by brigs Leader and Peerless, and was purchased at auction by Thomas Killam for £1605.

American BARK VERMONT, 400 tons, of Boston, from St. John for Europe, with a cargo of timber, went ashore on the 20th July at Mud Islands. She was towed off and taken into Barrington.

SCHOONER ENERGY, Coombs master, from Castine, Maine, for Pictou, in ballast, was wrecked at Seal Island on the 4th August. Crew saved. The Energy was owned at Haverhill, Mass.

New BARK ROSALIE, McInnis master, of and for Sydney, C. B., from Boston, in ballast, was wrecked at Seal Island on the 6th September. Crew saved. The Rosalie was 300 tons.

SCHOONER ORI, Gillis master, from Hillsboro, N. B., with a cargo of coal, was wrecked on Spectacle Island on the 8th November. Crew saved.

1858.

SCHOONER LIVERPOOL, Kendrick master, from Boston for Barrington, with a full cargo of flour, sugar and general merchandise, whilst lying at Robertson's wharf, Barrington Passage, on the 3d January, caught fire and burned to the water's edge. No insurance. Loss from $1000 to $1200. The fire originated by lime in the hold getting wet.

BARK PERI, of Shepody, N. B., 210 tons, Daniels master, from Sydney, C. B., for St. John, with a cargo of coals, ran ashore on the south end of Big Tusket Island, on the 6th June, was condemned and sold. Cargo and materials saved.

1859.

BRIG EVERGREEN, King master, of and for St. John, N. B., from Barbados, with a cargo of molasses, struck John's Island ledge, off Pubnico, on the 15th June, and was abandoned, the crew landing on the island, where they remained all night. The vessel floated off during the night and drifted inside on the flats, where she was found next morning by some fishermen. What became of her is not recorded.

American SHIP ROBERT TREAT, from Boston for Miramichi, in ballast, was wrecked at Seal Island on the 18th June. Crew saved. She was 700 tons register.

BRIGANTINE MACDUFF, of Pictou, with a cargo of coal, was wrecked near Cape Negro, in July. She was subsequently purchased, together with the cargo, by Robert Hunter, of Yarmouth.

SCHOONER UNION, LeBlanc master, of and for Weymouth, from Boston, was wrecked at Cape Cove on the 14th September. Crew saved.

SHIP CULLODEN, Ferguson master, from Liverpool, G. B., for St. John, N. B., with a cargo of railroad iron and dry goods, ran ashore on the 23d November, three miles west of Digby lighthouse and became a total loss. The bottom was completely knocked out and the vessel lay in nine feet of water at low tide. Crew saved. The Culloden, with her cargo, was purchased at auction by Moody and Redding, of Yarmouth, for £3155. A large portion of the cargo was saved by divers from Yarmouth.

BARK ADRIATIC, Gilmore master, of and for St. John, came ashore on the 24th December, at Whale Cove, Digby Neck. No one on board. All hands perished.

BARK KINGSTON, McLoon master, from St. John for Liverpool, G. B., with a cargo of deals, ran ashore at Petite Passage on the 24th December. Three of the crew perished.

SCHOONER J. C. S., McKay master, of and from Prince Edward Island for Boston, with a cargo of oats, oatmeal and barley, went ashore at Chegoggin beach on the 25th December, and became a total wreck. Crew saved with difficulty by means of ropes thrown from the shore.

1860.

STEAMSHIP HUNGARIAN, Canadian Mail Steamer, from Liverpool, G. B., on the 8th February, via Queenstown, 9th February, was wrecked at the Horse Race, Cape Sable, at 3 o'clock on Monday morning, February 20th. All on board perished. She had 45 cabin and 80 steerage passengers, and 80 crew; total 205. The Hungarian was 1487 tons register, and was a splendid iron screw steamer. The wreck and cargo were purchased at auction by Dennis Horton, for a syndicate of Yarmouthians, for £4070, and a large portion of the cargo, engines, boilers and materials of the steamer were saved and brought to Yarmouth. The first intimation of this terrible disaster

was given by Thomas Nickerson, at 3 o'clock on Monday morning, who observed in the direction of the Horse Race what he supposed to be a steamer's lights, which were stationary for nearly an hour, and then proceeded northwest for a short distance, when they again became stationary, and soon disappeared. At daylight a large steamer was seen on the Great Rip, the mainmast and mizzenmast standing, the rigging of which appeared to be crowded with people. The wind was high and there was a heavy sea running, which broke continually over the ship, and no communication could be had with her from the shore. By 10 o'clock the masts and smoke funnel had disappeared and the ship was fast breaking up. Many of the bodies of those who perished were found on the shores and afloat in the neighborhood, whilst others were found by the divers engaged in removing the cargo.

Bark EMERALD ISLE, of St. John, N. B., was descried by John Young (from the cupola of the building of Young & Baker) on Sunday afternoon, April 8th, to be moving in the bay in such a manner as to convince him that she was unmanageable or had been abandoned. He, with Mr. Baker, proceeded in a carriage to Cranberry Head, towards which the bark was drifting, and with a number of persons from that locality, boarded the vessel, when her name was ascertained. She had been abandoned, was waterlogged and rudderless. She soon grounded on a sand bank, but was floated off on the flood tide, anchored in a favorable position, and the next day was towed to Yarmouth by steamer Eastern State. Capt. Moore, master of the bark, arrived in Yarmouth the next day and reported that the bark struck on Grand Manan, and after a series of mishaps, he was obliged to abandon her, being taken off by schooner Youth, Capt. Wyman, of Westport, at which place they were landed in safety. The Emerald Isle was 303 tons register, and had on board 291,616 feet of pine boards and 23 grindstones, for Matanzas, Cuba. The salvors were: John Young, L. E. Baker, Richard Foote, Richard Trask, Aaron Porter, Eben Foote, James Cann, Benjamin Churchill and Mark Foote. After satisfactory arrangements had been completed the bark was towed back to St. John by steamer Relief and was repaired.

Schooner WHITE CLOUD, 86 tons, Conant master, of and for Provincetown, Mass., from Grand Banks, with 1000 quintals of codfish, was wrecked at Seal Island on the 22d August, during a dense fog. Crew saved, also part of cargo and materials.

Bark BANSHEE was wrecked at Cape Sable on the 2d November. Captain and crew saved. She was owned by Capt. McKinnon, of Pictou.

1861.

BRIG TRIUMPH, from New York for Halifax, with a cargo of flour, etc., came ashore at Seal Island on the 8th May. Three bodies were found on board and interred on the island. Several barrels of her cargo were picked up by two or three schooners the next day in the vicinity. All hands perished.

BARK BUCEPHALUS, 501 tons, of Scotland, Donaldson master, from St. John, N. B., for Kingstown, Ireland, with a cargo of timber and deals, ran ashore on the north side of Mud Island in a fog on the night of July 30th. She was sold at auction at Yarmouth on the 21st August.

BRIG OLIVE, of Quebec, from New York for Newfoundland, with a general cargo, ran ashore on Mutton Island bar, near Shag Harbor, July 30th. Cargo saved in a damaged condition. Vessel floated subsequently. No insurance on vessel. Cargo partially insured.

BRIG WALTHAM, of Ellsworth, Maine, from Eastport, in ballast, ran ashore on Cape Sable, near the wrecked Hungarian, August 2d, and was floated off next tide. Crew saved.

1862.

SCHOONER OCEAN WAVE, Gilliatt master, from Sydney, C. B., for Yarmouth, with a cargo of coals, was wrecked at Cape Negro October 27th. Crew saved. Cargo and vessel a total loss. Owned by Capt. James Gilliatt & Son, Clementsport.

British iron SHIP QUEEN OF THE LAKES struck Brazil Rock December 16th, and was abandoned. She was fallen in with the next week 100 miles from Cape Sable by schooner Louise, Capt. Seaboyer, from West Indies for Halifax, who put a salvage crew on board. She was got to within 20 miles of Halifax, when she foundered. Crew reached Halifax in a boat.

American SCHOONER MERRILL, 92 tons, Johnson master, of and for Portland, Maine, from Boston, in ballast, went ashore on Chegoggin Point, December 17th, and was wrecked. Crew and materials saved.

1863.

SCHOONER WE'RE HERE, of and for Gloucester, Mass., from Canso, Spinney master, with fish, was wrecked at Spectacle Island February 12th. Crew saved.

BARK SALASIA, Izat master, of and for Liverpool, G. B., from St. Stephen, N. B., with deals, went ashore on Mud Islands, during a dense fog, on July 27th, was floated on August 2d, and taken into Pubnico, where she was condemned.

1864.

During the gale of Monday night, December 12th, the SCHOONER PEARL, of Harborville, Cornwallis, drifted ashore at Sunday Point, and on the following morning the shore for some distance was strewed with her debris. The captain's chest and vessel's papers (by which the vessel was identified) were also found on the shore. From the papers it was ascertained that the Pearl was from Halifax, December 8th, for Boston, with a cargo of pickled fish shipped by R. I. & W. Hart. All on board perished, viz.: Leander Ogilvie, master, aged 23; John Ogilvie, aged 32; Absalom Ogilvie, aged 23; Joseph Grimes, aged 48; Charles Ogilvie, aged 18; Eander Ogilvie, aged 18—all of Harborville; and Thomas Blackburn, who shipped at Halifax December 5th. A portion of the bow of the vessel floated at anchor near the cliffs, being held by the anchors. The captain left a young wife and child, and some of the unfortunate men also left families.

1865.

BRIGANTINE CHEROKEE, Dunlap master, of and from Liverpool, N. S., from Boston, flour and apples, struck on Soldier's Ledge on January 17th, in a thick snow storm, and bilged; masts were cut away, lost boat and otherwise damaged. Drifted about the bay until the 19th, when the vessel again struck on John's Island Ledge. The bottom then left the deck and the latter drifted out of the bay, carrying crew and passengers, 12 in number, with it. Next morning they were seen from Clark's Harbor, and a boat put off to the rescue. Mrs. Eliza Daly and her grandchild died while in the boat. Another female passenger, Mrs. Sarah Guether, died soon after being landed, and her husband, John Alex. Guether, when convinced that his wife was dead, fell exhausted and died shortly afterwards.

SCHOONER LIZZIE STURGIS, 131 tons, J. C. Saunders master, of and from St. John, N. B., for St. Thomas, with a cargo of lumber, ran ashore at Cranberry Head on February 8th, and became a wreck. Crew saved.

1866.

American BRIG SEA LION, Lowe master, from Boston for Cow Bay, in ballast, was wrecked at Mud Islands on June 25th.

SCHOONER LUCY J. WATSON, Wallace master, of and from Harpswell, Maine, for Bay Chaleur, struck on Soldier's Ledge, during a dense fog, on the night of August 2d, and immediately sank. The crew, 13 in number, took to the boat and were picked up by brig Eureka, from Portland for Pictou, and were landed at Yarmouth.

BARK AGNES FRASER, Fraser master, of and for Pictou, from Boston, in ballast, struck on the Devil's Limb, Seal Island, during a dense fog, on the morning of the 3d August. She floated off water-logged in half an hour afterwards. Captain and crew succeeded in bringing her into Yarmouth, where she was repaired.

STEAMER BALTIMORE was wrecked at outer Shag Harbor Island November 30th, during a heavy gale. She was from Portland, Maine, for Halifax, with 1400 barrels flour, 200 tubs butter, etc. Cargo saved in damaged state.

1867.

BARK LOCHIEL, Graham master, of New Glasgow, from Boston, in ballast, was wrecked at Cape Sable on the 16th June. Crew saved.

BRIG SURPRISE, Fulton master, of Londonderry, N. S., from New York for Halifax, in ballast, was wrecked at Mud Islands on the 17th June. Crew saved.

SCHOONER MARY ELIZA, Morse master, from Boston for St. Peter's, C. B., struck on the Devil's Limb, Seal Island, on the night of tht 30th June, and became a total wreck. Crew saved.

1868.

SCHOONER LIZZIE CHUTE went ashore at Chegoggin Point on Friday night, January 10th, and broke up. All of the crew perished, as follows: John Graham master; David M. Pine mate; George A. Vroom steward; Jacob Johnston, Robert Hawkins, Norman Corkes and Edgar Turner (all four colored), seamen. Charles H. Chute, only son of H. H. Chute, one of the owners, 17 years of age, was a passenger, and also perished. Capt. Graham left a widow and six children, and Vroom a large family. Hawkins and Johnston also left families. Vessel 162 tons register, only six months old, and owned by Chute & Dunn, of Bear River. Her cargo consisted of sugar and molasses. Insured $2000. All the bodies were recovered.

BARK ENTERPRISE, of Londonderry, N. S., Clarke master, from St. John, N. B., for Queenstown, deal laden, ran ashore at Seal Island in June, and became a total wreck. Crew saved.

SCHOONER UNION, Croucher master, of and for Halifax from St. John, was totally lost on the Spectacle Islands on the evening of the 17th October, during a thick snow storm. Crew and a small portion of the cargo and materials saved and landed at Barrington.

On Sunday morning, December 20th, a vessel, dismasted and in distress, was seen at anchor off Hilton's Head, near the entrance of Yarmouth harbor. A number of the inhabitants of the neighborhood went off in boats to her assistance. She proved to be the BRIG PARAGON, of and from St. John, N. B., for Cardenas, Cuba. Four of the crew had perished, and the remainder, including the captain, were badly frost-bitten. The survivors were brought ashore and their wants attended to. As the story is an interesting and peculiarly sad one, it is reproduced in detail, as narrated by Capt. Bogart, who belonged to Granville, Annapolis County: "We left St. John Friday noon, lumber laden, and at 5 p. m. Point Lepreaux light bore N. 1-2 E., 10 miles distant, wind N. N. W., heavy gale, vessel leaking badly. Commenced pumping at 6, breeze increasing, took in all light sails. At 9 p. m. sea quite smooth, still pumping, sounded and found three feet of water in the hold. At 11 p. m. Brier Island light bore S. S. W., 14 miles distant, pumps going constantly, sounded and found six feet of water in hold, blowing heavy gale and heavy sea running. At this time lost all fore and aft sails, vessel became unmanageable, frozen up, and sea making complete breach over her. At 1.30 a. m. Saturday Brier Island light bore S. E. 1-2 S., 8 miles distant, very cold, still blowing heavy gale. About this time the second mate, George McGee, was thrown over the wheel and nearly killed. At 1.45, whilst I was endeavoring to save his life, vessel took heavy lurch and went over on her beam ends; second mate was lashed to poop; steward was drowned at the same time in the cabin, and the boy George disappeared; supposed he went over the side with the deckload; balance of the crew in the main rigging. At 2.30 the masts broke off at the deck, and after being cleared away the vessel righted, full of water. At 8 a. m. Joseph R. Harris, of Cornwall, Wales, seaman, perished from the cold. From this time vessel being unmanageable, and remainder of crew frost-bitten, drifted at the mercy of the wind and waves, passing Yarmouth light within 400 yards at 4 a. m. Sunday. At 5 let go anchor off Hilton's Head, where, after lying till 9 o'clock, several boats boarded us and rescued us. The bodies of the steward and Harris had to be thrown overboard on Saturday, as they were being mangled by being knocked about. The second mate, McGee, died lashed to the poop and remained frozen there till Sunday after-

noon, when he was brought to Yarmouth and buried. He belonged to St. John, and left a widow and six children. The boy George also belonged to St. John." The Paragon was 232 tons, 4 years old, and was owned by Samuel Strang and others, of St. John.

1869.

STEAMER ST. GEORGE, of the Allan line, from Portland, Maine, for Glasgow, with a cargo of 20,000 bushels of wheat in bags and 2000 bbls. of flour, struck on Blonde Rock, off Seal Islands, at 11 o'clock of the night of the 29th April. She had no passengers. The crew, numbering 50, were taken to Barrington. During the gale of Monday, May 2d, she was completely broken up, and a large portion of her cargo was picked up in a damaged condition. The hull and cargo were sold by auction at Halifax on the 13th May, and were purchased by John K. Ryerson, the former for $1400, and the latter for $420.

BRIG ECLIPSE, Tobin master, from Baltimore for Halifax, with a cargo of cornmeal, ran ashore at Ram Island on May 14th, and became a total wreck. Cargo and materials saved. She was afterwards towed to Yarmouth and purchased at auction by John Young.

BRIG TWO ELLENS, Patten master, from Middlesboro, G. B., for St. Andrew's, N. B., with a cargo of railroad iron, was wrecked on Gull Rock, off Lockeport, on May 16th.

A schooner containing one of the new cars for the Windsor & Annapolis Railway broke adrift during a gale and went ashore 18 miles west of Digby Gut on the 14th May, and the car and vessel were a total loss.

BRIG ANNIE MITCHELL, of Windsor, N. S., from Boston for Pictou, in ballast, was wrecked at Cape Sable about the 1st of August. Crew and materials saved.

1870.

BRIG ALEXANDER WILLIAM, of Arichat, from New York for Newfoundland, with a cargo of flour, ran ashore at Seal Island in August. She was afterwards floated, brought to Yarmouth and repaired, and was the first vessel to be taken on the Yarmouth marine railway.

1871.

A Brigantine was descried drifting in the bay on the 11th January, and the tug G. W. Johnson was sent out to its assistance. It proved

to be the BRIG AFTON, loaded with deals, abandoned. After towing it to within a mile of the lighthouse, the hawser parted, and the vessel drifted ashore on Chegoggin Point. She was floated off the next day and brought to Yarmouth, with loss of rudder and bottom badly damaged. The Afton was from St. John for Barbados, and was sold with the cargo to Capt. Benj. Stanwood for $1000, subject to the claim for salvage.

American SHIP BRITANNIA, 1200 tons, Capt. Webb, of and for Boston, from London, with a general cargo, left the Downs November 28th, and had a fine run to the Banks, after which she met boisterous weather, with snow storms, during which she lost most of her spars and became unmanageable on the 28th December. Temporary repairs were made, but on the 1st January the ship was discovered to be on fire in the hold, which defied all their efforts to quench. The longboat was launched on the morning of the 3d, with a scanty stock of provisions, and all on board, with one exception, embarked in her. They numbered 19 in all—one man having been suffocated in the hold by the smoke. They lay alongside for 24 hours, when the ship was wrapped in flames fore and aft, and they shaped their course for Nova Scotia, distant about 140 miles N. The weather was rough, a heavy gale prevailing through all that night. On the next evening they sighted Gannet Rock, and about midnight saw Yarmouth light. On Saturday morning they reached Chebogue Point, where they were assisted and cared for by the residents of that place. They were nearly exhausted, all more or less frost bitten, two being so badly frozen in the feet as to render amputation of the toes necessary.

STEAMER LINDA went ashore at High Head about 6 o'clock on Sunday evening, August 27th, with 15 passengers (5 ladies). All were saved. The steamer filled with water. After several ineffectual attempts to float her, a breakwater was built to seaward of her, and the next summer she was got off, brought to Yarmouth and repaired. Her name was shortly afterwards changed to the Dominion.

SCHOONER SOPHIA, Capt. Samuel Gowen, from Halifax via Shelburne for Boston, with a cargo of mackerel, was wrecked on the ledges off Cape Sable during the gale of the 12th October, and all on board perished. Capt. Freeman Nickerson, of schooner Willie, of Cape Island, stated that on the morning of the 13th, shortly after daybreak, he saw from his residence a vessel at anchor about a quarter of a mile from the Cape Ledges, and within a mile from shore. The foremast was gone, and two men were lashed in the main rigging. It

is supposed that the vessel struck in the vicinity the night before, that the bottom had broken up sufficiently to let the cargo out, that she then drifted off, and that the crew then let go the anchor and took to the rigging. About 10.30 on the 13th she dragged away from her anchorage, when she drifted on the ledges, on striking which the mainmast fell, and nothing more was seen of the two men. A few minutes afterwards the vessel got clear of the ledges, and drifted to the southward. She was fallen in with during the next day west of Duck Island by schooner May Covell, Capt. John Cunningham, and towed into Barrington Passage. The papers, house and clock and a trunk of clothing came ashore in the vicinity and were saved. The Sophia was owned by her master, Capt. Samuel Gowen, of Chester, formerly of Yarmouth.

SCHOONER SAPPHIRE, Capt. George Savary, from Weymouth for Yarmouth, with a cargo of lumber and apples, went ashore at Cape Cove on the night of the 19th October, and became a total loss. One of the crew, named James Williamson, of Weymouth, was drowned while trying to get ashore.

SCHOONER CATHERINE, from Boston for Meteghan, broke away from her anchorage in Yarmouth Sound, during a heavy gale on the night of Nov. 29th, and was driven ashore at Sunday Point, where she became a total wreck. All on board, consisting of the captain, mate, three seamen and Mande Thereau, a passenger, were drowned. The bodies of Mande Thereau and Col. Collick, seaman, were recovered.

BARK HIBERNIA, of St. John, N. B., was fallen in with, abandoned, on the 23d December, about three miles outside of Pubnico. Her rudder was gone, and her foremast and maintopgallantmast were broken off and lay alongside attached to the rigging. She was taken into Pubnico. She was about 400 tons, a new vessel, and was laden with deals. As some time elapsed and nothing had been heard of the crew, the steamer G. W. Johnson was sent on the 3d January, 1872, to the Mud and Seal Islands to ascertain if they had effected a landing on either of these islands. She returned in the evening of the same day, having on board the captain and entire crew, who were found on Seal Island. It appeared that the Hibernia struck on the Lurcher on the night of December 21st, and became waterlogged. Next day she was anchored on the leeward side of Seal Island, when the crew went ashore, and on the following morning the bark had disappeared. The crew saved nothing but the clothes they

had on. The vessel was sold at auction at Pubnico on the 19th January, together with her cargo, being purchased by A. F. Stoneman—hull and materials realizing $2046, and the cargo $2150. She was towed to Yarmouth by tug G. W. Johnson on the 4th February.

1872.

SCHOONER H. V. CRANDALL, McBurnie master, of Windsor, N. S., from New York for Yarmouth, with a cargo of flour and meal, ran ashore near Cape St. Mary's on the night of the 7th November. Her cargo was nearly all landed in good condition, and the schooner floated on the 11th with slight damage. During the same night the SCHOONER SEA KING, of St. John, N. B., from New York for Halifax, with a cargo of flour, etc., ran ashore a short distance from the H. V. Crandall, and went to pieces. All on board perished. The cries of the unfortunate men were heard from the shore, but nothing could be done to rescue them. These two vessels loaded at the same wharf in New York, and sailed about the same time, and it is a little remarkable that they should both have run ashore so near the same spot.

SCHOONER THOMAS DALY, Alexander Smith master, of Port Gilbert, from Weymouth for Boston, with a cargo of lumber, mistook Yarmouth light for Pubnico light on Tuesday evening, December 3d, and on coming near the land discovered the error. There being a strong westerly breeze, with a heavy sea, and the vessel's jibs having been lost and other sails torn during a four days' previous gale, could not keep clear of the land, and went ashore opposite the residence of Mr. James Jeffrey. The mate, Mr. LeBlanc, attempted to land with the aid of a plank, but was swept off and perished. The captain and rest of the crew remained on the wreck until 5 o'clock next morning, when the tide being low, they effected a landing, and in an almost exhausted condition reached the house of Mr. Jeffrey, where they were well cared for. The vessel became a total loss, but the cargo was saved. The body of the mate was recovered two days later and was forwarded to Port Gilbert for burial.

1873.

STEAMSHIP CITY OF WASHINGTON, Phillips master, from Liverpool, G. B., June 24th, for New York, with a general cargo, struck at 2 p. m. of the 5th July inside of Port L'Herbert rock, about ten miles east of Lockeport, and became a total loss. The weather was densely thick at the time. The passengers, 567 in number, and crew

landed safely. The City of Washington was an iron vessel of 2885 tons, built at Glasgow in 1855, and was owned by the New York, Philadelphia and Liverpool Steamship Co. The steamer broke in two about a week later, and a large portion of the cargo was lost.

BARK J. T. SMITH, Howard master, of and from Parrsboro, for Liverpool, G. B., with a cargo of lumber, went ashore on Mud Island during a dense fog in July. She was towed off on the 7th July, and brought to Yarmouth, where she was repaired.

SCHOONER C. C. WARREN, Smith master, of and from Gloucester, Mass., for Bay Chaleur, struck on Bald Tusket Island on the morning of July 4th and filled with water.

BRIGANTINE M. B. NICKERSON, Kirkpatrick master, of Parrsboro, from Boston for Cow Bay, went ashore on Sunday night, July 27th, on the outer Bald Tusket Island during a thick fog.

BRIGANTINE SEBASTOPOL, of Arichat, from Pictou for Yarmouth, with a cargo of coal for James E. Clements, struck a ledge in Lobster Bay during a storm on the night of November 24th, and floating off shortly afterwards, leaky, sank in 10 feet of water at low tide. The crew took to the boat and landed at Pubnico. The cargo was insured in the Commercial office, Yarmouth. The vessel was subsequently floated, towed to Yarmouth and purchased at auction by John K. Ryerson for $805.

1874.

SHIP SALADIN, Capt. David Fell, of and for London, from St. John, N. B., deal laden, commenced to leak soon after sailing, and the leak increasing she was run ashore on the outside of the Bar connecting Stanwood's Beach with the West Cape on the morning of the 21st January, there being ten feet of water in the hold. The captain and crew landed safely. The ship was subsequently driven high up on the beach, and became a total wreck. The hull and materials were sold at auction on the 27th January, and were purchased by John W. Lovitt for $3825. Capt. Fell died suddenly at the United States hotel, Yarmouth, on the evening of March 7th, of congestion of the lungs combined with heart disease.

American BRIG SURPRISE, from San Domingo for Genoa, with a cargo of mahogany, struck on the bar while leaving port, and put into Yarmouth on September 16th, leaky and with other damage. She was placed on the marine railway for repairs. The SCHOONER

FLORENCE, from San Domingo for Liverpool, G. B., also laden with mahogany, put in to Yarmouth on the 10th September, leaking.

1875.

A derelict vessel, which subsequently proved to be the SCHOONER HATTIE ELLEN, of Calais, Maine, laden with laths, was seen off Chegoggin Point on the morning of February 15th, drifting in the ice. An attempt was made to board her by Joseph Harris and Mr. Fraser, who with the aid of boards succeeded in getting within 300 yards of her, but on account of the sea were unable to approach nearer. She shortly afterwards went ashore at Chegoggin Point, where she became a total wreck. No insurance. It was later ascertained that this vessel broke adrift while in tow of the American cutter Woodbury, the crew having been taken on board the steamer.

STEAMER ALHAMBRA, Capt. B. F. Doane, from Boston for Charlottetown, via Halifax, went ashore at Cape Sable at 5 o'clock on Sunday morning, May 2d, and became a total wreck. Crew and passengers landed safely. Her cargo was valued at $40,000, a portion of which was saved damaged. The steamer was built in New York in 1864, registered 726 tons, was valued at $75,000, and was owned by F. Nickerson & Co., Boston.

BARK GENERAL WOLSELEY, 750 tons, of and for St. John, N. B., from Liverpool, G. B., with a general cargo, ran ashore, during a dense fog, at Gull Rock, Brier Island, on the 18th August, and became a total wreck. Crew saved. Vessel valued at $32,000 and insured for five-eighths of this amount. The cargo, which was large and valuable, included a new organ for the St. John Cathedral, which alone was worth $6000. The hull was purchased at auction by Capt. Benj. Davis for $110.

SCHOONER JOHN W. DODGE, 83 tons, of and for Gloucester, Mass., from Argyle, with a cargo of fish and salt, struck on the "Old Man," off Argyle, on the 4th November. She was subsequently got off, but soon afterwards sank. Crew saved.

SCHOONER J. K. HOWARD, Howard master, of and for St. John, N. B., from Yarmouth, in ballast, in trying to beat out of the Sound about 6 o'clock on the evening of December 21st, misstayed. Both anchors were let go, but the wind being strong from W. S. W., with a heavy sea rolling in, the vessel dragged and drifted ashore on Sunday Point about 2 o'clock the next morning, and went to pieces. Capt. J. Hiram Doane, keeper of Cape Forchu light, on seeing signals of

distress about 10 o'clock at night, immediately came round to town and aroused Capt. B. Stanwood, of the tug Alida, who immediately sent men to the scene of the disaster, and by their assistance the captain and crew were saved, with the exception of the mate, who was drowned. Two of the men were in an almost exhausted condition, when rescued. The mate was a young man named William Daley, of Quaco, N. B.

1876.

American SCHOONER NATHANIEL STEVENS, after landing a cargo of flour at Yarmouth, was towed down to the Sound on the 14th February, bound to Liverpool, N. S. On Wednesday evening she parted both chains and drifted ashore, bilged and became a total wreck. Crew saved.

Derelict BARK LIVE OAK, of and from St. John, N. B., for Liverpool, G. B., deal laden, was towed into Barrington West Bay on March 21st, by an American schooner. Steamer Edgar Stuart, which left Yarmouth the same morning, fell in with the two vessels and assisted them to a safe anchorage. The bark was waterlogged, houses gone, sails torn, yards broken, boats gone and abandoned. The crew were landed at Barrington on the 26th, three of them badly frozen. After the vessel became waterlogged, she was run ashore at Seal Island, where the crew landed, the captain's wife and child being first taken ashore by Mr. Crowell, light keeper. The bark afterwards drifted off, and was fallen in with near the mainland and taken in tow. She was 432 tons, built at Wattapoisett, Maine, in 1832, and was owned by Oulton Bros., St. John.

BRIG JULIA LINGLEY, Saunders master, of and from St. John, for Ireland, deal laden, ran ashore on the Bald Tuskets on the 10th May, during a thick fog, was subsequently floated and taken into Pubnico, where she was condemned and sold. She was owned by Luke Stewart and others, of St. John.

SCHOONER ABBY WASSON, 140 tons, Gray master, from New York for St. John's, Nfld., flour laden, struck on Murder Island at 2 a. m. June 28th, during a thick fog, and filled with water. Tug G. W. Johnson succeeded in getting her off and towed her to Yarmouth.

SCHOONER SOPHRONIA, Capt. Goodwin, of and from Gloucester, Mass., for the Banks, ran ashore on Murder Island on the afternoon of September 7th, bilged and filled with water. She was subsequently

floated and towed to Yarmouth for temporary repairs and sailed for Gloucester to refit.

SCHOONER LILY, John Harris master, of and from Margaretville, Annapolis Co., for Boston, with a cargo of cordwood and potatoes, capsized off Cape St. Mary about 4 p. m. on Monday, October 16th, and drifted ashore near Cape Cove. Two of the crew held on to the deck, which was swept off by a heavy sea, and succeeded in reaching the shore alive. Capt. Harris, the mate (Chas. Harris) and the cook (John Moody) perished. The two survivors reached the house of Fabrice Melanson about 10 o'clock the same night, bruised, bleeding, and almost chilled to death. The bodies of the mate and cook were recovered the next day.

STEAMER ALPHA, Capt. Bennett, of Summerside, P. E. I., from Boston for Charlottetown, after lying at Barrington for several days, weather bound, proceeded to sea on November 24th. A few hours later, when off Cape Negro, she sprang aleak, which compelled her to put back. Before reaching Barrington the fires were extinguished owing to the water rising above the furnaces, when the steamer was run ashore under sail at West Head, Cape Sable Island, where she lay for several days, the tide ebbing and flowing in her. She was about three years old. Her cargo of paraffine oil, apples and onions was landed at Robertson's wharf, Barrington, much damaged. She was insured. She was subsequently floated, brought to Yarmouth on February 23, 1877, and repaired by the Burrell-Johnson Iron Co. The Alpha was sold at auction on the 7th July, 1877, by Messrs. Wm. Law & Co., and was purchased by Capt. John Ramsay, of P. E. Island, for $4700.

SCHOONER ANNIE MURCHIE, of and from Calais, Maine, for Philadelphia, with a cargo of laths and deckload of lumber, was fallen in with by steamer Dominion about 2 o'clock on Monday afternoon, December 12th, 60 miles west of Yarmouth. The schooner had been hove down by the gale about 2 o'clock Sunday morning, when the masts were cut away, and she righted, waterlogged. The deckload was then thrown overboard. The captain and crew, 7 in number, were taken off by the Dominion and brought to Yarmouth. The schooner was 204 tons register, and was seven years old.

Steamer Dominion, which left St. John, N. B., on Friday evening, December 15th, for Yarmouth, encountered a severe gale after passing Westport early the next morning. She was seen from Yarmouth early in the afternoon forcing her way in the teeth of the gale and of a

tremendous sea, and was watched with no little anxiety. About the time she was expected to reach the harbor, thick snow squalls shut off the view of the Sound, and as she failed to put in an appearance, much excitement was manifested, which was intensified as a report got in circulation that the Dominion was ashore in False Harbor. A number of citizens repaired to False Harbor in haste, with blankets, &c., to render assistance. Nothing was learned of her, however, until Monday morning, when she came up the harbor in safety. During the gale she went about 60 miles to the southwest, being unable to enter the Sound on account of the heavy sea. About 3 o'clock on Sunday morning, while the gale was at its height, a terrific sea boarded the Dominion, stove in the bulkhead, broke the windows of the pilot house, smashed skylights, carried away one of the catheads and knocked the anchor overboard with a portion of the chain which the second mate, Mr. Holden, unshackled at 15 fathoms. About 4 o'clock on Sunday afternoon the Dominion fell in with the BRIG WILD HORSE, of Maitland, N. S., about 25 miles southwest of Seal Island. The brig was from New York for Halifax, with a cargo of coal, and was dismasted on Saturday, and in a sinking condition. They took from her the crew and three passengers—one of the latter a lady—and landed them in Yarmouth. The Wild Horse was owned by her commander, Capt. MacCumber, and his brother, the mate, and was uninsured. The persons rescued saved scarcely anything except the clothes they had on, the lady being content with saving a small bundle of clothing and a canary bird. A dog jumped from the brig and was also saved. The lady (Mrs. Sullivan) had to jump from the wreck into the arms of Mr. Holden, and was hoisted on board the steamer by being lifted by a rope fastened around her person.

1877.

BARK JUAN F. PEARSON, John Reid master, and BARK KATE AGNES, Olsen master, of and from St. John for Europe, both deal laden, went ashore during a thick fog on Sunday night, June 10th, on Mud Island. The former broke up during a gale on the 12th July. The deck and top sides floated off and were brought to Yarmouth by tug G. W. Johnson.

SCHOONER MORNING LIGHT, Porter master, from Boston for Liverpool, N. S., with five passengers and a general cargo, ran on Seal Island on the night of the 10th June, and became a total wreck. Cargo saved and brought to Yarmouth and sold at auction.

1878.

Iron SCHOONER ORANGE, Austen master, of and for Cork, with a cargo of corn, ran ashore at Seal Island, during a thick fog, on the night of the 4th May. On Tuesday morning, the 7th, about 4000 bushels of the cargo were jettisoned, and at high water the Orange was floated and towed to Yarmouth by steamer Edgar Stuart, leaking about six inches per hour. She was placed on the marine railway and repaired.

SCHOONER CALEDONIA, Capt. Davison, sailed from Yarmouth for Hantsport, on the 2d December, and went ashore early next morning on Libby Island, Maine, and the captain and crew of five men perished. Two seafaring men who were employed on the vessel while in Yarmouth to work for their passage, were saved. The Caledonia was 112 tons, seven years old, and was owned by E. Churchill & Sons, Hantsport. Three of the bodies were recovered.

1880.

STEAMER PARA, from Boston for West Hartlepool, England, laden with grain, flour, bacon, pork, hams, &c., struck on Cape Ledges, Barrington, on the morning of the 26th February, and sank two miles south from Cape Sable in 14 fathoms of water. Her topmasts were visible at low water. Crew landed in the boats at Clark's Harbor. The Para was 1167 tons, and belonged to the North American line.

BRIG MAIDA, Simmons master, of and for Halifax, from Boston, with a cargo of 750 barrels cornmeal, ran ashore at Pubnico Point, during a dense fog, on the 21st May, and filled with water. About 100 barrels of the cargo were landed on the beach in good order. Steam tug Alida, Capt. J. M. Davis, proceeded to the wreck, closed the holes in the Maida's side as well as possible, took her in tow and brought her to Yarmouth. She was afterwards repaired. The Maida was owned by Robert Boak & Son, Halifax, was 100 tons register and was five years old. The Alida received $500 for her services.

1881.

BARK HAPPY HOME, of Hantsport, Coalfleet master, from Hamburg for St. John, N. B., in ballast, struck on Trinity Ledges at 7.30 o'clock Monday evening, January 3d, and after remaining on the ledge two hours floated off, half full of water and on her beam ends. The captain's wife and daughter with all hands were lashed to the mizzen chains, the sea breaking over them. The cook perished at 12

o'clock, the little girl at 1 and the mother at 4 a. m. The girl was clasped in her mother's arms, in which position they remained until their lifeless bodies were taken off the wreck. The captain's feet and the mate's hands were badly frozen, the second mate and three of the crew were frost-bitten. Further details of this melancholy disaster will be found by reference to the Record of the Shipping of Yarmouth.

STEAMER HADJI, Capt. Salvage, of the Quebec and Gulf Ports S. S. Co., from Cow Bay for Portland, Maine, with a cargo of coal, struck on Blonde Rock on the 26th August, during a thick fog, and went to pieces. The crew landed at Barrington.

SHIP CALISTA HAWES, 1124 tons, from New York for Trieste, with a cargo of petroleum, sprang aleak and was abandoned on the 27th September, 85 miles south of Seal Island. The crew were landed at Shelburne, and were lodged in jail. As soon as the vessel began leaking they refused duty, and set her on fire. The ship was owned by R. C. Hawes, of Liverpool, G. B., and was launched in 1856.

BRIG W. C. WARNER, Warner master, from Boston for Bridgewater, N. S., with a cargo of flour, meal, pork, etc., ran ashore at Clar., on the night of the 16th December. The crew had a narrow escape from death. The cargo was mostly lost. The vessel was on her first voyage, was 152 tons, and was owned by the master and others, of Plympton, Digby Co. Insured $4000 in the Commercial office, Yarmouth. Cargo insured $6000 in Halifax. Tug Freddie V. succeeded in towing the vessel off on the 21st, and took her to Meteghan, where she was repaired.

STEAMER MORAVIAN, of the Allan line, Archer, R. N. R., master, from Portland, Me., December 29th, for Liverpool, G. B., via Halifax, struck on Mud Island at 9.30 o'clock on Friday morning, December 30th, and became a total wreck. Crew and cargo saved. All the passengers (9 cabin, 6 intermediate and 20 steerage) were saved and brought to Yarmouth by tug Freddie V. and forwarded to Halifax by train. The Moravian was 3300 tons gross, 500 horse power, built in Greenock in 1864, and was the twelfth steamer of this line to be wrecked since its establishment. Her cargo consisted of: 701,241 pounds of cheese, 109,340 pounds butter, 278,000 pounds bacon, 199,600 pounds lard, 199 barrels lard, 1108 quarters fresh beef, 1672 bushels peas, 500 sacks flour, 116 barrels pork, 448 barrels apples, 546 cases canned meats, 27 packages leather, 8 packages machinery, 60 bales hops, 7 packages poultry, 169 cases mutton, 29,285 bushels wheat. Ship valued at $400,000 and cargo at $250,000. The hull

was sold at auction on the 12th June, 1883, at Montreal to John A. Matheson, of Halifax, for $4000.

1882.

SCHOONER ALICE MAY, Balcom master, from Souris, P. E. I., via Halifax and Yarmouth, for New Haven, Conn., with a cargo of potatoes, went ashore during a snow storm at Comeau's Point, Tusket River, on Friday evening, January 13th. She was towed off next day, brought to Yarmouth and repaired. She was 56 tons register, fifteen months old, and was owned by Nathaniel Acorn, Pownall Bay, P. E. I. The cargo was insured. Vessel and freight insured $2000 in Halifax.

BRIG HENRI COIPEL, Leander Deveau master, from Yarmouth for Boston, with a cargo of piles, dragged ashore on Crossley's Island, in Portland, Maine, harbor, where she was at anchor, on the night of January 25th, and became a wreck. She was 198 tons register, built in 1881, and owned by Louis Dugas, Meteghan. Insured $6000 in the Marine office, Yarmouth. She was subsequently sold at auction, purchased by G. M. Stanwood, of Portland, was rebuilt and placed under an American register.

SCHOONER J. W. FALT, Sheridan master, with a quantity of flour on board, saved from the wrecked steamer Moravian, ran ashore two miles S. S. W. of Pubnico light during a thick snow squall on the 3d April, losing false keel, unshipping rudder and filling with water. The cargo was landed. The vessel was sold at auction on the following Friday and was purchased by Woods Harbor parties.

STEAMER SCUD, from Boston for Halifax, via Liverpool, went ashore at the Ovens Reef on the 8th August, and became a total loss. Passengers safely landed. She was built in 1867 to run between Dover and Calais and was very swift. She was purchased by Small & Hatheway, St. John, N. B., in 1871, and was latterly owned by Wm. C. Anderson, H. A. Hatheway, W. F. King and others. Valued at $30,000; insured in Halifax for $8000 and in St. John for $5000.

SCHOONER R. LEACH ran ashore on Bon Portage Island in August. She was purchased by James B. Weddleton and F. Peterkin. She floated off a day or two later, was towed to Yarmouth and repaired.

SCHOONER J. L. CROSSLEY, of and for Sydney, C. B., with a cargo of flour and kerosene, ran ashore at Mud Islands on the night of the 16th August, during a dense fog. Part of the cargo was thrown

overboard and she floated off next day and proceeded to Yarmouth, leaking. She was placed on the marine railway and repaired.

SCHOONER WILD ROSE, Arthur M. Wrayton master, beating into Yarmouth Sound, from Shag Harbor, in ballast, on the evening of the 13th November, misstayed and struck on a reef inside the light, and became a total loss. Crew saved. She was 28 tons and owned by the master.

SCHOONER HARRIET, Thomas master, from Cow Bay, C. B., for Yarmouth, with a cargo of coal, struck on John's Island Ledge during the night of December 13th, and became a total loss, together with the cargo. Crew saved. Owned by E. W. Perry and others, of North East Harbor, and was 35 tons register. Cargo owned by Jas. E. Clements, and insured in Commercial office, Yarmouth, for $110. Vessel insured in Halifax.

SCHOONER JENNY LIND, Edward Golden master, from Mud Island for Yarmouth, in ballast, went ashore during a gale on the 14th December, on the south point of Ellenwood's Island, and went to pieces. Crew barely escaped with their lives. Vessel owned by John McKinnon, 30 tons register, and was 20 years old. No insurance.

1883.

SCHOONER GOVERNOR GOODWIN, of and from Boston, for the Banks, put into Pubnico for the balance of her crew on the 28th March, and during the night the forecastle caught on fire, and the flames spread with such rapidity that all efforts to save the vessel proved fruitless, and she burned to the water's edge. The crew took to the dories and rowed ashore. The vessel was uninsured.

BARK WILLIAM YEO, Houghton master, from Barrow-in-Furness, April 10th, for St. John, N. B., with a cargo of railway iron, struck on Cape St. Mary's Ledges, during a dense fog, on Sunday, May 20th. The tug Marina, which was just put in commission, went to her assistance on Monday morning, and succeeded in towing her off and brought her to Yarmouth, leaking about an inch of water per hour. She was built in Prince Edward Island in 1862, and was owned in Barrow-in-Furness. She was subsequently repaired.

TERN SCHOONER A. B. CROSBY, Boudrot master, of Halifax, from Cow Bay, C. B., for a port in the United States, struck on the Half Moon rock, near Barrington, in August, and became a total wreck. She was 198 tons register, was one year old, and was owned by the captain and others. Insured in Halifax for $7500.

STEAMER BRANTFORD CITY, of the Furness line, from London via Halifax for Boston, ran ashore at Harding's Point, six miles east of Lockeport, on Saturday morning, August 10th, during a dense fog. She soon bilged and became a total wreck. She had on board about 300 tons of inward cargo for Boston, besides a large quantity of valuable goods shipped at Halifax for London. She was of iron, 1566 tons register and 2371 tons gross, built in 1880, and valued at $200,000. Cargo valued at over $50,000. Insured $6000, besides extensive insurance in England.

BRIG BERTHA, Michael Collins master, of and for Lockeport from Boston, struck on the extreme end of Chebogue Point on the night of the 14th November, where she soon became a total wreck. The crew was rescued by means of a rope, which one of the men succeeded in securing to the shore, having jumped overboard to accomplish the object. At low tide they saved their effects. The Bertha was sold at auction a few days later, realizing about $350. She was 140 tons register, and was owned by Jacob Locke and the master. Insured $6000 in Halifax.

The new Government STEAMER PRINCESS LOUISE, launched at Maccan, N. S., was taken in tow of Dominion steamer Newfield, Capt. Guildford, on Saturday, December 1st, for Halifax. Early on Monday morning, December 3d, during a heavy gale, the hawser snapped, and the steamer was helpless. Waves of great size swept over her, carrying everything before them, and soon all those on deck, including Capt. Daniel Browne, and seven others, were swept overboard and drowned. The Princess Louise was carried against a square bluff rock, about a mile below Digby Gut, and heeled over on her side. A seaman named Richard Soy, and a boy named James Dane, kept below until the tide receded, when they reached land safely. The steamer became a total wreck. She was 172 feet long, 30 feet beam, 15 1-2 feet hold, and 500 tons. She cost about $40,000. Capt. Browne was 45 years of age, and left a widow and three daughters. The Newfield returned to St. John, and the captain says he saw nothing of the Princess Louise after the hawser snapped. Capt. Browne's body was subsequently recovered.

1884.

BARK JANIE, William J. Blyth master, from Bahia, Brazil, for Halifax, with a cargo of about 400 tons of raw sugar, went ashore at Ellenwood's Island on Sunday night, January 13th, during a thick snow storm. She struck on the west side of the island, and in a short

time bilged, filled, and became a total wreck. The crew—not knowing what land it was—took to the long boat and kept outside of the reefs until daylight, when they landed at Pease's Island. After being cared for by the light keeper, Mr. Baker, and breakfasting, they returned to the ship and saved the materials and about 60 bags of sugar uninjured. The tug Freddie V. went down to the wreck on Tuesday and brought the crew and materials to Yarmouth. The Janie had been 45 days on the passage. She was built in Prince Edward Island in 1872, was 255 tons register, and was owned by the master. Vessel insured in London for £500 and the freight for £200.

SCHOONER FRANK SKILLINGS, Joseph Burgess master, of and for Portland, Maine, from Western Bank, with a full fare of codfish and halibut, struck on Brazil Rock on Tuesday night, May 16th, during a dense fog. The vessel commenced to leak, but floated off and was headed for the shore. The captain and crew were obliged to abandon her, as the pumps could not keep her free. She sank in a few minutes. The men landed at Cape Island, and afterwards came to Yarmouth, and thence to Portland. The Skillings was 47 tons register, and about 12 years old.

BARK L. H. DEVEBER, of and from St. John, N. B., for Avonmouth, Bristol Channel, with deals, struck on the Lurcher shoal at 3.45 a. m. of Sunday, May 25th, the weather being moderate. After throwing over a portion of the deckload she floated off, with the rudder unshipped, stern post started, a portion of the keel gone, and waterlogged. A jury rudder was rigged, and an attempt made to reach Yarmouth. When within six miles of Yarmouth light the wind changed to the east, and died away to a dead calm. In the morning a tugboat went off and towed her to an anchorage in the Sound. She was 599 tons register, and was owned by Wm. Thomson & Co. The disaster is attributable to the fact that the Lurcher buoy was not in position. The DeVeber was commanded by Capt. J. Willis Jones, of Weymouth. She was subsequently brought up to Law's wharf (now the D. A. R.) and discharged. She was condemned and sold at auction on the 3d of July to Fred Peterkin for $150. The vessel was afterwards taken to the southern side of Bunker Island and burned. The spars, sails and rigging were not included in the above sale.

Iron STEAMER COLONSAY, Reay master, of Glasgow, Scotland, from St. John, N. B., for Penarth Roads, deal laden, went ashore during Tuesday night, July 8th, on Mud Islands, but came off after-

wards, leaking badly. She came to Yarmouth under her own steam, being obliged to lie off the Cape until Thursday. The deckload was discharged on Baker's wharf. Temporary repairs were made, and the Colonsay proceeded to Halifax, where she received further repairs, but on account of the engineer and crew refusing duty a new crew was sent out from England, and the steamer proceeded, arriving at Penarth in due course. Her deckload was forwarded to Halifax by sailing vessel to be reshipped on the Colonsay.

SCHOONER ETHEL EMMERSON, Leonard master, of Dorchester, N. B., from Portsmouth, N. H., for Bay Chaleur, in ballast, struck on Spectacle Island on the 6th July, during a thick fog. She was towed off and taken to Ellenwood's Island, on her beam ends, full of water.

SCHOONER ASTRA, of and from St. John, N. B., for New York, with deals, caught on fire on the 30th June, about 50 miles southwest of Seal Island, and was totally destroyed. Capt. Lewis and crew were rescued by Capt. Taylor, of schooner Nina Page, and landed at Boston on the 2d July.

SCHOONER JANE PORTER, Joseph H. Eldridge master, from Annapolis for Yarmouth, with a cargo of iron, bricks, cider and apples, went ashore during the evening of December 30th, in the western passage, Brier Island. She floated off with the rising tide, was carried across to Peter's Island and sank. Vessel and cargo a total loss. A portion of the sails and rigging were saved. Vessel launched in 1866, owned by the master, and not insured.

1885.

SCHOONER BESSIE M. WELLS, Robert Porper master, sailed from Gloucester, Mass., on the 14th March, for the Banks, halibuting, and struck on the western point of Seal Island on Monday morning, March 16th, and went to pieces. The weather was foggy, with rain. The captain and crew, 15 in number, succeeded in reaching the shore in safety. She was a vessel of 82 tons, two years old, and was owned by Mr. Wells. Insured $7440, and $1500 on the outfits.

BARK PALESTINE, Daniel Smith master, from London, 18 days out for Shelburne, for orders, ran on Black Rock, near Lockeport, at 10 o'clock on the morning of the 18th May, during a thick fog, and became a total wreck. Vessel owned by Oliver Emery, of St. John. She was a fine vessel of 1350 tons, and was launched in 1883. Her first cost was $60,000. She was insured for $14,000. A seaman, named Oscar Lumberg, was drowned, and the captain was bruised by.

contact with the rocks. The wreck was sold at auction on the 27th May, and was purchased by Fred Peterkin, Yarmouth, for $470.

STEAMER EDGAR STUART, M. L. Forbes master, which sailed from Halifax on Monday, July 13th, for Yarmouth, via intermediate ports, struck on the south point of Gull Rock, near Lockeport, early on Wednesday morning, and became a total wreck. The crew and passengers were saved, after being exposed to great danger. Miss Elsie Smith, daughter of George R. Smith, Esq., was among the passengers, and she stated that the steamer left Liverpool for Lockeport about 10 o'clock on Tuesday night, the wind blowing hard and the sky overcast. When the steamer struck, Miss Smith was thrown from her stateroom berth to the floor. On opening the door she found all in confusion—passengers excited and hurrying on deck. She seized what clothing she could and followed. On reaching the deck, about 4 a. m., she was told the steamer was fast on a ledge near Gull Rock. The sea was very rough and the steamer was pounding heavily. She soon began to break up, and they found it difficult to avoid the falling spars and rigging. Meanwhile the captain and crew worked energetically to get boats ready to land the passengers. This was soon effected, the boats were brought alongside near the gangway, and when the sea would permit the passengers were passed out one by one and caught by seamen in the boats as they jumped from the steamer. It took some time to reach the landing place on Gull Rock, and after much difficulty and danger, on account of the roughness of the sea, all were landed in safety and went up to the lighthouse. Before this time the steamer had gone to pieces. When all the passengers and crew were assembled on the rock they were a motley group—some with only their night clothes on, some with only a blanket taken from their berths, some without shoes or hose, or head covering—as they had no time to attend to saving anything but their lives. Some of the trunks were washed ashore, but all in a damaged state. Intelligence of the disaster was despatched from the lighthouse to Lockeport and soon a schooner was sent for them. The sea was still very rough, and they were taken from the shore in a dory, and after getting through the surf, were transferred to another boat, which conveyed them to the schooner. They arrived at Lockeport about 1 p. m. The courage and coolness of the stewardess during all the peril, terror and confusion were the subjects of remark. She proved herself a noble woman. The Edgar Stuart was built at Guildford, Connecticut, in 1869, and was formerly used as a yacht. She was seized at Baltimore for filibustering on the coast of Cuba, and was

sold at auction. She was purchased by the late F. W. Fishwick, of Halifax, who altered her and placed her on the route between Halifax and Yarmouth. She was insured for $10,500 in Halifax. The safe was removed by divers.

The American SCHOONER JOHN G. FERRIS, from Calais, Me., for Nantasket, Mass., was abandoned, and drifted ashore near Barrington on the 17th September. Over 30,000 feet of lumber were saved from the wreck. The vessel shortly afterwards broke up.

1886.

SCHOONER MAGGIE, Swaine master, from Pubnico for Tusket, struck on the south end of Pease's Island on Wednesday, April 13th, and sank. Crew saved. No insurance.

SCHOONER GIPSY, Cunningham master, fishing, was driven ashore at Owl's Head during the gale of the 13th April, and became a total loss. Crew saved. She was 22 tons, and launched in 1875. Owned by T. and W. Powell. No insurance.

BARKENTINE SAMUEL WELSH, Henry Theissing master, from Boston, August 19th, for Sierra Leone, with a general cargo, struck on a reef south of the Devil's Limb, Seal Island, on the morning of August 23d, during a dense fog. As the sea was rough, the vessel pounded heavily and sprang aleak, unshipping the rudder. The captain and crew abandoned the vessel and landed on Seal Island in a boat. The first intimation the residents of the island had of the disaster was the approach of the boat. Upon learning particulars they went on board the vessel, and in a few minutes she beat over the reef and drifted towards the island. The anchors were let go, and she brought up two lengths from shore. Information was at once sent to Yarmouth, and the tugs Freddie V. and Marina proceeded to her assistance and towed her to Yarmouth, with twelve feet of water in the hold. A survey was held and she was ordered to be discharged for examination. The cargo was valued at $30,000 and included leaf tobacco, pitch and white pine lumber, rum, sugar, flour, bread, coal oil, herring, codfish, trunks and pork. The Samuel Welsh was 480 tons register, 11 years old and owned in Philadelphia. The cargo was sold at auction and realized good prices. The vessel was placed on the marine railway and repaired.

Gloucester SCHOONER GARIBALDI, Jesse Morton master, for Gloucester, from a fishing trip, anchored off Murder Island on the night of the 1st October for shelter. About 11 o'clock the next night,

while all hands were asleep, the forecastle caught fire, and before any of the crew awoke the flames had gained such headway that all efforts to quench them were unavailing. The cables were cut and buoyed and the vessel ran on the beach, where she was completely destroyed, together with the cargo of 15,000 pounds codfish. A few of the sails and other materials were saved. The Garibaldi was 52 tons, was built in 1859, and was owned by J. E. Margeson.

Iron STEAMSHIP SULINA, of Hull, England, with 3000 tons of cargo, from Antwerp for Boston, struck on the Horse Race shoal, four miles southeast from Cape Sable light, on the 23d November, and became a total wreck. Crew saved. She was 2578 tons gross and was built in 1884. She lay in 20 feet of water at low tide.

1887.

SCHOONER VILLAGE BELLE, Larkin master, with a cargo of dry fish, went ashore at McNutt's Island, Shelburne, about 8 o'clock on the evening of the 4th January, and became a total loss. Crew saved. The Village Belle was owned at Pubnico. Vessel and cargo insured at Halifax for $2100.

SCHOONER GLADYS, Capt. Kenney, from New York for Halifax, with case oil and jute, struck on Chebogue Point about 2 o'clock on the morning of the 26th January, and went to pieces in two hours. The cook—Augustus Morgan, of Halifax—was drowned. He was 55 years of age, and left a widow. Capt. Kenney, with the remainder of the crew, succeeded in reaching the shore in safety, barely escaping with their lives. The Gladys was 144 tons register, was built in 1855, and was owned by Samuel Muir, of Shelburne. Insured $3000 in the Ocean and $3000 in the Nova Scotia offices, Halifax. Cargo insured $2000 in the Nova Scotia, $2000 in the Merchants and $1000 in the Ocean.

SCHOONER C. B. MANNING, Sherman master, from Gloucester, Mass., May 4th, on a halibut trip, struck on Gannet Rock Ledges, on the 7th May, and as the tide receded broke in two and became a total loss. The crew, 13 in number, took to the dories and rowed to Yarmouth, where they arrived the same night about 10 o'clock. She was 68 tons register, was built in 1866, and was owned by Peter Sinclair and the master. Insured $2500 in Gloucester Mutual, and $500 on outfits in the same office.

SCHOONER UNEXPECTED, Barteaux master, from Walton, N. S., for Demerara, with a cargo of potatoes and plaster, struck on

Pinkney's Point, during a dense fog, on the 23d June, bilged and filled with water. She was 117 tons, three years old, and was owned by the master. Insured in the Ocean of Halifax.

SCHOONER CHARLES B. THOMPSON, William J. Smith master, from Gloucester for the Banks, struck on Blonde Rock at 2.30 o'clock on the morning of July 3d, and remained for about ten minutes, when she came off and sank five minutes afterwards. Nothing was saved, the captain losing his purse containing $36. The crew took to the dories and landed at Seal Island about two hours later. They were afterwards taken to the mainland by Mr. Crowell. The vessel was 69 tons, was built in 1866, and was owned by Benj. Lowe and others, of Gloucester. She was uninsured.

1888.

SCHOONER COAST GUARD, Brownell master, from Prince Edward Island for Boston, with a cargo of produce, sailed from Westport on the 17th January, and whilst lying to in a gale on the 19th, struck on the northwest shore of Brier Island, where she went to pieces. Crew saved, but lost everything except what they stood in, the cook being slightly frost-bitten. Cargo became a total loss.

BRIG SAINVAL COIPEL, Brinton master, from Bear River for the West Indies, struck on the Flat Mud Island at 6 o'clock on the morning of the 26th January, during a thick snow storm. The sea was very rough, and it was dangerous effecting a landing. As soon as the vessel struck she began pounding heavily and soon beat her bottom out on the rocks. Her stern was broken and she became a hopeless wreck. The captain and crew reached shore by means of the boat, three at a time, being hauled back by a long line. The men remained on the island from Thursday morning until Sunday without any food, except some sheep, which they caught and killed. The houses on the island were each provided with a stove, matches and kindling wood, and there was no difficulty in keeping warm. The wreck was descried from the Big Island at daylight on Thursday, but it was impossible to render the shipwrecked men any assistance until Sunday, when food was taken to them. In the meanwhile the brig was slowly breaking up. Some of the men's effects were saved as they floated ashore. The captain and officers lost everything. The Coipel was owned by Clarke Bros., Bear River, was 290 tons register, and was 15 years old.

SCHOONER MAY BENT, King master, from Parrsboro, January

17th, for Newburyport, Mass., with a cargo of coal, encountered a heavy gale and drifted in the bay two days and three nights, and on Friday, the 20th, Seal Island was descried under the lee a short distance off, a tremendous sea running and the gale unabated, and the vessel badly iced up. Capt. King made an attempt to get the vessel under the lee of the island, but in the effort to wear ship the stove in the cabin was upset, and the fire scattering over the floor set fire to the vessel, all hands being on deck. The flames burst out from the cabin doors and windows before being discovered, and the captain was driven from the wheel. The boat was cleared of ice and the men embarked, succeeding in reaching the shore in safety. Capt. King and the steward were unconscious when they reached shore, and had to be carried to the house. In the meanwhile the residents of the island had launched several boats at different points, each equipped with a long line, as they supposed it would be impossible for the ship's boat to effect a landing. The men remained on the island a few days and were brought to Yarmouth by tug Marina. The May Bent was 110 tons, launched in August, 1887, and was owned in Parrsboro.

STEAMER ISLAND GEM, while on the passage from Arcadia to Harry's Island, on the 30th March, with a load of empty lobster cans, struck on Reef Island, and sprang aleak. As the tide flowed she floated off the reef, and in a few minutes sank, a portion of her house and smokestack remaining above water at low tide. She was subsequently raised and repaired. The cargo was removed. The loss, including expense of raising the steamer, was $700. No insurance.

SCHOONER ALICE MAY, Isaac Kendrick master, from Shag Harbor for Yarmouth, in ballast, struck on Pease's Island Ledge on the 10th March, knocked out the keel and filled. She came off and was beached. She was subsequently filled with barrels, floated off and taken in tow of tug Marina for Yarmouth. A northeast gale sprang up, and when in the vicinity of Chebogue Point the hawser parted and the vessel went adrift and out of sight. There was no insurance on the vessel, which had been purchased by Shag Harbor parties in 1887. She was 18 tons register. She came ashore at Meteghan River a few days later.

Steamer Yarmouth, on her passage from Boston to Yarmouth, on the 28th March, about 40 miles from Yarmouth light, at 3.15 a. m., collided with BRIG ACHSAH Capt. Mussells, from Clementsport for Barbados, with a cargo of lumber. The fog was very dense and a heavy sea running, the steamer's engines working slow. Not a sound

was heard, nor a light visible from the Achsah. The Yarmouth received the blow on the port bow, the jibboom of the brig catching in the netting of the rail, which forced the brig clear of the steamer, carrying away the Achsah's bowsprit and jibboom. The Yarmouth received no injury whatever. The steamer was immediately stopped, and after much labor a hawser and chain were run out and made fast to the brig, and under slow speed both vessels came into port. The brig did not leak and did not have to discharge to make repairs.

SCHOONER MOWER, Purdy master, from New York for Yarmouth, with a cargo of coal for Messrs. Killam Bros., struck on Matinicus, Maine, on the 4th July, slid off and sank in twenty fathoms water. Crew landed at Portland next day. The Mower was 124 tons register, was built at Moss Glen, N. B., in 1881, and was owned by Messrs. Scammell Bros., St. John. The cargo was uninsured.

BARK UNITY, Connaughton master, from Boston for Caplin, Bay Chaleur, struck on Seal Island during a gale on the 11th July. She came off and drifted towards Yarmouth, but all efforts to work in, having lost her rudder, were fruitless, and she passed up by, and next day was driven ashore at Foote's Cove. She was towed off, brought to Yarmouth, repaired and proceeded on her voyage. She was partially owned by R. Caie, and was uninsured.

BARK MAZEPPA, Morisen master, from St. John, N. B., for Cork, deal laden, ran ashore at Seal Island on the night of the 9th July. The mainmast was cut away to keep the vessel from listing on shore, and when it fell the foretopmast was broken off at the head. The vessel floated off at flood tide and again drifted ashore, when she became a total wreck. The cargo was saved. The Mazeppa was 474 tons, was 34 years old, and was owned in Stavanger, Norway. The vessel was sold at auction and purchased by F. Peterkin for $425, and the cargo by J. W. Moody for $2000. The wreck floated off on the 1st August, and was towed into Yarmouth by tugs Marina and Freddie V. next day and grounded at Stanwood's beach, when the balance of the cargo was discharged. The old hulk was burned for the old metal, and the remains laid on the mud for several years, until they finally disappeared.

BRIG CORINNE Byrne master, from Boston for Harbor Grace and St. John's, N. F., struck on the kelp shoal off Flat Mud Island on the evening of the 12th September, filled with water and capsized. The crew abandoned her and landed on Round Island, but finding no shelter proceeded to Pubnico. The wreck was seen early the next

morning by Capts. Webster and Pitman, of Mud Island, who at once boarded her, cut away her spars, and attempted to right her. On Friday morning the services of the wrecking steamer Rescue were obtained, the chains were cleared, and the hull beached in the western cove, where the cargo was landed in a damaged condition, and subsequently brought to Yarmouth, with the materials of the vessel. The cargo consisted of petroleum, copper paint, cotton, canvas, glass-ware, tea, resin, hardware, matches, shoe pegs, &c. The Corinne was 122 tons register, was 14 years old and was owned by the master, who resided in Boston. Vessel uninsured. Cargo insured in Boston.

1889.

STEAMER ESME, from London, January 29th, for Annapolis, was totally wrecked at Baccaro on Wednesday morning, February 6th. Crew saved. She was built at Stockton, England, in 1882, and was 1061 tons register. She was in ballast. The wreck was sold at auction on the 28th February for $1300, being purchased by Mr. McFatridge, of Halifax. The materials, stores, etc., realized $384.

Steamer Yarmouth, Stanwood master, on the passage from Boston to Yarmouth on the 28th June, collided with the BRIG FANNIE B. TUCKER about 53 miles from Boston light. The fog was dense, the whistle was sounded regularly, but no sound was heard until the brig loomed up in front of the steamer. The Yarmouth was going at a slow rate of speed, and the engines were reversed as soon as the brig was seen. The Yarmouth plunged into the port side of the brig abaft the main rigging, the bow penetrating a distance of 10 or 12 feet, and the vessel was held fast for a few minutes. Six of the crew of the brig, including Capt. Daniel White, climbed over the Yarmouth's bow. The seventh and remaining member of the crew was knocked into the water. He swam to the steamer and climbed on board. In less than five minutes the brig sank, stern first. She was coal laden. The Yarmouth remained in the vicinity a short time to pick up anything of value. The Fannie B. Tucker was 388 tons register, was built in 1874, and was on the passage from Philadelphia for Portland, Maine. The loss, including cargo, was $45,000.

SCHOONER HANNAH ELDRIDGE, Ross master, from Boston for Port LaTour, with a general cargo, struck on Half Bald Island, early on the morning of the 20th July, and filled with water. On the flood tide the hatches came off and the cargo floated out. Tugs Marina and Freddie V. went to her assistance the same day, and with

the help of Mr. Baker, keeper of Pease's Island light, succeeded in saving the cargo in a damaged state. The vessel was uninsured. She was owned by the master and others, of Port LaTour, was thirty years old, and was 57 tons register. She was subsequently floated off by the aid of barrels and towed to Yarmouth and repaired.

1890.

SCHOONER G. C. KELLEY, Benj. Hardy master, from Boston January 24th for Halifax via Lockeport, struck on Soldier's Ledge about 10.15 o'clock on the night of the 25th. The captain stated that he was running in and made a light which he took for Cape Sable, but which afterwards proved to be Pease's Island. As soon as the vessel struck she filled with water, and as she pounded over the ledge the masts were cut away to keep her from capsizing. An attempt was made to launch the boat, but a sea rolling in smashed it to pieces. The vessel was loaded with a general cargo, consisting of 400 barrels flour and meal, 220 casks sand, 35 barrels of oil and several carboys of acid on deck. The deckload went overboard when the vessel struck. The sea was making a complete breach over the vessel, and the captain, crew and two passengers were obliged to hold on to the stump of the mainmast, standing in two feet of water, to keep them from being washed off. In this position they remained until daylight Sunday, when they managed to get on the bow of the vessel, which was partially out of water. In the meanwhile the cook, one of the passengers and a seaman had succumbed to the cold and were washed overboard. About noon the schooner Louise, Capt. Richard, from Tusket Wedge for the West Indies, seeing the distress signal flying, bore down to them and rescued the survivors, five in number. The Louise at once returned to the Wedge and landed the shipwrecked men. One of them was almost exhausted, and it was several hours before he regained consciousness. The passenger's name who was lost was William Cummings, of Osborne, Shelburne Co., who left a widow and three children; the cook was Perez Abbott, of Allendale, who left a widow; the seaman was Amos Hardy, of East Ragged Islands, a nephew of the captain. All on board, including the rescued passenger, Capt. John Peterson, resided within a few miles of each other. The G. C. Kelley hailed from Shelburne, was 98 tons, and was built in 1885. She was owned by Joshua Goodwin, John S. Arnold and the master. Vessel insured $4000 in the Nova Scotia Marine, Halifax. The Marina went down on Monday and towed the wreck into Pubnico and subsequently into Yarmouth. The cargo was

still on board and the spars and rigging were hanging across the deck.

The new Gloucester SCHOONER BEN HUR, Thorburne master, from the Grand Banks, homeward bound, with a fare of 50,000 pounds fish, struck a ledge inside the Half Moons, near Barrington, on the night of the 13th January, during a thick fog. She filled and sank, with 14 feet of water over the hull. The men took to the dories and landed in safety. Next day a portion of the sails, running rigging and 140 fathoms chain were saved. The Ben Hur was a fine schooner of 100 tons, launched in June, 1889, and owned by J. G. Tarr & Brothers, Gloucester. Vessel insured. Cargo, valued at $4000, uninsured. The captain belonged to Lockeport. The Ben Hur was subsequently floated, brought to Yarmouth and repaired.

Gloucester SCHOONER GLEANER ran ashore at Murder Island in February, and was abandoned. Crew saved. Vessel filled with water and bottom badly damaged. She was subsequently floated, brought to Yarmouth and purchased at auction by Capt. Benj. Davis.

SCHOONER UNIQUE, Henry Chetwynd master, of and from Boston for the Banks, struck on Harriet's ledge, off Bald Tusket Island, about 4 o'clock on the morning of the 5th July, during a thick fog, filled and sank. Crew took to the boats and landed at Middle Bald, and next day were taken to Woods Harbor, where a number of them resided. The Unique was in ballast, and had her bait and other supplies on board. She was picked up on the 1st August by a schooner about one mile south of Green Island, but after towing awhile was obliged to cast her adrift, owing to the strong tide. The captain rowed to Yarmouth and the Marina started in search of the wreck and towed it to Spectacle Island, where it was beached. It was later towed to Yarmouth and repaired by Mr. Hugh Jenkins. The Unique was 75 tons register, and was two years old. She was owned by J. S. Stubbs and others, of Boston. No insurance.

SCHOONER ANGELINE, Raymond Wilson master, while fishing off Cape Sable on the 26th July, during a thick fog, struck on John's Island Ledges, and became a total loss. Crew saved. She was owned by the master, was 67 tons register, and was insured $500 in Job Hatfield's agency.

STEAMER LATHARNA, Gray master, from Philadelphia August 19th for Glace Bay, C. B., for coal, in ballast, struck on Soldier's Ledge between 3 and 4 o'clock on the morning of the 22d August, about high water. The weather was foggy and the sea was rough. Steam was kept on the boilers all day Friday and Saturday morning.

A schooner was descried a short distance off, when signals of distress were made both by flags and by the whistle. The schooner A. M. Burnham, Capt. Wilson, of Gloucester, Mass., at once bore down for them, and on learning their condition made a bargain to take them off the wreck with their effects and any materials that could be easily removed, and land them at Yarmouth. The sum was $1200. The steamer's bottom soon became penetrated by rocks, and she became a total loss. The Latharna was an iron tramp steamer, 175 feet long, 265 tons net register, and was built at Paisley in 1884, and was owned by H. H. Smiley, of Glasgow. She was chartered to proceed to Gaspe to load a cargo of dry fish for the Mediterranean. The wreck was purchased at auction by Wm. Law & Co., Capt. W. H. Cook and George H. Guest for $1000.

STEAMER ULUNDA, of the Furness line, Clarke master, sailed from St. John, N. B., for Halifax and London at 5 p. m. on the 26th August, and ran ashore at Cow Ledge, entrance of Grand Passage, the same night at 11 o'clock. She was badly damaged, and was sold at auction to S. M. Brookfield, Halifax, for $2200. After several ineffectual attempts to float her she was finally taken off by a system of tanking and with immense steam pumps and taken to Halifax and repaired. She had four passengers. Her cargo consisted of 563 cases lobsters, 1 bale raw furs and 39 bundles old metal. The second deck was made tight and 1200 empty casks placed under it to assist in floating, under the direction of Capt. A. H. Kelley.

BARKENTINE HENRY A. BURNHAM, from New York for Halifax, with a cargo of 200 tons hard coal, was wrecked at Seal Island on the 14th September. She was 473 tons register, was built in 1873, and was owned in Boston. The wreck was purchased at auction by Capt. James M. Davis for $275, and the cargo of coal for $30 by the same gentleman.

1891.

SCHOONER A-LA-MODE, William Nickerson master, dragged ashore at Pubnico on the 21st July and broke up. She was in ballast. Part of the materials were saved. She was owned in North East Harbor.

SCHOONER WILLIE A. JEWELL, W. A. Ross master, for the Banks, misstayed and went ashore on Noddy Island on the night of 8th September, and became a total loss. Crew and materials saved. She was on the passage from Gloucester, via Yarmouth, sailing from

the latter port the day of the disaster. She was 67 tons register, was built in 1869, and was owned in Provincetown, Mass.

SCHOONER GOLDEN BELT, from Cow Bay for Yarmouth, with a cargo of coal, ran ashore at Pease's Island during the night of the 6th October, and became a total wreck. A portion of the cargo and materials were saved. Crew landed safely. She was 63 tons register, was built in 1875, and was owned in Cape Negro.

Gloucester SCHOONER PAUL AND ESSIE, Henry Chetwynd master, from Gloucester on a fishing voyage, went ashore at Black Point, Shelburne County, during a gale on the 7th September, and became a total loss. Crew saved. The vessel had 250 quintals of fish on board, which were saved. She was 63 tons register, was built in 1882, and was insured $3250, and the cargo for $700.

The new Furness line STEAMER OTTAWA, Dixon master, sailed from Halifax at 1 p. m. on Saturday, October 31st, and had a strong S. W. gale and heavy head sea all the way along the coast. She struck Blonde Rock at 5 a. m. on Sunday, it being then nearly low water. As the flood tide made, the sea became worse and broke heavily over the ship, which had swung round, the starboard side being broadside to the sea, with a strong list to starboard. The sea swept the steamer fore and aft. As soon as she struck, a large hole was pierced through her bottom in the engine compartment, and the steamer filled with the rise of the tide. At low water her bows remained completely out of water, with her stern submerged. The port lifeboat was launched, and four men and Mrs. Annie Lindsay, the stewardess, the only lady on board, got into it. The painter of the boat was parted by the sea, and when the boat was about two ship's lengths from the steamer a tremendous sea broke over it and turned it bottom up. All were underneath, except the man who climbed on to the keel. After a few minutes the mate also climbed on to the keel. The boat drifted with the tide and sea towards Seal Island, and went ashore on the beach. As it went through the surf a heavy sea turned it upright again, and the two men got inside, where they found the other two men still alive, but almost paralyzed from cold and exposure. They had held on to the bottom of the boat, which was then out of the water, and thus kept from suffocating. The stewardess was dead. The people on Seal Island saw the boat drifting ashore, and washed into the surf. They succeeded, after much hard work and danger, in bringing the men to land. On board the steamer the port jolly boat was launched, and the pilot and four

men got into her and landed at Seal Island. Buckets of oil were poured over to windward to smooth the sea, and another boat was launched, into which the remainder of the crew were placed, the captain being the last to leave the ship. He was compelled to hang over the side ten minutes before the sea would permit his being hauled into the boat. They then proceeded to Seal Island, being completely drenched with the seas constantly breaking, and after seven hours' hard rowing against the wind and sea. They were subsequently taken to Yarmouth. The steamer became a total wreck. The remains of the stewardess were buried on the island. The night of the accident was dark, with drizzling rain, and blowing a strong southwest gale. Seal Island light was in sight for about an hour before the Ottawa struck. The electric light became disarranged, and this is supposed to have altered the deviation of the compass. The Ottawa was a new steamer, having been built alongside the steamer Boston in 1890. She made her first voyage in February. She was built of steel, was 2600 tons gross, and was owned by the Furness Co.

SCHOONER LOTTIE BELLE, of and from Provincetown, Mass., for Newfoundland, struck on Noddy Island on the night of November 12th, and became a total loss, together with her outfits and supplies. Crew saved. She was about 100 tons register.

1892.

SCHOONER H. B. GIFFIN, Larkin master, of and for Gloucester, Mass., from Newfoundland, with a cargo of frozen herring, was burned to the water's edge at Shag Harbor on the night of the 2d January, and was beached. Part of the cargo and materials were saved. Insured in the Boston Marine.

SCHOONER CHARLES C. WARREN, H. M. Seeley master, of Gloucester, Mass., from Newfoundland, with frozen herring, sprang aleak on the passage and the captain endeavored to reach Yarmouth. The pumps became choked, and when about 10 miles southwest of Yarmouth light on the morning of February 7th the vessel suddenly capsized, making a loud report. The crew, fearing that she would founder, had taken to the dories, and rowed to Yarmouth in the evening. The C. C. Warren was 103 tons register, was 26 years old, and was owned by S. E. Gibson.

BARK SYLVAN, Herbert McDougall master, sailed from Barbados on the 27th February for St. John, in ballast. During a series

of tempestuous gales snd snow storms the vessel struck on Trinity Ledge about 9 o'clock on Sunday night, March 20th, and with every roll of the heavy sea it became more evident that nothing could save the ship. After pounding over the reef for about half an hour the Sylvan floated off and immediately filled with water. The men at once took to the only lifeboat available in such a terrific sea. They had a desperate struggle in reaching the shore. It was about midnight when Cranberry Head was sighted, but the breakers were so tremendous it was considered unsafe to attempt a landing. They at once put the head of the boat off shore, and with two men at each of the four oars steadily pulled until daylight, so as to avoid the rocks, the others keeping the boat free of water. After daylight they attempted to make a landing, and struck near Cranberry Head Point, each man jumping for his life. Out of a total number of sixteen, five of the crew were lost, being hurled into the boiling sea stunned, bruised and drowned, the undertow taking all but two of the bodies out of sight. The others, including the captain, managed to cling to the rocks, and half drowned and half frozen reached the shore. The names of the men lost were: Charles Pissack, of Germany; William Jones, an American; Peter Terrio, Norwegian; Charles Gast, Germany; George Sanders (boy), Liverpool, G. B. Ernest L. Pitman, son of Charles I. Pitman, of Yarmouth, was second mate, and was among the saved. The Sylvan was 1045 tons register, was launched in 1879, and was owned by Adam McDougall and others, of Maitland, Hants Co. She was not insured. Two of the bodies were recovered. The Sylvan was subsequently towed into Yarmouth Sound, beached on the shore of Bunker Island, purchased by F. Peterkin, and burned.

Brig ALVIN KELLEY, Sylvanus L. Oliver master, sailed from New York on the 10th October, 1891, for Santos, Brazil, and was not afterwards heard of. She was 326 tons register, was built in 1874, and was owned in Shelburne. Capt. Oliver was a resident of East Pubnico, and left a widow, a sister of the late Capt. Smith Horton.

Schooner HIRAM LOWELL, George W. Nelson master, of and from Gloucester, Mass., on a fishing voyage, struck on Allen's Island Reef on the morning of the 17th April, pounded over the reef into deep water, leaking badly. Steamer John L. Cann went to her assistance and succeeded in freeing her of water, and towed her to Yarmouth, where she was repaired. She was uninsured, and was a new vessel of 120 tons register.

Bark HRVAT, Sverljuga master, sailed from Bangor, Maine, on

the 25th May, with a cargo of spoolwood, for Greenock. About 4 o'clock on the morning of the 27th she struck on the Devil's Limb during a dense fog. The captain and crew abandoned her, and landed on Seal Island. Capt. Osborne Phillips, of schooner Teaser, started at once for the wreck, and boarded her. They began immediately to strip the sails and running rigging from the spars, and as the vessel was not badly injured, proceeded to float her. They backed the topsails, and at high water the Hrvat floated off and was brought to anchor. In the meantime Capt. Sverljuga and his crew again went on board, but were not allowed to take charge, when they returned to the island. The tug Marina, which was at Mud Islands, went to the bark and towed her to safe anchorage for the night under Mud Islands. The next tide, with the assistance of tug John L. Cann, the Hrvat was towed to Yarmouth and moored in the back channel full of water. The Hrvat was 17 years old, was 524 tons register, and hailed from Buccari, Austria. Her bottom was examined by a diver on the 16th June, and found to be in a bad condition. She was condemned and sold at auction, together with the cargo, the hull realizing $950 and the cargo 60 cents a thousand. H. B. Cann was the purchaser of the hull and George Crosby, of Ohio, the cargo.

The iron SHIP PETER STUART, Henry Hughes master, of and for Liverpool, G. B., from St. John, N. B., deal laden, struck on what was afterwards discovered to be the south rock, a short distance south east of Gannet Rock, at 8 o'clock on Sunday evening, July 3d, and went to pieces in a very short time. Fifteen souls were launched into eternity. Those who were saved told a pitiful tale of suffering and danger that has rarely been surpassed in its brief intensity by the annals of the most terrible shipwrecks. Charles Robbins, of Chebogue Point, brought the first authentic information of the disaster to town, and at once teams were hurrying to the Point to render assistance and to gain details of the terrible story. When the Stuart struck, the wind was blowing a gale and the fog was so thick that the length of the ship was scarcely discernible. Breakers were seen dead ahead, and in half a minute the ship struck the rocks. No land was visible, but the surf was piling up on all sides. In less than half an hour the ship began to break up and went to pieces rapidly. All on board secured themselves to life preservers. The sea was too high to launch a boat, the ship having a bad list to port, and the waves rolling over her from stern to bow. All the masts went overboard in about fifteen minutes, except the mizzen lowermast, which kept standing an hour. All the crew, with the captain's wife and child, took refuge in

the mizzen rigging until it began to totter. Just before it fell they all got off the mast, except the carpenter, whose legs were broken, and who fell into the sea with the mast. The remainder seized what they could reach, the most of them securing a temporary refuge on the forward house. The captain, with his wife and child, and three or four men, got into the lifeboat, which was hanging to the davits, where it remained for some time. A heavy sea now broke over the ship, sweeping the boat, with its living occupants, into the sea and turning it bottom up. For some minutes the three men who were thrown out of the boat attempted to right her, in which they succeeded, finding the captain and one man in her as she righted—the captain's wife and child having been lost in the interval—and the captain and the man being in an exhausted condition. Captain Hughes held on to his wife and child as long as he retained consciousness. The men all secured themselves in the boat, the sea washing over them continually. The crew on the forward house remained there as long as it held together, and then seeing that there was no chance of escape, got on the floating cargo and made such rafts as they were able, and were carried out to sea. The ship was now broken up and submerged. There were two large rafts and some small ones, each of the last supporting one man. The second mate and seven men got on a large portion of the ship, which in some manner was secured together. The next morning the boat in which were the captain and the four men descried the raft with the second mate and two men on it, the rest having been lost during the night. The fog lifted a little at this time, and all the men in sight got on board the lifeboat. She was very leaky and badly damaged, the seas breaking over her and filling her. An unusually heavy sea capsized her and threw them all into the water. The second mate and one man failed to get on board again and were drowned. After she was righted her nearly drowned crew were compelled to sit on the boat with her gunwales under water, she drifting with the wind and sea and taxing their powers of endurance to the utmost to keep her upright. Two boys and one man died from exhaustion and exposure in the boat before they reached the shore, and their bodies went overboard. The boat drifted ashore below Hilton's Head. As she struck all jumped for their lives, and with the greatest difficulty reached the shore through the surf, the captain, mate and several others requiring assistance from their stronger comrades. Soon after they landed they were met by the residents and were at once looked after and treated with the utmost kindness and attention. Of the

whole number on board the ship, 27 in all, 15 were lost. They included: Mrs. Hughes, wife of the captain, belonging to London, and her only son Harold, three years and three months old; the second mate, James Dahlrymple, belonging to Paisley, single; Arthur Toop and Robert Rose, apprentices; carpenter James Hendersen, of Sweden, about 65 years old, married; the cook, Lucien Poudra, of France, single, and steward Bennett, of Cornwall; Charles Lebar, seaman, of France; Halcombe Lytton, seaman, English; John Ferguson, a Finn; Wm. McCulloch, Irish; Frank Lendon, Finn; Peter Kemblick, Russia. The Peter Stuart was an iron ship of 1447 tons register, was built in 1868, and hailed from Liverpool, G. B., and was owned by Thomas Stevens & Son, London. She was not insured. The bodies of Lytton, Toop, Ferguson, McCulloch, Lendon, Lebar and Kemblick were recovered and buried. The body of Mrs. Hughes was found on Wednesday morning, July 6th, floating on the water near Green Island. It was brought to Yarmouth and buried in the old Episcopal cemetery. A purse of $150 was raised and presented to Capt. Hughes, it being the spontaneous and generous gift of a number of Yarmouth captains and friends. The presentation was made by J. W. H. Rowley, Esq., who in a brief and sympathetic address, alluded to the sad and distressing circumstances which had brought Capt. Hughes to Yarmouth.

BARKENTINE LOVISA, Nickerson master, from Rotterdam June 14 via Shelburne, in ballast, for Yarmouth, struck on Gannet Rock Ledges, about high water, on the 28th July, and remained hard and fast. The sea was remarkably smooth. Tugs were despatched to her assistance and she was floated off on the next tide and brought to Yarmouth, with some damage to the keel and shoe. She was repaired on the marine railway.

The fine new four-masted steel SHIP THRACIAN, Herbert H. Brown master, whilst being towed round from Greenock, where she was just launched, to Liverpool, G. B., in ballast, turned over in a heavy gale that arose during the passage on the 15th August, and all on board—17 in number—perished. When the ship rolled over the tug was obliged to cut her adrift, and bore down upon the ship, which was then bottom up. The squall was too thick, and the ship again vanished from view. In a couple of minutes, although not more than 100 fathoms from the tug, the Thracian disappeared. Not a trace of wreckage could be seen, nor a person in the water. The disaster was complete and terrible in its suddenness. The tug cruised about for

hours, but nothing could be seen. The accident happened at a point three miles off Port Erin, Isle of Man. The crew consisted principally of Liverpool riggers in the employ of James Fitzgerald, master rigger for G. T. Soley & Co., Liverpool agent for the owners, Wm. Thomson & Co., St. John, N. B. Mrs. Brown, the master's wife, was on board, and also perished. Their six children were on the dock at Liverpool waiting the arrival of the ship when the terrible news was broken to them. The Thracian was 2000 tons net register. Capt. Brown's body and that of Mrs. Brown were recovered and buried ashore.

Steamer BRITANNIA, Doane master, from Boston for Halifax, struck on the Horse Race Shoal, off Cape Sable, on the 25th October, and stove a hole in her bottom. She was then run into Barrington East Bay, and beached on a sand bar. The passengers and baggage and crew were safely landed. The Britannia was almost new and cost $325,000. She was raised by wreckers from Boston, and repaired at that port, and was subsequently sold to the Argentine Republic as a despatch boat.

Schooner LUCY ANN, John Dowdell master, from Gloucester for the Banks, was dismasted on the 24th October, three miles southwest of Seal Island. Crew of ten men took to the dories and landed at Seal Island. The vessel was half full of water at the time. She was 46 tons register, 40 years old, and was owned at Rockland, Maine.

Bark EMMA MARR, McDonald master, of and for St. John, N. B., from Glace Bay, with a cargo of coal, struck on a shoal between Noddy Island and Seal Island about noon on Sunday, November 27th. She passed over the shoal without stopping, but the vessel began leaking badly, and in three hours foundered. The captain and crew took what effects they could and embarked in two boats. The boat containing the captain, wife and daughter and six men was picked up about 9 o'clock the same evening by schooner S. M. Warner near Green Island. The other boat containing six men landed at Pinkney's Point. The Emma Marr was 799 tons register, was launched in 1877, and was owned by Francis Tufts, St. John.

Schooner ELLA MAY, Tufts master, from Boston for Yarmouth, corn laden, struck on Trinity Ledge about 6 o'clock on the evening of the 23d November, came off immediately, leaking 600 strokes an hour. She succeeded in reaching Yarmouth, where she was repaired.

1893.

Schooner ETHEL started from Tusket Wedge on the 27th

January, in tow of steamer John L. Cann, with a cargo of dry fish for Yarmouth. The hawser parted, inside the light, and the vessel drifted towards the "Hen and Chickens." The tug started after her and succeeded in getting the hawser again made fast, but it again parted and the anchor was let go. The chain parted, and before the steamer could get her own hawser made fast, the vessel struck heavily on the shoal, pounded several holes in her bottom, filled with water and capsized, her masts being submerged. She was towed up to a wharf in this condition, where she was righted by a volunteer crew, and her cargo subsequently discharged. There was no insurance on the vessel or cargo, and the loss to Messrs. Pothier was a heavy one.

A little schooner, formerly the American SCHOONER IDA A. MAYO, Anatole Melanson master, from Belliveau's Cove for Yarmouth, in ballast, on the 20th April, about a mile from Cat Rock, was capsized by a sudden squall, throwing her on her beam ends. As she began to fill the captain tried to get her on the other tack so as to right her, but could not do so. The vessel soon foundered, and Capt. Melanson, with one man and three boys (all on board), took to the dory and rowed ashore, losing all their effects and $100 in cash. The vessel was on the way to Yarmouth to be remeasured and receive a new name. She was 14 tons. No insurance.

BARK LOTTIE STEWART, Cronin master, from St. John for Cork, deal laden, struck on Black Ledges, off Mud Islands, on the morning of the 7th July. The deckload was jettisoned, and with the assistance of steamer LaTour the vessel was pulled off and towed to Yarmouth full of water. She was 20 years old, was 742 tons register, and was owned by D. Carmichael, of St. John. The LaTour received $800 for her services. Steamer John L. Cann towed the Stewart to St. John, where she was condemned and sold.

SCHOONER HELEN F. FREDICK, Dexter Malone master, caught on fire while lying at anchor at East Pubnico on the 13th August. The fire was caused by the bursting of a lamp in the forecastle. Nothing was saved. The men, ten in number, went ashore in the dories. She was 36 tons register, was launched in 1878, and was owned by M. Walen & Son, Cape Porpoise, Me. Insured $1500 in the Gloucester Mutual and $600 on the outfits in the same office.

1894.

STEAMER BAMBORO, Lindsay master, from Messina and Palermo, Sicily, for Boston, with a cargo of fruit, ran ashore on the Half Moons,

off Blanche, Shelburne County, at 3 o'clock on the morning of April 20th, and became a total wreck. At the time of the accident there was a dense fog, and the captain deemed his position to be 30 miles south of the coast. The steamer struck heavily, and held by the stern, through which a large hole was soon made by the rolling of the vessel. A large quantity of the cargo was saved, some of it in good condition, and brought to Yarmouth and sold. The crew was saved. The Bamboro was a fine steel steamer of 2016 tons gross, 1279 tons nett, had four watertight compartments, and was launched in November, 1890. She was 265 feet long, 39.6 wide, and 23.3 deep. Her cargo consisted of 13,400 half boxes and 3400 whole boxes oranges, and 6100 boxes lemons. The steamer was insured for £28 000. Cargo also insured. The wreck of the Bamboro was purchased by F. Peterkin and J. M. Shand, of Bear Point, for $165. About a year previous to this disaster the Bamboro rescued the crew of the Yarmouth ship Bonanza, in a sinking condition, in the South Atlantic, and the officers thought it somewhat strange that they should have been rescued from their vessel by a Yarmouth steamer.

SCHOONER ACACIA, Lohnes master, from Boston for St. John's, Nfld., with a general cargo, ran ashore on the southwest point of the Big Mud Island between 12 and 1 o'clock on the morning of the 7th May, during a dense fog. The tug Marina, while on her usual lobster trip, went to her assistance and pulled at her until high water, but was unable to move her. The John L. Cann went down the next morning and brought up a portion of the cargo. The Acacia was floated and towed to Yarmouth and repaired. She was 117 tons register, and belonged to LaHave. Mr. J. Wentworth Moody, Lloyds' agent, was at work overseeing the cargo, and took a violent cold, from which he did not rally, passing away on the 16th June, 1894, in the 68th year of his age.

SCHOONER LEO, Crane master and owner, from Parrsboro for Yarmouth, with a cargo of coal for Messrs. Killam Bros., struck on Chegoggin Point, near the Foote Cove fish trap, about 1 o'clock on the morning of the 21st August, and became a total loss. Crew saved. No insurance on vessel or cargo.

BRIG DAYLIGHT, Priest master, of and from New York, September 15th, for Halifax, with a cargo of hard coal, struck on the west side of Green Island about 4 o'clock on Sunday afternoon, September 23d, during a thick fog. She soon filled with water, and became a total loss. Crew saved. The vessel was stripped, and a

portion of the cargo was saved. She was 227 tons register, and was 14 years old. Cargo insured $1500. The hull was purchased by F. Peterkin and the cargo by H. B. Cann.

1895.

On Sunday morning, March 31st, a two topmast schooner was seen by the residents of Sandford and Port Maitland to strike on Trinity Ledge and sink. Some persons, with the aid of marine glasses, thought they descried the crew in the fore rigging. Word was at once sent to Yarmouth, and the steamer John L. Cann was despatched to her assistance. H. B. Cann drove to the life-saving station at Kelley's Cove and informed Mr. Gavel of the wreck and offered to take the lifeboat in tow of the John L. Cann. The boat's crew was got together at once, and they reached the wreck about 7 o'clock that evening. The masts of the schooner were then about half out of water, the foresail and gafftopsail twisted around the mast, the mainsail set with a double reef, the bowsprit, jibboom and all headgear carried away. None of the crew were visible, and the tug returned to Yarmouth. It was subsequently learned that the crew, with the exception of the mate, had landed at Port Maitland. The vessel proved to be the ALFRED KEEN, which sailed from Rockland, Maine, on the 23d of March, 1895, for New York, with a cargo of 3200 casks of lime. She had on board six men. Soon after, the great storm of the season came down upon them, and they wandered around in the bay until they came to the Nova Scotia coast. With a strong wind they were sailing out of the bay when the vessel struck on Trinity Ledge. They launched the boat and all got into it except the mate, who was drowned. He was Charles Davis, of Cutler, Maine, and left a widow and one child. The men saved nothing but the clothes they stood in, not even their money. They had scarcely left the vessel when she went down bow first. They reached the shore through a heavy surf, near the home of Mr. Clement Churchill, some very badly frost-bitten. The Keen was 239 tons register, was launched in 1865, and was owned by A. F. Crockett, of Rockland, who also owned her cargo.

SCHOONER E. WALSH, from Boston for Sydney, C. B., in ballast, struck on John's Island about 9 o'clock on the night of the 18th October, and became a total wreck. Crew saved. The vessel was 143 tons register, was launched in 1872, and was owned in Chatham, N. B.

SCHOONER MOSELLE, Durant master, lying on the flats at Tusket, on Sunday night, November 10th, was discovered to be on fire in the cabin between 9 and 10 o'clock, and despite the efforts of the captain and crew the vessel, together with the cargo, were totally destroyed. She had a cargo of lumber, supplied by the Tusket River Lumber Co., and started for Boston from the wharf, but after proceeding about 100 yards touched on the flats. As the tide fell the vessel listed off, and it is supposed that the fire originated from the stove coming in contact with the woodwork. Insured $1200 in the Nova Scotia Marine. Cargo insured for $1500 in the Boston Marine. The Moselle was 118 tons, was launched in 1879, and was owned by the master.

BRIG BUDA, Henry A. Corbin master, was passed bottom up, in December, by schooner Essex. She sailed from St. John for Buenos Ayres on the 12th December, with a cargo of deals. Capt. Corbin was a native of Hants County, and was married a few years previous to Miss Grace Porter, of Pembroke, where she with one child resided at the time of the accident. The Buda's crew was composed of: Edward Schurman, mate, aged 30, of River Philip; William Butler, boatswain, of P. E. Island; Robert Wheaton, cook, of St. John, and four seamen from Sweden and Norway. The Buda was owned by H. Olive and others, of St. John, and was insured for $3000.

1896.

STEAMER HESPER, Bowles master, from Penarth, Wales, June 9th, via Las Palmas for St. John, N. B., struck on Emulous Breakers, four miles east of Lockeport, about noon on Sunday, July 5th, and became a total loss. Crew saved. She had a cargo of steel valued at $10,000. The hull broke in two during a gale in October. She was 1766 tons nett and 2720 gross, was built in Stockton in 1890, of steel, and was owned by Matthew H. and George Hensley, of Liverpool. She was insured in London for £25,000.

SCHOONER OSCEOLA, Wagner master, sailed from St. John, N. B., on the 11th November, for Halifax, with a cargo of 1100 barrels alewives and 200 barrels of lime. She anchored in Yarmouth Sound on the 12th, and remained until the 15th, when the captain got under weigh about 6 a. m. In attempting to "come about" the vessel misstayed. Both anchors were let go, but they failed to hold, and the vessel struck on Sunday Point, when the rudder was carried away. The wind was blowing a gale from the southwest, and there was a heavy sea running. Two tugboats were sent to assist her, but to no

purpose, and the work of dismantling the vessel and saving the cargo was carried on until the afternoon. On the next flood tide she pounded heavily and became a total loss. The mainboom swung out over the cliff, and the captain and crew landed safely from it. The Osceola was 124 tons, was launched in 1889, and was owned by J. Willard Smith, of St. John. Vessel insured for $3000.

1897.

Steel STEAMER ASSAYE, Caruthers master, sailed from Liverpool, G. B., on the 23d March, with a general cargo for St. John, N. B., and Montreal. She experienced a rough passage and a succession of heavy gales. On the 29th the two largest and best boats were crippled by heavy seas. The steamer was in a field of ice for twelve hours, and the captain espied two other steamers in the same predicament. On Monday, April 5th, at noon, the buoy marking the Blonde Rock was descried through the mist, and the signal was at once given to reverse the engines at full speed, which was done, but the vessel's speed was not altogether stopped before she struck on the rock. It was about high water. The engineer soon reported water in the engine room, and the fires were quickly extinguished. The watertight compartments were all closed. The steamer was pounding heavily and threatened to soon break up. Capt. Caruthers at once gave orders to get the boats ready, which were quickly and quietly obeyed. Great difficulty was experienced in keeping the boats alongside the steamer on account of the increasing wind and heavy sea. The crew were encouraged to do their duty manfully, which they did cheerfully and quietly under the directions of the officers. The boats got adrift before all the men got into them, and strenuous efforts were made to return to the wreck and rescue their comrades, but in vain, as the strong current and gale prevented. The life-saving crew from Seal Island at this time reached the steamer and succeeded with great difficulty in taking off the remainder of the crew still on board. The captain was the last to leave the ship and was very loth to do so. It was only at the persuasion of the officers and men and the danger of the steamer going to pieces that he was induced to leave her. It took about two hours to reach Seal Island, and a landing was made about 6 o'clock. Once on shore, however, in that hospitable place, Capt. Crowell and his excellent family at once made the shipwrecked men feel at home and provided them with a warm tea and comfortable beds. The weather the next morning (Tuesday) was so thick that it was impossible to see an object any

distance away, but Capt. Caruthers determined to go off to the steamer and attempt to rescue the effects of the officers and crew. With the chief, third and fourth officers and a boat's crew he succeeded in finding the steamer after a search of three hours. He found her half full of water, rolling heavily, and lying in a bad position, with the seas breaking over her. The foremast was gone. They succeeded in saving a portion of the effects of the men, and returned to the Island about 6 o'clock in the evening. The next morning (Wednesday) steamer Wanda arrived at Seal Island, from Yarmouth, on her regular lobster trip. Upon learning of the disaster Capt. Kinney took 56 of the steamer's men on board, and at once returned to Yarmouth. The captain, chief and third officers and the chief engineer remained at the Island looking after the interests of all concerned. The Assaye was one of the finest freight steamers afloat. She was built by Harland & Wolfe, of Belfast, in 1891, was 5190 tons gross, and 3901 nett tonnage. She belonged to the Elder-Dempster Co., of Liverpool, G. B., and was chartered by the Beaver line to make a few voyages to St. John, N. B., this being her second. She carried 63 men all told: Captain, 4 officers, 4 engineers, 14 firemen and stokers, 17 cattlemen and 20 crew. There were also 3 stowaways on board, 3 boys, who said they were bound to Montreal to earn a living. The Assaye was purchased at auction on the 17th April by E. Lantalum, of St. John, for $185, and the balance of the cargo then on board to Fred Peterkin for $56.

STEAMER ARDANMHOR, Johnson master, from Liverpool, G. B., July 31st, for Herring Cove, in ballast, struck on Hawk Point, Cape Sable Island, on the night of the 11th August. There was a heavy sea running in, and the steamer rolled heavily, and began leaking. She was assisted off by steamers LaTour and Florence C. the next evening and proceeded to Halifax for repairs.

Gloucester SCHOONER JOHN J. CLARK, J. J. Pentecost master, from P. E. Island for Boston, with a cargo of potatoes, struck on Emerald Isle during a gale on the 1st November, filled with water and was abandoned. The cargo was a total loss. Crew saved. She was 66 tons register, and was launched in 1870. She was subsequently floated, brought to Yarmouth and repaired.

The Thompson line STEAMER GERONA, Dakers master, sailed from Portland, Maine, at 7 o'clock on Friday morning, December 31st, for London, with a valuable cargo of live stock and produce. She struck on the wreck of the steamer Assaye at Blonde Rock, at 5

minutes to 4 o'clock next morning. The course was immediately altered with full speed ahead. Soundings were at once taken, which showed that the steamer was making water rapidly, and in twenty minutes the fires were extinguished, and she soon afterwards foundered. Three boats got clear from the ship, and one was smashed alongside. The boats made for Seal Island, where they landed at 10.30. The captain's boat was not able to make Seal Island and endeavored to make Mud Islands, but as they drew near nothing but a wall of breakers met the eyes of the men. Nevertheless they succeeded in landing, being assisted by Charles H. Crowell, keeper of the Island. About 22 of the men were brought to Yarmouth on Sunday evening. A number of the carcasses of the cattle and horses floated ashore on Seal Island, Cape Island and other places along the shore. About 250 bales of hay came ashore at Bon Portage and Cape Sable. The Gerona had a cargo valued at about $236,000. The steamer was valued at $150,000. The cargo and steamer were insured. She was 2035 tons register, 3188 tons gross, and was built in 1888. She had 300 cattle and horses among the cargo. Two of the four masts of this steamer remained standing a year.

1898.

The Manhattan Steamship Co.'s STEAMER JOSEPHINE arrived in Yarmouth harbor on the 19th December. At low water she grounded on a rock on the ledge at Stanwood's Point, and a hole was punched through her bottom. On the next flood tide the pumps were unable to keep her free, and the water rose to the 'tween decks, extinguishing the fires. After several attempts she was successfully floated on the 16th January, 1899, by Hugh Jenkins, who had the contract for $1500, and taken further up on the flats, where she was placed in condition to be taken on the marine railway for permanent repairs. She was floated on the 3d March, and placed on the railway. She was purchased by Mr. Musgrave, of Halifax, for $5000. The Josephine remained in port until the 8th November, 1899, when she proceeded to Tusket Wedge to load lumber for New York. During a gale of wind on the 12th November her smoke stack blew overboard, and a new one was manufactured by G. W. Johnson. She arrived at New York on the 25th November.

SCHOONER MELINDA, from Parrsboro for Yarmouth, with a cargo of coal for the Duck & Yarn Co., ran ashore at Sandford on the morning of the 6th August, and filled with water. The cargo of

150 tons of coal was sold at auction to Mr. Elkanah Trask at 40 cents a ton. The vessel was floated off after the cargo had been discharged, made temporary repairs and returned to Parrsboro. On her return trip from Parrsboro, Mr. Joseph Smith, mate, whilst heaving up the anchor, leaned over the cathead and fell lifeless to the deck from apoplexy. He was a son of the late Mr. Obed Smith, was about 55 years of age, and left a widow and three children.

SCHOONER SAXON, J. E. Swim master, from New Brunswick for Boston, with a cargo of granite, ran ashore at Green Island, Cape Island, in December, broke in two, and became a total loss. Crew saved. Vessel owned by the Cape Sable Packing Co., and insured for $2000.

The American BARGE HENRY BROWN drifted ashore at Owl's Head Ledge, Tusket Islands, on the morning of the 9th December, and on the 11th went to pieces. Nothing was saved. She was about 700 tons register, and was 27 years old.

1899.

Gloucester SCHOONER EDITH M. McGINNIS, Thomas Somers master, went ashore on the beach west of Cape Sable light on Saturday night, January 14th, and became a total wreck. Crew saved. She was owned by E. P. Rowe & Son, was 62 tons register, built in 1892, and was insured for $4500.

The new Allan line STEAMER CASTILIAN, Barrett master, sailed from Portland, Maine, at 1 p. m. on Saturday, March 11th, for Liverpool, G. B., and struck on the southwest ledge of the Gannet Rock Ledges, about 12 or 13 miles from Yarmouth light at 4.30 a. m. on Sunday. There was a dense fog at the time, and no land was visible. The steamer was running at full speed, when breakers were observed over the port bow, and the signal for "stop" had just been given when she brought up. She ran on easily, and several of the passengers were unaware that an accident had happened. They were soon made acquainted of the fact, however, but there was no excitement or confusion on board. Soundings had been made during the night, and a few minutes before the accident happened the water shoaled, and the ship's head was turned more to the southward. The captain and chief officer were both on the bridge. The tide at the time was at low ebb. In fifteen minutes there were sixteen feet of water in the forward compartment, and as the tide rose the two forward

compartments filled. A number of sheep were in one of these compartments, and were drowned. Over two hundred of the carcasses were thrown over during the day. About an hour after the Castilian struck, a boat's crew of eight men, with purser Stewart and first officer McAffee, started for the mainland. Following along the islands they ran into Little River, and landed near Mr. VanHorn's, where they procured a team and were driven to Tusket Wedge, and getting a fresh team drove into town, reaching Yarmouth about 4 o'clock. When the Castilian struck, the officers thought it was on Blonde Rock, and were not aware of their mistake until they reached the mainland. Those on board remained in ignorance until the fog lifted and they were enabled to see the shore. As soon as possible the steamers LaTour, Wanda and Edna R. started for the wreck, reaching her about 4 p. m. All the passengers, with their baggage, a portion of the crew and cattlemen, were transferred to these steamers, and were brought to Yarmouth, where they were housed at the hotels. They were forwarded by train for Halifax on Monday morning. The work of saving the effects of the steamer and the cargo were begun, and continued as rapidly as possible until all that was within reach was saved. The following is a list of her cargo: 382 head of cattle, 441 sheep, 67 logs, 1394 packages chair stock, 3279 hams and bacon, 6596 barrels apples, 700 cases canned goods, 2480 sacks flour, 163 sacks seeds, 177 packages machinery, 336 packages furniture, 100 packages leather, 9929 pieces maple blocks, 55 organs, 88 cases splints, 1732 packages butter, 4817 packages cheese, 10 packages sundries, 18 horses, 95,568 bushels wheat, 68,353 bushels corn and 3375 packages lard. The cargo was valued at $450,000. All of the cattle, horses and sheep, except those alluded to above, and a few that perished on board, were removed and brought to Yarmouth, where they were tenderly cared for and sold at auction with the remainder of the saved cargo. The Castilian had 22 saloon, 12 intermediate and 18 steerage passengers. Her officers and crew numbered 104 all told. She was on her first return voyage to England. She was 8200 tons register, and was the largest steamer to have been wrecked on shore, up to this time, in the history of the world. She was 470 feet long. She was uninsured. The cargo was fully covered, the insurance being equally divided between United States and Canadian companies. The Castilian broke in two during the gale of the 21st and 22d March, and became a total wreck.

SCHOONER ROY drifted ashore on one of the Bald Tuskets on the 21st March, and became a total wreck. She had a cargo of

deals. The Roy had been abandoned about a fortnight previous, the crew being saved by a passing vessel.

The wrecking SCHOONER ANNA McGEE, belonging to Messrs. E. Lantalum & Co., of St. John, whilst engaged at the steamer Castilian, on the 30th May, attempted to get underweigh. She drifted sideways on a rock, filled and sank. Mr. Lantalum and those on board barely had time to jump into the boat, and reached the Castilian in safety, saving none of their effects. The schooner sank in deep water. She had a full load of iron and other material from the Castilian. A passing schooner took the men to Ellenwood's Island and the next day they came to Yarmouth. No insurance.

Gloucester SCHOONER OTIS P. LORD was sunk by collision with the schooner Annie, off Seal Island on the night of the 5th August. Crew saved by the Annie and landed at Liverpool, N. S. Capt. Lemuel Goodwin, of Yarmouth, was master of the Lord. There was a dense fog at the time, and the Lord foundered immediately, the men losing all their effects. The vessel was 23 years old, and was insured for $1650 and the outfits for $800. The Annie was owned at Port Maitland, and was uninjured.

The American SCHOONER JENNIE AND ETTA, from New York for Machias, Maine, with a cargo of hard coal, sank off Westport on the morning of the 3d November. Capt. Walls, his wife and crew of four men took to the boat, but could not land until the evening, being without food or shelter for over fourteen hours. The vessel was 125 tons register.

SCHOONER MELINDA, Reynolds master, from Yarmouth for Parrsboro, in ballast, went ashore at Dartmouth Point on the evening of the 1st December, and became a total wreck. Crew reached shore safely, losing most of their effects. She was 88 tons register, and was insured in Halifax.

1900.

SCHOONER HENRI M. WOODS, of Gloucester, ran ashore on Emulous Breakers, near Lockeport, on the 13th January, and became a total loss. Crew rescued. She was on the passage from Prince Edward Island for Gloucester, with a cargo of potatoes. She was 88 tons register, was 18 years old, and was owned by Wm. Yates. No insurance on vessel or cargo.

STEAMER PLANET MERCURY, Richard Pye master, sailed from Portland, Maine, on Saturday, February 17th, for Bristol,

England, and was not afterwards directly heard of. She was under charter of the Elder Dempster line, was 2092 tons register, and was built of steel in Belfast in 1894, and was owned by R. W. Leyland & Co. The news of the finding on the shores of Sandford, Foote's Cove and Beaver River on the 28th February of a number of carcasses of sheep, cattle, bags of flour, buckets of lard, and deals, led to the suspicion that a marine disaster had occurred near our shores. A day or two later a life preserver, having "S. S. Planet Mercury" painted on it, was picked up at West Pubnico, and a large quantity of wreckage, life belts, &c., were passed floating off Seal Island. It proved to be the Planet Mercury, but the exact position of the wreck or how she met her fate was not ascertained. She had a crew of 39 men and 6 cattlemen on board. Her cargo was valued at $300,000. The body of Mr. C. G. Tarn was picked up on the shore at Sandford on the 25th March, and an inquest held. He was a son of the Rev. T. Graham Tarn, of the Harrowgate Baptist church, Lyndhurst, Harrowgate, Yorkshire, England, and was a young officer on board the ill-fated steamer, taking his last voyage as such. He was 21 years of age. The Rev. Mr. Tarn arrived in Yarmouth on the 11th August, visited Sandford and the grave of his son, and assisted at the services in Zion church on Sunday, the 12th. Mr. Tarn was much affected at the kindness shown to himself and also to the kindly care given the remains of his son and by those who had kept the grave nicely trimmed and decorated with fresh flowers. He ordered a monument to be erected over the grave under the direction of Mr. Oliver McGill. He left Yarmouth on his return to England on the 17th August.

Lobster SMACK HELEN F. HODGES, Frank Hodges master, whilst conveying a cargo of live lobsters to Daley Bros.' factory on the 24th April was capsized by a squall and sank near White Head. She had on board 9000 lobsters. Loss over $500. The smack was only one year old. The crew had a narrow escape from drowning.

SCHOONER ANNIE G. QUINER, of and from Bucksport, Maine, on a fishing voyage, struck on Green Island just before daylight on the 3d May, and went to pieces. All on board, 7 men, were saved and landed on the Island. The sails, dories, running rigging and provisions were saved. She was built in 1874, and was 92 tons register.

The Dominion Government STEAMER NEWFIELD, Campbell master, from Westport, went ashore at White Cove on the 22nd September, during thick weather, and became a total loss. Crew saved.

The master was ill at the time, but both he and the chief officer, J. U. Blakeney, had their certificates cancelled by order of the court of inquiry—the former for six months, and the latter for three months; and that of the second officer, Mr. Callahan, for one month. The hull broke in two, during a heavy gale, on the 11th October. Mr. Lantalum, of St. John, had purchased the wreck in the meanwhile, and suffered a heavy loss by the gale.

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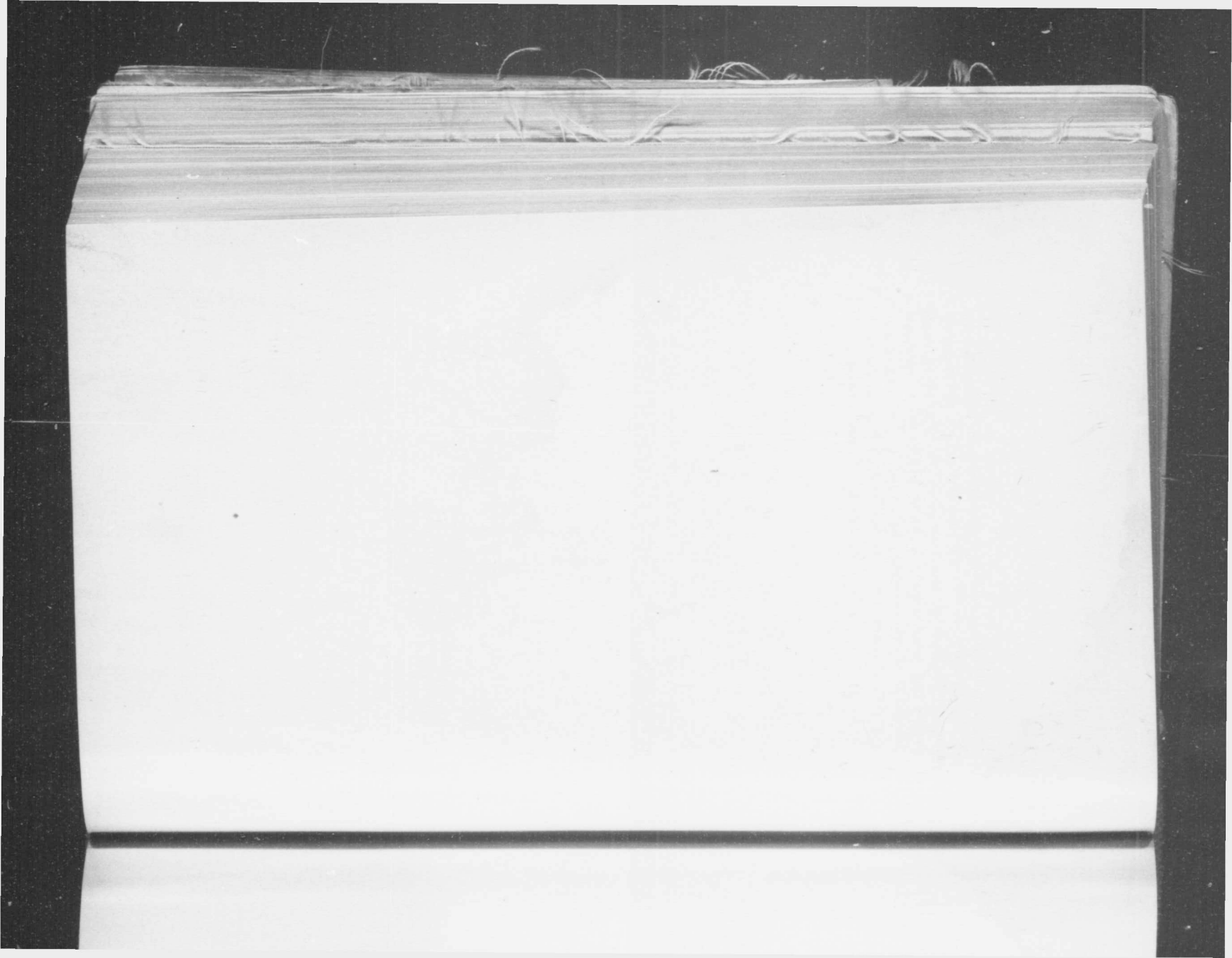


1890.

Court House and First Baptist and First Tabernacle Churches.

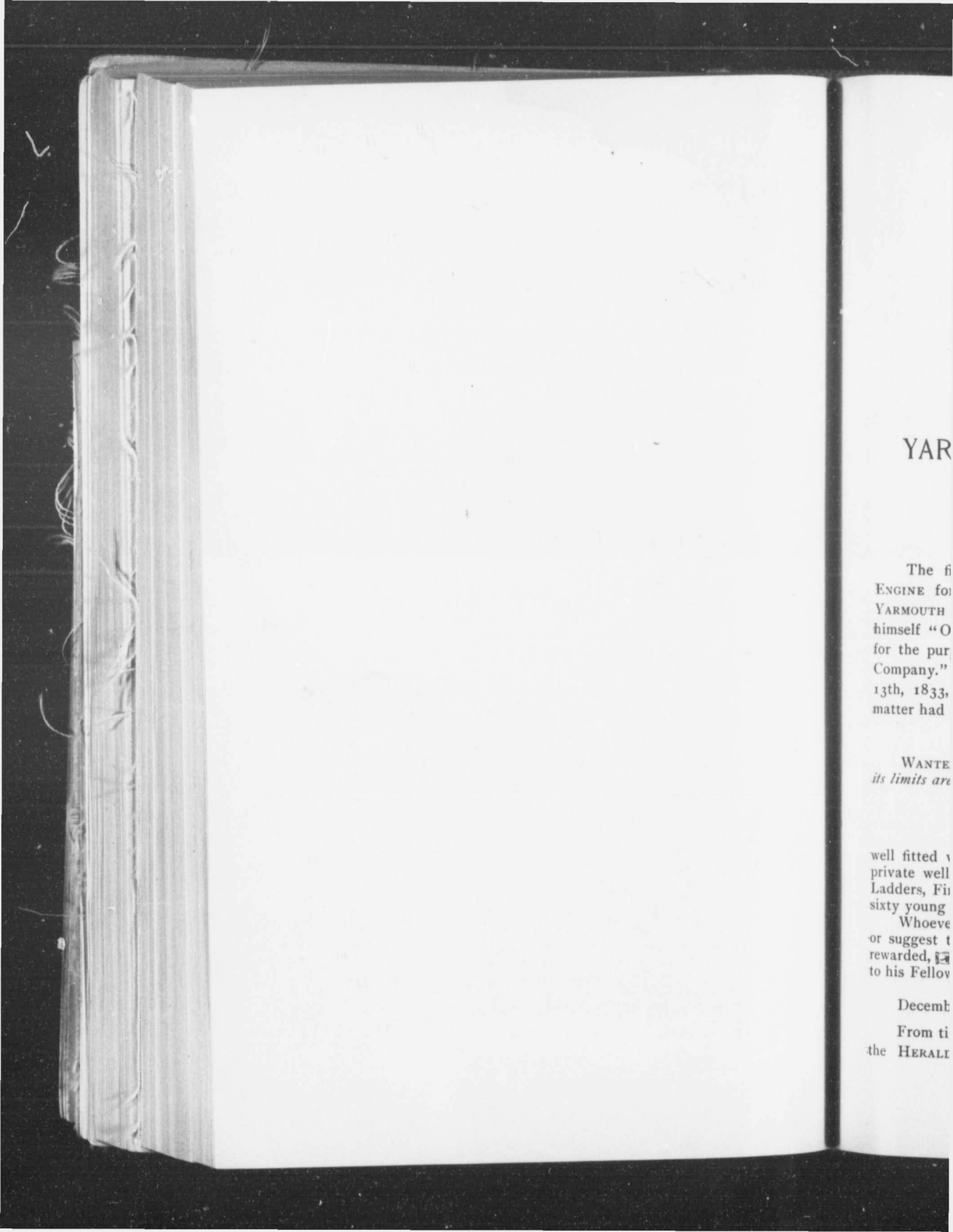
1890.

Court House and First Baptist and First Tabernacle Churches.

YARMOUTH'S FIRE DEPARTMENT AND FIRES.

Court House and First Baptist and First Unitarian Church, Salem.

YARMOUTH'S FIRE DEPARTMENT AND FIRES.



YARMOUTH'S FIRE DEPARTMENT.

The first record of any movement towards procuring a FIRE ENGINE for the town of Yarmouth is given in the issue of the YARMOUTH TELEGRAPH of September 28th, 1832. A writer, signing himself "Observer," recommended that a public meeting be called for the purpose of procuring a Fire Engine and organizing a "Fire Company." This was followed in the issue of the HERALD of December 13th, 1833, by the following advertisement, which proves that the matter had not been allowed to drop:

ADVERTISEMENT EXTRAORDINARY!

WANTED, for the use of the Town Proper of Yarmouth, *as soon as its limits are defined*, if not already established,

A NEW SUBSTANTIAL

FIRE ENGINE,

well fitted with Hose, sufficient to extend into the channel when private wells are emptied and public ones covered up! Also a few Ladders, Fire-Hooks, Leathern Buckets, and a Fire Company of about sixty young men to use them to the best advantage.

Whoever will supply any of the above indispensable wants, or suggest the best means of procuring them, will be handsomely rewarded, ☞ by the consciousness of rendering an invaluable service to his Fellow-Townsmen, and the individual thanks of

AN INHABITANT.

December 12, 1833.

From time to time anonymous letters appeared in the columns of the HERALD relative to the protection of the town from fire, and

several editorials were also published strongly urging upon the inhabitants the necessity of procuring a proper engine and hose and the formation of a fire company, the result being that on the 24th January, 1837, a public meeting was held, at which the following Resolution was moved by F. W. Redding, seconded by Samuel Dunseith, and passed:

Resolved, That the amount requisite to procure two Fire Engines, with the necessary apparatus, should be raised by assessment, *according to the value of buildings and their contents*, within the limits of the town. [The italics are mine.]

Previous to this, however, a Fire Engine, similar to the one presented to the town of Shelburne by King George in 1775, was brought to Yarmouth about the year 1836, having been purchased, I am led to believe, by Capt. George Bond in Halifax. Whether the amount necessary for the purchase of this engine was raised by subscription or assessment, I have been unable to ascertain. The engine was placed near Moody's Corner, and the only allusion to it in the columns of the HERALD is that "it did good service at the fire of Dr. James Bond's barn, which was a dangerous one." This fire occurred on the 23d January, 1837.

The water was poured into this engine by means of buckets, and discharged from a short length of hose, attached to the top. The "shortness" of the hose, made necessary by the incapability of the machine to force water through a long line of hose, obliged the members of the company to place the engine near the burning buildings, and also compelled them to carry the water in buckets from the nearest well, which, in many instances, was a long way off. But the firemen then, as now, were willing workers; and I have been told that sometimes the entire company, forty in number, were stretched along in a line, and when they were too far apart, the ladies placed themselves in line also, and cheerfully passed the buckets along until all danger was over.

From a search among the papers fyled in the Town Clerk's office, I find that Fire Wardens were appointed as early as 1829, and at the September Sessions, 1836, the following is recorded:

"Upon reading the presentment of the Grand Jury as regards the propriety of digging a public well near the bridge at Moody's Corner, the court are of the opinion that 'the said well, if dug, should be sunk about ten feet from said Bridge to the eastward on Butler's road, and to be in the centre between Mr. Bond's corner and the platform in front of Mr. Moody's store.'"

This bridge, I have ascertained, spanned quite a brook at the junction of Argyle street with Main street. To understand this more clearly, it will be necessary to state that all the surface water from Goudey's hill (Queen's Row) ran south to Tooker's brook, at the foot of Butler's hill, where it crossed Main street and emptied into the harbor. This large drainage necessitated a deep ditch to be cut on the east side of Main street, and at Moody's corner a bridge was placed to permit teams and foot passengers to pass over safely. Several allusions are made to this bridge, and at one time the HERALD called attention to the fact that a number of the planks were rotten and required replacing for the safety of teams passing over. There was another bridge over Tooker's brook, across Main street, which had a railing on each side to prevent accident. Both these bridges disappeared many years ago.

That an active Fire Engine Company existed in 1837 and for some time previously, is proven by the fact that an advertisement was inserted in the HERALD of August 4th, 1837, calling the half-yearly meeting of the *Yarmouth Fire Engine Company* at Richan's Long Room, which was signed by "R. S. Eakins, treasurer and acting secretary." This company was no doubt formed shortly after the arrival of the engine above alluded to, although no record can be found among the town papers, which leads to the supposition that the engine was paid for and maintained by private subscription from the property owners of the town.

The mercantile portion of Eastport, Maine, was burned July 6th, 1839, destroying from 55 to 60 buildings, including all the principal stores. The attention of the Yarmouth public was directed by the HERALD to the urgent necessity of at once procuring suitable engines. We quote: "If these warnings and the dictates of sound wisdom are neglected, we may, and very probably will, see our thriving, happy town laid in ruins, and our property—the wealth for which we are all striving, the result, perhaps, of years of successful industry—snatched from us in an hour! We once more earnestly call the attention of our fellow-townsmen to this subject—as we have already done again and again—before it be too late. We have done *our* duty."

On the 17th August, 1839, a large portion of the city of St. John, N. B., was destroyed by fire. About one hundred buildings, including about fifty extensive mercantile establishments, were destroyed. Loss estimated at £200,000. The burned district of January 24th, 1837, whereby one hundred and fifteen buildings in the commercial portion of the city, entailing a loss of £250,000, was not touched at this fire.

This conflagration was made the occasion by the HERALD of again agitating for fire engines for Yarmouth in no unmeasured terms.

The matter was taken up by the General Sessions of the Peace in 1838, and a Resolution was passed authorizing the purchase of Fire Engines for the Town. This Resolution passed the Legislature, and it is recorded that "Her Majesty the Queen on the 9th January, 1839, was graciously pleased to give her consent to the Bill passed at the last Session of the Legislature to provide Fire Engines for the Town of Yarmouth."

But there appears to have been some delay. On the 24th January, 1840, the following advertisement appeared in the HERALD:

NOTICE.

The Freeholders of the Town of Yarmouth are requested to meet at the Court House on Thursday, the 30th inst., at 2 o'clock p. m., for the purpose of voting money to purchase Fire Engines, Buckets, etc.

H. HUNTINGTON,
Town Clerk,
By his Clerk, W. M. Starr.

January 23d, 1840.

At this meeting it was unanimously agreed that the sum of £300 be raised for the object. Another public meeting was convened at the Court House on the 19th September, 1840, for the purpose of "voting a sum of money to pay the balance due on the purchase of the Fire Engines." A third meeting was held on the 25th September, 1841, whereat money was voted "to erect Engine Houses and take other measures to secure the Town against fires."

I quote from the Town records:

At the May term of the General Sessions of the Peace, 1840, an order was passed confirming the assessment of the sum of £300 upon the inhabitants of the town for "the purchase of two good and sufficient fire engines for said town, with such quantities of hose, fire buckets and other things necessarily appurtenant to such engines as may be requisite."

It was also ordered that "Thomas Killam, Esquire, John Bingay, Esquire, and John Tooker be and the same are hereby appointed Assessors for the purpose aforesaid."

It was further ordered "that George Gowdy be and the same is hereby appointed Collector to collect the sums to be assessed as aforesaid, and the said money, when collected, shall be paid into the hands of the Chairman of the Fire Wardens for said Town, and the said Assessors and Collector were to be duly sworn to the faithful performance of their respective duties."

There is no mention in the minutes of the Clerk of the Peace of the arrival of the two engines, but from the fyles of the HERALD it is learned that they arrived from Boston on the 5th September, 1840, by schooner Mary Ann, Capt. Churchill, and were located: "St. George No. 1," at South End, and "Rapid No. 2," at Milton. They were exactly alike, except in name, and no doubt created much interest and enthusiasm for some time. The duty paid on these engines was £72 14s. 3d., which was remitted by vote of the Legislature in March, 1841.

In the proceedings at the September term, 1840, it is recorded that "Herbert Huntington, Esquire, fyled a certificate stating that a public meeting was held on the 19th instant (September), when it was voted unanimously by all present that the sum of Three hundred and fifty Dollars should be raised and collected from the inhabitants of the Town liable to pay Rates, to secure property in the Town against damages by Fire, the money to be applied towards paying the balance due on the purchase of the two engines."

This was accordingly ordered to be done, and the same Assessors and Collector were appointed for the purpose.

It would appear that the two sums mentioned above were for the payment for the engines, the erection of the two engine houses, and the equipment of hose, lanthorns, buckets and other necessary appliances. It is evident that the enterprising ratepayers of Yarmouth were determined, even at that early date, to tax themselves heavily, if necessary, for the purpose of protecting their town against the fire fiend, and this spirit is as evident to-day as it was at that time.

The following were appointed firemen at the September meeting of the Sessions, 1840, and constitute the first two companies enlisted in the town:

For St. George No. 1—Charles Tooker, G. W. Bond, Alfred Harley, Robert S. Eakins, John Tooker, Benj. B. Bingay, George W. Tooker, Nathan Lewis, Dennis Horton, Thomas Barnard, Jacob Utley, jr., and Israel Horton. Charles Tooker was appointed Captain.

For Rapid No. 2—James Hutchinson, Timothy Wetmore, William Robertson, G. W. Brown, Benjamin Killam, John Cann, John Flint, George W. Starr, James Starr, James Jenkins, jr., James McMullen and Thomas Allen. James Hutchinson was appointed Captain.

These two engines, with their ever alert and efficient companies, did noble work during the years following, and were the means of saving the town from widespread conflagration in several instances, notably the fires at John Smith's cooper shop, the Halloran and

Clendenning fires, and others that might be mentioned. However, these were supplanted in due course by larger and more modern engines, "St. George" being exchanged for "Emerald No. 4" at Tusket in 1872, and "Rapid" being followed by the handsome steamer "Naiad" in 1880. A note concerning "Emerald" will be found in connection with the burning of "St. George" engine house on the 10th April, 1899. "St. George" and "Rapid" are still in commission and doing effective service at Tusket and Port Maitland respectively.

It must not be supposed that during all these years the centre of the town was inactive, or that its ratepayers were not as deeply interested in fire protection, as were those of the two other sections of the town. An agitation was early begun for an engine, and in the proceedings of the half-yearly meeting of the Municipality of Yarmouth, held on the 29th April, 1856, the following Resolution was passed, which referred to the purchase of hand engine "Reliance No. 3," and the formation of a Hook and Ladder Company:

Ordered that a new fire engine be purchased, to cost not more than $850; that 250 feet of 9-inch hose, to cost not more than 85 cents per foot, with couplings, be purchased—that the sum of £12 10s. be appropriated for procuring a hose cart, hook and ladder carriage, ladders, etc., and that a sufficient sum be appropriated for building a new engine house, with a place for hooks and ladders.

It was also ordered that each householder provide himself with two Buckets, with the name of the owner and the word "fire" painted thereon, under a penalty of 2s. 6d. Also, that every dwelling house be furnished by the owner with two good ladders, viz., a wall and roof ladder, to be provided within three months, under a penalty of 5s.

"Reliance No. 3" arrived in Yarmouth from Portland, Maine, by a sailing vessel in the summer of 1857, and was landed at Moody's wharf. A large number had gathered on the wharf, and the engine was at once taken to the barn of E. W. B. Moody, Church street, where it remained for some weeks. As the centre of the town was unprotected "Reliance" was removed to the barn of Capt. George Ryarson (now the dwelling of George G. Durkee), corner of Willow and Collins streets, where it was kept until the new engine house was ready for it. Late in the fall it was taken to the new house, where it remained until the present brick hall was erected. It is still on the premises in a dismantled condition and housed in the shed in rear of the engine hall.

The cost of "Reliance" was £356; freight £8 15s.; insurance £6 7s. 6d, or in the neighborhood of $1450 present currency. This

old machine, like its three predecessors, has done much valuable service in the past, but as hand engines are a "back number," there appears to be no further use for it.

On the 26th September, 1857, tenders were asked for the erection of "Reliance No. 3" engine house by Samuel Killam, John Young and Charles Tooker, committee. The tender stipulated that the building was "to be completed within 4 months and be placed on the public street near the cemetery." It was given to James E. Huestis, the price being £173, or in round numbers, $670.00. The location of the building was changed to the present site.

THE FIRST CENTRAL ENGINE HOUSE.

The first company to man "Reliance" was a volunteer one, who were, however, appointed by the General Sessions. It was called "Volunteer Fire Engine Company No. 3," and was composed of: Jesse H. Lord, captain; Charles White, Heman Crowell, Robert Stewart, W. B. Townsend, J. H. Marr, J. Fraser, W. S. Whitten, Arthur Ritchie, Manus Kane, D. A. Wyman, J. R. Fitzgerald, J. McNeil, H. McNeil, W. E. Huestis, James E. Clements, Thomas Brown, Z. Doty, G. E. Durkee, George G. Gray, J. D. Brown, James E. Suttie, Thomas Ritchie, John Dezan, R. Dennis, John Trask, C. E. Ritchie, J. R. Kinney, Robert Hodges, J. Flohrs, T. Burrows, W. L. Chittick, Israel Churchill, G. Hammond, D. Frazer, James Jackson, E. Baker, G. Ryerson, J. H. Eldridge, N. Baker, Foster Perry, J. E. Huestis, D. McCloud, Thomas Smith, Joseph Jeffery, C. Frost, J. Daniels, Albert Jenkins, James Robinson—49.

In March, 1859, the company was reduced in numbers and the following composed the corps: James E. Clements, Nathan Hersey, George G. Gray, William Weddleton, Fred Barr, Benj. D. Fleet, John

C. Moulton, Andrew Homer, Calvin Frost, Stephen Allen, N. K. Clements, Thomas B. Dane, William S. Whitten, Jacob Silver, David Wyman, S. M. Ryerson, Augustus Weston, Joseph Seeley, Daniel Lovitt, John Baxter—20.

The following composed the first Hook & Ladder Company, in 1857: Samuel Brown, jr., M. J. Wyman, Calvin Frost, John Buscey, John Crowell, Thomas Ritchie, Benjamin Brown, J. W. Wyman, James Gardner, Thomas Killam, jr., Peter Fraser, John Churchill.

Much rivalry existed between the companies at this time, and great interest was taken by the members of the respective corps. "First water" at a fire seemed to be one of the chief accomplishments, and no stone was left unturned to secure this object. There was a large number of fires at this period, and each engine had its full complement of "session men," as well as large numbers of volunteers.

The engine house of No. 1 having been destroyed by an incendiary fire in January, 1859, the engine was temporarily housed in the old building at Moody's corner, known as the "old stand," owned by Mrs. Hardy, which was not at all suited for the purpose, as the following extract from the town records, written by W. H. Moody, secretary of the company, clearly shows:

January 13th, 1859. Several very cold days occurred in succession about this time, and it was found almost impossible to keep our engine from freezing up, owing to the wretched state of the building in which it is kept, and to the impossibility of keeping up a fire for any very long period with soft coals. Nothing but the greatest watchfulness and the keeping up a fire so hot as greatly to endanger the house, kept the engine in working order. It should also be noticed here that there is no lock on the doors of the house, which is therefore, with all its contents, at the mercy of whoever might choose to enter and work mischief; and there is strong reason to suppose that an attempt was made to burn the house on the night of the 25th September. This and the fact that the bolts having been taken from the plungers on September 14th demand that attention should be shewn to this matter."

This had the desired effect, as at the General Sessions of the Peace, March term, 1860, the sum of £285 was ordered to be raised from the inhabitants of the town proper, for the purpose of purchasing land and erecting engine houses at Milton and South End. Messrs. J. W. Lovitt, C. E. Brown and Freeman Gardner were appointed a committee for Milton, and Charles Tooker, E. W. B. Moody and W. H. Moody, jr., at South End.

The engine house at Milton, at this time, was also in bad condition, and it was deemed advisable to place both engines in good comfortable houses. These engine houses were completed in November, 1860, and both engines placed in them without delay.

NO. 2 ENGINE HOUSE, MILTON.

Some friction arose in 1858 with "Rapid" Company No. 2, as the following extract will show:

"The Town Council were ordered to meet at the Clerk's office on the 26th July, 1858, at 10 o'clock in the forenoon, to accept the resignation of the Milton Fire Engine Company No. 2, to appoint a new company, &c.," which was done, and a Volunteer Company of 45

men was immediately formed to man the engine, as follows: George W. Johnson, N. W. Blethen, Reuben Miller, G. H. Starr, F. G. Johnson, John Beular, Robert Spears, W. J. G. Burrell, George Sollows, William Law, G. H. Brown, John E. Ritchie, A. J. Hood, Thomas Raymond, E. C. Moulton, David Whitman, Thomas Vance, Daniel Sullivan, Edmund P. Balcomb, William Burrill, jr., James T. Hines, John N. Hines, Thomas Sullivan, Herbert Huntington, Jacob Sweeny, John Redding, Edson Churchill, James D. Patten, James A. Gridley and Albert Strickland. George W. Johnson was elected Captain.

This Company, however, appeared to have some trouble with the authorities, which is set forth in the following Resolution:

At a meeting of "Rapid" Engine Company No. 2, January 14th, 1862, the following Resolution was passed unanimously:

Whereas, We, the Milton Engine Company No. 2, having served as firemen, to the best of our ability, for the past four years, without remuneration;

And Whereas, The Fire Wardens have refused us the right to the free use of our Hall, and have passed a vote to rent the same;

Therefore Resolved, That this Company do disband on the 25th instant, and that the Clerk notify the Fire Wardens to that effect;

Also Resolved, That these Resolutions be published in the Yarmouth papers.

The Firemen's Celebration, which was called "Annual," came off on the 1st September, 1858, very appropriately. The three companies, in uniform, marched through the town with their engines gaily decorated, preceded by the Brass Band. In the evening the companies, with their guests, sat down to dinner at Mason Hall, which was beautifully decorated. The dinner was prepared by James M. Allen. Capt. Horton, of No. 1, presided, supported by Capt. George Ryarson, of No. 3, and Capt. George W. Johnson, of No. 2.

The central engine house was set on fire during the year 1858, but the flames were extinguished without much damage being done. This building had a large addition with a flat roof placed upon it on the south side, upon the advent of "Neptune" steam fire engine, and in September, 1896, the new part with the wooden bell tower was torn down, and the original building removed to East street.

"Neptune No. 1" steam fire engine arrived in Yarmouth per steamer Dominion from Boston on the 29th May, 1878. It was manufactured at the Manchester Locomotive Works, Manchester, New Hampshire, and weighs 5400 pounds. Its pumps are of the plunger variety.

"Rapid" was rendered unfit for service by the rusting of the bolts in the bottom in 1879, and "Reliance" was sent to Milton until the new steamer could be installed in its place.

Steamer "Naiad" arrived in Yarmouth per steamer Dominion on Wednesday, April 28th, 1880. It was manufactured by the Silsby

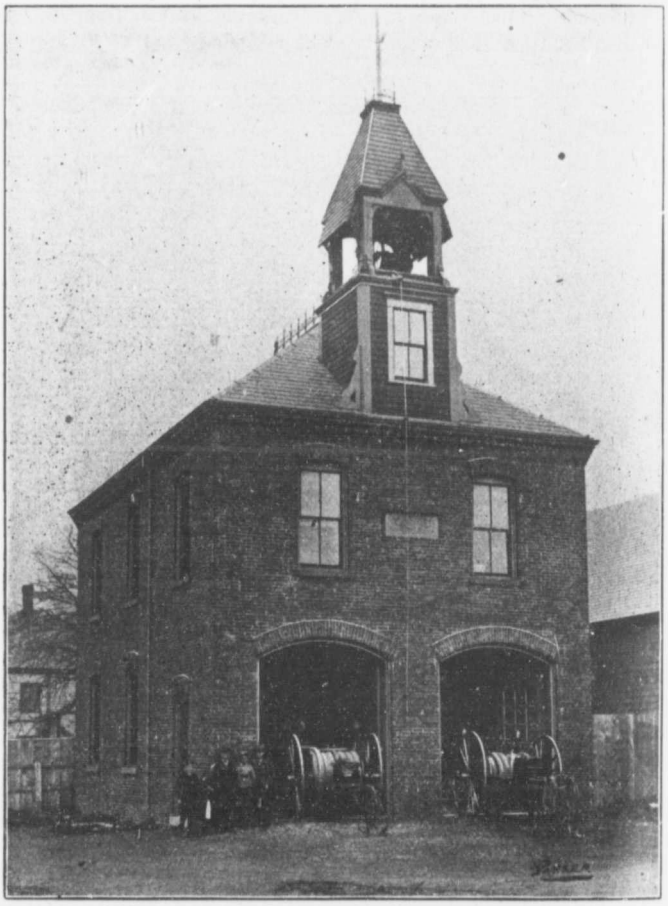
THE NEW CENTRAL ENGINE HOUSE.

Manufacturing Co., Seneca Falls, New York, is a fourth-size machine, and weighs 5200 pounds all equipped. Its pumps are rotary action.

A very efficient Salvage Corps, the members of which are Fire Police, was formed in October, 1890, and have done excellent service in the work of saving property from destruction and guarding it during the progress of fires. A new corps was instituted in March of the present year, and the company equipped with new apparatus.

The fine new brick fire engine house on the site of "Reliance" engine house, corner Alma and First streets, was erected in 1896-7, under contract, by Thomas C. Redding for $5840, with James E.

Huestis inspector. It was completed and the apparatus placed therein on the 7th May, 1897.



NEW ENGINE HOUSE, SOUTH END.

"St. George" engine house having been destroyed by fire on the 10th April, 1899, measures were at once taken to erect a larger and more substantial building on the site. The new building, which is a handsome one, is of brick, has a large tower and belfry, with excellent

hall, and is well adapted for the purpose. It was built under contract by Gavel, Wyman and Kent for $2125, with Amos B. Crosby inspector. It was completed and handed over to the company in November, 1899.

It can safely be claimed that Yarmouth, as far back as 1836, when the first engine arrived, has always kept in the front rank as regards protection from fire. In no place have fires been so well handled, with as little destruction of property, as in Yarmouth. As a rule the flames have been confined to the building in which they have originated, and in many instances a widespread conflagration has been averted, owing to the excellent manner in which the firemen and the department have acquitted themselves.

On Monday, May 28th, 1883, the contingent of Yarmouth firemen arrived home from St. John, N. B., where they won the race, defeating all competitors and securing the prize of $75. They met with a most cordial reception. Strings of flags spanned Main street, and bunting was displayed all over town. The train arrived at 9 in the evening, and the contingent was escorted through town by a torchlight procession, headed by the band, and ending at Utley's hall, where a collation was served. A number of stores and private buildings were illuminated. After the collation a number of addresses were delivered and toasts drank, in which the members of the contingent came in for a great deal of praise and congratulation over their splendid victory.

On several other occasions since that date a team of firemen has competed in tournaments at Halifax and elsewhere, and although not capturing the prizes offered, have acquitted themselves very creditably and been close after the victors.

FIRE BELLS.

The first Fire Bell in Yarmouth was paid for by subscription, principally by the residents of district No. 1, South End, and was placed in a belfry adjoining "St. George" engine house in March, 1858. This bell is still doing service in that district.

Another alarm bell was purchased by the residents of Milton and placed upon "Rapid's" engine house a little later on—the exact date could not be ascertained.

The fog bell at Cape Forchu was supplanted by the steam fog alarm in November, 1868, and the latter was sounded for the first time on the 20th of that month. The bell was placed in position by the Local Legislature in July, 1857, and cost, with tower and apparatus complete, £650. It was donated by the owners of the

steamer Eastern State (who claimed ownership of the bell in lieu of a subsidy for the steamer) to the Fire Department of the town. The bell was taken from the Cape by a contingent of the Yarmouth firemen in the spring of 1869, and placed in a belfry erected for the purpose on the central engine house. It was a fine toned bell and well adapted as a fire alarm. It was broken on a frosty morning on the 25th January, 1871, whilst striking an alarm for the fire at the dwelling house of Capt. Benjamin Stanwood at Milton.

The present alarm bell arrived from Liverpool, G. B., per brig Willie on the 7th June, 1871, and was at once placed in position. It is of cast steel, weighs 1100 pounds, and has a particularly startling sound.

ELECTRIC FIRE ALARM.

To keep the fire department well up to date it became necessary to adopt some better method of giving alarms, as much confusion existed when the bells were rung. On several occasions "St. George" has been met near Forest street by the up town apparatus running down Main street, neither company aware of the locality of the fire. Early in the year 1894, George R. Smith, late secretary of the fire wardens, applied to the Town Council, on behalf of the department, for the installation of an electric fire alarm, which was heartily endorsed by the Council, and arrangements were at once made for its installation. The system is known as the Stevens system, and cost, complete, $1500. From the 15 boxes located in different sections in town, an alarm is "pulled," and the number of the box is sounded by blasts of a powerful steam whistle erected over the boiler room of the electric street railway power house. The apparatus is worked from a battery located in the central engine house. It arrived in Yarmouth on the 9th May, 1894.

THE WATER WORKS.

The Yarmouth Water Company was incorporated by act of parliament on the 17th April, 1879, with a capital of $200,000. The following were the Directors: Hugh Cann, president; John Lovitt; L. E. Baker; William D. Lovitt and Joseph R. Kinney; George Bingay, secretary-treasurer; and George H. Robertson, superintendent.

The first cargo of pipes for the water works system arrived in Yarmouth on the 5th May, 1881, from Glasgow per Yarmouth bark W. E. Heard. The second cargo arrived by the Yarmouth bark Bachelors on the 29th May, and the third cargo by the Yarmouth bark Kate Crosby on the 18th July of the same year.

The work of laying the pipes commenced at Hebron on the 1st June, 1881. The last service pipe was laid at Lake George on Saturday, November 19th, 1881, and on the following Tuesday the water was turned on in small quantity. Mr. Wasell was chief engineer, assisted by Mr. Longard, and Mr. Parrish was the contractor for the works.

Owing to a collection of some grass on the strainer at the lake, which formed a mat and closed the apertures of the wire screen, the water did not run freely. It was not until the 8th December that water could be obtained from the taps in town.

The first practical step taken by the ratepayers to secure a water supply for the inhabitants, both for fire and domestic purposes—although the subject had been discussed privately and through the newspapers for some time—was made by a public meeting having been called by Mayor Burrill, on the 17th May, 1892, in response to a requisition, to "consider the advisability of and the voting upon the expenditure of a sum of money not to exceed $325,000 for the purpose of providing a water supply for the town, either by the purchase of the works of the Lake George Water Company, and the equipment of the same, or the putting in of new works, as may be deemed advisable by the Council." The meeting was addressed by Mayor Burrill, Councillors Sanderson, Wyman, Cann, Lewis and Law, Dr. Fuller, James G. Allen, John H. Killam, S. A. Crowell, Dr. Perrin, Fred Barr, Capt. J. K. Hatfield and George W. Johnson. Mr. Crowell moved a resolution favoring the above expenditure, which was seconded by Capt. John Murphy, and passed by a vote of 125 for and 56 against.

On Saturday morning, July 1st, 1893, by a vote of the Town Council, the sum of $238,234.55, including interest, which amount had been previously agreed upon, was ordered to be paid to T. W. Johns, cashier of the Bank of Yarmouth, in full for the Yarmouth water works, Mr. Johns to pay the respective amounts as the certificates were produced. The bonds issued by the town for the purpose were 4 per cent., 30 years to run, and realized an average of 94 1-2 per cent. They were all taken in Yarmouth.

The Council set about, without loss of time, to improve the works, and made arrangements to construct a reservoir and to instal pumps. The tender for the pumping machinery was awarded to the Burrell-Johnson Iron Co. for $11,500 complete. The pumping station, or power house, was erected by tender, the following being the tenders offered: James E. Huestis, $1773; T. C. Redding, $1920; McConnell,

Corning & Gavel, $1687.50; Churchill & Burton, $1960. The tender of James E. Huestis was accepted.

The reservoir was also constructed under tender, the following being the tenderers: W. L. Miller, Boston, $15,204.30; Sorette & Co., $14,460.85; T. C. Redding, $17,130; S. C. Graham, Upper Stewiacke, $12,336.54; William Sutherland, Mount Denson, Hants Co., $27,253.27. The tender of Mr. Sorette was accepted, Mr. Graham, the lowest, failing to give the necessary security. These tenders were all executed in May and June, 1894.

The reservoir is rectangular in form, 125 feet at the bottom, 175 feet at the top, and 18 feet deep, with walls 12 feet thick on top. The gate house is 11x12 feet.

The lot of land on which the pumping station is located was purchased by the town in 1894 for $600.

A test of the pumping machinery, in connection with the water works, reservoir and hydrants, was made on Thursday, January 31st, 1895. The pumps were started at 3.30 p. m., and were kept working for two hours playing five or six streams at different points of the town, and also on a block or two in the centre. It was most satisfactory in every way.

The hydrants in use, in number at the present writing, 95, were manufactured by the Burrell-Johnson Iron Co., Yarmouth, and have given the very best satisfaction, not one failing to work, when tested, at all times of the year.

The total cost of the water works, with improvements, reservoir, pumping plant, etc., including 77 hydrants, up to the close of 1899, was $327,000.

The pumps were driven at first by electric motors placed in the pumping station, supplied with power furnished by the Yarmouth Street Railway Company, by means of wires connecting the two stations, one along Brunswick street erected by the town, and by the trolley and feed wire of the Street Railway Co. along Main street. This service was kept up until October, 1900, when the Town decided to put in a steam plant of its own. This was decided upon at a public meeting held in May of that year. The tender of George W. Johnson for $6967 was accepted and a contract signed on the 1st of June of that year. The steam engines were installed, with an extension to the brick pumping station, chimney and boiler, complete, by Mr. Johnson, and the engines began working on the evening of the 20th October, 1900. They have continued in service up to the present writing, and give excellent satisfaction.

FIRES.

1834.

On January 28th a fine new Baptist church at the Ponds was totally destroyed by fire, originating by the carelessness of some boys in doing a small job of carpentry. The building was about completed and cost £700.

The dwelling of Mr. Holmes Chipman, at Chegoggin, was burned to the ground early on the morning of September 25th. Incendiary. Insured £220 and furniture £30. A small portion of the furniture saved.

1837.

About 7 o'clock on the evening of the 23d January the barn of Dr. James Bond, "near the centre of the town," (on the site now occupied by the barn of Thomas C. Moody) was discovered to be on fire, and on the alarm being given the inhabitants turned out and did everything in their power to extinguish it, but in a few minutes the flames burst through every part of the building and even threatened the destruction of the neighboring houses. Fortunately the wind was light; had it been otherwise no exertion of the firemen within reach could have prevented an extensive conflagration. The fire was confined to the barn and its contents.

1838.

On October 7th the new dwelling of John Pinkney, Chebogue, was totally consumed with all the furniture in the upper rooms. It was insured in the Chebogue Mutual.

1839.

The dwelling of Samuel Durkee, on the Temperance (Carleton) road, was destroyed by fire, with its contents, on the night of February 18th. Mr. and Mrs. Durkee were absent at the time. When the fire broke out the children started for the nearest house, about a mile and

a half distant, which they reached with great difficulty and nearly exhausted, as the youngest had to be carried.

1841.

A fire broke out in the dwelling of A. Lawson on the evening of the 4th October, during a gale of wind. Damage trifling.

1842.

On December 6th, schooner Margaret, lying at Long Wharf, with a cargo of lime and shingles from St. John, caught fire from a stove. She was filled with water by the engines, and the fire extinguished.

1843.

The dwelling house of Freeman Archer was totally consumed by fire between 1 and 2 o'clock on the morning of May 25th. Only one feather bed saved. £200 insurance. This building stood on the lot now occupied by the Queen block.

At 2 o'clock on Sunday morning, August 6th, the dwelling of Manus McCarthy was destroyed by fire. The residence of Mr. Stoneman caught on fire several times, as did also that of Mr. Durfee, but both were saved.

1844.

The house of Alexander VanHorn, at Goose Bay, was totally destroyed by fire on the 2d February. The flames had gained such headway before being observed that Mr. VanHorn had only time to save his family of seven children, nearly destitute of clothing, who had to walk almost a mile to the nearest house for shelter. Only one bed was saved.

1845.

On the 4th December fire broke out in the galley of brig Ann, Capt. Lovitt, at Flint's wharf, and was extinguished before the engine reached the spot. The galley was consumed.

The dwelling house of John Harding, at Kempt, was burned to the ground on Sunday night, December 14th. A quantity of grain and potatoes in the cellar, with the furniture, were destroyed. No insurance.

1846.

On March 7th, at 8 o'clock p. m., the dwelling of Capt. John E. Kinney, near the Long wharf, was slightly damaged by fire, caused by a curtain igniting from a candle.

The barn of Capt. Jacques, at Ohio, was burned to the ground on the 9th August, together with several tons of hay.

Mrs. Miller's house, Wyman Road, was burned to the ground on Wednesday night, October 28th. Incendiary. Unoccupied.

1849.

On January 19th an old building on Marshall's wharf was consumed. One of the worst snow storms and gales of wind of the season was raging at the time.

On the 6th February the dwelling of Mr. John Richards, Chebogue, was burned to the ground, together with most of the furniture and provisions. It was partially insured.

On August 13th Capt. Nathan Weston's house caught fire in a bedroom, but the flames were extinguished with very slight damage, a bed, curtains, bedroom set and some wearing apparel being consumed.

1850.

A house at Milton took fire on the morning of the 11th April, and was considerably damaged.

We quote: "On Sunday morning, September 5th, the workshop of John Huestis, carpenter, on Argyle Street, near Broad Brook, was discovered to be on fire, and although the Engine No. 1 reached the spot as soon as its vigilant and active company could muster and bring it to the scene of conflagration, the building and a barn contiguous to it were entirely destroyed. By this destructive accident Mr. Huestis has not only lost his shop and barn, but also all the tools and a good deal of unfinished work in the former, as well as six or seven tons of hay and other things in the latter. As the scene of conflagration was nearly a mile from the engine house, no effective assistance in arresting the fury of the flames could be rendered till aid was too late. The alarm was given during the morning service of divine worship, and of course it was some time before there was much of a gathering to help in that peculiar 'time of need.' Taking into consideration that dwelling houses and other buildings were in dangerous proximity with the fire, it is fortunate that no more mischief was done. The loss sustained by Mr. Huestis, we understand, is estimated at £175."

On the night of the 5th December an upper room in Dr. H. G. Farish's house took fire, and before it was subdued it destroyed a bed and some of the furniture in the room. The engines were got out, but before they reached the spot the flames were extinguished.

1851.

The residence of Samuel Cann, on the west side of the harbor, was totally consumed by fire before daylight on Sunday, May 25th. Very little of the furniture was saved. The fire originated in a smoke house adjacent.

About midnight on June 18th the large two story house owned by Henry Wyman and occupied by Mr. Sweeney, situate on Butler's Hill, was discovered to be on fire and was entirely consumed. The store of Nathan Lewis and the dwelling occupied by T. E. Moberly narrowly escaped destruction. Origin of fire unknown. Insured £250. By the well directed efforts of the firemen the flames were confined to the building in which they originated. "A large number of the fair sex," says the HERALD, "ever desirous of being useful, were on the ground and delightfully assisted in removing furniture, carrying water, etc."

White & Townsend's lobster establishment, Chebogue, was destroyed by fire on September 15th. Loss £200.

On December 11th the building at Carleton, used both as a schoolhouse and place of worship, was burned to the ground, together with its contents, Bibles, choir books and Sunday school library. No insurance. Incendiary.

1852.

On Sunday, November 14th, the house of James Hines, Milton, was slightly damaged by fire. This house is now the property of Charles Churchill, one door north of the residence of E. J. Vickery.

1853.

Between 2 and 3 o'clock on Tuesday morning, February 1st, the house occupied by Mrs. Allen, near the Custom House, (opposite the Queen's Row) was slightly damaged by fire, caused by a stove setting fire to the floor beneath it, which burned a hole sufficiently large to allow the stove to fall into the cellar.

The schoolhouse at Tusket was burned to the ground on the evening of the 6th October. Incendiary.

1854.

Gorham College, Liverpool, N. S., was destroyed by fire on the 7th February. Some of the furniture was saved. Insured £1500. Loss £3000.

1855.

During the night of April 30th the barn of Benjamin Hobbs,

Argyle, was destroyed by fire, together with its contents, including a horse, cow, new wagon, tools, &c. Loss £130. Origin unknown.

1856.

Between 2 and 3 o'clock on Saturday morning, February 2d, the workshop, store and barn of A. C. White, corner Main and Albert streets, were burned to the ground, together with their contents, including a cow. The barn of Gilbert Sanderson was also destroyed. Mr. White's loss was about £600. Insured £150. Mr. Sanderson's loss was from £75 to £100. Incendiary.

On Thursday evening, February 14th, the cooper shop of John Smith, in the rear of the Wesleyan Chapel, South End, was burned to the ground. Origin uncertain. This was one of the most dangerous fires known in the history of Yarmouth.

Between 3 and 4 o'clock on Wednesday morning, February 20th, Yarmouth was visited with the most destructive fire that up to that period had ever occurred in the town. The fire originated in the store of Mr. Dennis Halloran, east side of Main street, on Butler's Hill, and before it could be extinguished the house of Joseph Stoneman, on the north, and the dwelling house and two barns of Mr. Halloran, on the south and in the rear, were consumed. Another building in the rear was badly damaged, but was saved from destruction. The house owned by Mrs. Baker, and occupied by Robert Hunter, was saved by pulling down another owned by Mrs. Baker, a small one, situated between it and Mr. Stoneman's house. Mrs. Baker was awarded the sum of £45 for the building torn down. Origin of fire unknown. Halloran's insurance £350, Mr. Stoneman's house insured £200.

On Saturday afternoon, March 29th, at 1 o'clock, the dwelling house of William C. and Charles E. Williams (then in course of finishing) was badly damaged by fire, but was saved from total destruction through the efforts of the Fire Department. The building was insured, but not against fire occurring in this manner. This house is now owned by Mr. F. C. Kinney, situated on Spruce street.

On Thursday night, March 27th, the barn of Mr. Winter, Lake George, was destroyed by fire, together with its contents, viz., 8 tons of hay, 19 head of cattle and a number of sheep. Origin unknown. Loss £200. No insurance.

A fire broke out in the attic of the residence of the late Dr. Farish, on Friday morning, April 4th, but was extinguished through the exertions of the firemen, although at one time the complete destruction of the building seemed inevitable. This fire occurred

on the morning of the funeral of Dr. Farish, whose remains were carefully carried to the Rectory across the street.

Between 9 and 10 o'clock on Sunday morning, April 20th, the Tabernacle church was discovered to be on fire in the interior, and before the flames could be extinguished six pews were destroyed and the floor badly burned. The painting was also ruined from the smoke and heat. Damage £150 to £250, covered by insurance.

The roof of Dr. J. C. Farish's house, Milton, caught fire on the 6th May, but damage was only trifling. Put out by No. 2.

Tuesday night, June 10th, some miscreants stole two barrels of tar from the premises of Messrs. Thomas Killam & Co., and made a bonfire in front of Suttie's foundry, junction of Brown and Hawthorn streets. The flames spread to a pile of lumber, which was consumed, and the town was saved from a disastrous conflagration by the efforts of the firemen.

On Monday evening, June 30th, Treat's Pottery was discovered to be on fire, but the flames were extinguished before much damage was done. A young man named Robichau was run over near Dr. Farish's residence by No. 1 Engine, breaking one leg and severely injuring his head, from the effects of which he died.

The house occupied by Jacob Wood, Lower Falls, Tusket River, owned by Henry T. Goudey, Yarmouth, was destroyed by fire during the night of 3d October. Incendiary.

A house belonging to George Carey, Chegoggin, was destroyed by fire on November 14th. Incendiary. Unoccupied. Partially insured.

The residence of J. H. Marr was slightly damaged by fire about 5 p. m. on December 5th. Originated in the cellar. Accidental.

1857.

The Block House, situate on Parade street, was burned to the ground on the night of the 29th July. Incendiary.

On the night of August 12th an attempt was made to burn a small building on the north side of Huston lane, by placing a tar barrel on the side of the building and setting it on fire. The flames were soon put out by No. 1.

On December 31st, between 1 and 2 a. m., a small unoccupied building, belonging to Dr. Webster and situated near the site of the Yarmouth Hotel, between the residences of Robert and G. S. Brown, was burned to the ground. Incendiary. The contiguous buildings and the dwelling of Henry Thurston, corner of Cliff street, were on fire several times, but escaped destruction.

1858.

Between 3 and 4 a. m. on January 14th the barn of G. J. Goudey, situated in rear of the street leading between Queen's Row and the residence of Gilbert Sanderson, was burned to the ground, with 10 tons of hay and farming implements. The incendiary had driven out two cows before igniting the hay in the mow. The building was a mass of fire before being discovered. No insurance.

A small, unoccupied smithy, situated near the site of the old block house, was destroyed by fire about midnight on January 20th. Incendiary.

The new No. 3 engine house was set on fire about midnight, January 31st, and considerably damaged. The engine was removed before being injured. Incendiary. A reward of £85 by Reliance No. 3 Company, and another of £50 by the Municipality were offered for the conviction of the incendiary of either of the six last named fires.

The house of Joseph Berry, (colored) on Small Gains road, was destroyed by fire on the morning of the 2d February, originating from a defective flue. All the contents were burned. No insurance.

About 11.30 o'clock on the night of March 3d an incendiary attempt was made to burn the building known as the "old stand," owned by Mrs. Hardy, unoccupied, opposite Moody's corner, (building lately occupied by S. Lewis & Co.) A bag filled with combustibles, placed under the northwest corner and ignited, was discovered before being burned. A young man was arrested, lodged in jail, but broke out and escaped.

Suttie's foundry was discovered to be on fire at 6 o'clock on the morning of May 5th, but the flames were extinguished without much damage being done.

An unsuccessful attempt to burn the dwelling house of Daniel Gardner, Huston street, was made on the night of May 12th. A bag of combustibles was found against the end of the porch, having been placed there and ignited by some miscreant. It was discovered by the inmates and removed before any damage was done.

The barn of John Purney was burned to the ground, together with its contents, early on the morning of the 19th May. Loss £60 or £70. Mr. Purney's house caught fire several times, but was saved through the exertions of the neighbors, including the ladies.

Suttie's iron foundry, situated on the corner of Brown and Hawthorn streets, was burned to the ground between 2 and 3 o'clock on the morning of the 22d June. The flames were discovered bursting

through the roof by men pumping on board the leaky bark J. & R. Young, at Commercial wharf. Mr. Suttie's house was badly damaged, and at one time it was thought the entire business portion of the town was doomed to destruction. Insurance only £400, not sufficient to cover the loss on the moulds that were burned. Accidental origin.

On June 24th, at 3.30 p. m., the dwelling of Capt. John Cann, Milton, caught on fire from the boiling over of a kettle of turpentine, which had been incautiously left on the kitchen stove. Engine No. 2 promptly extinguished the flames. Damage trifling.

On the 2d August an unoccupied dwelling at Little River, owned by Capt. Edward Perry, was burned to the ground. Incendiary. No insurance.

About 11 o'clock on Tuesday night, September 14th, a building owned by Alexander Fraser, occupied by George K. Hammond, as a saddlery, was discovered to be on fire, and before the flames could be subdued the entire building was rendered worthless. Mr. Hammond's stock and tools, together with Manus Kane's shoemaker tools and stock, were saved. Incendiary origin. Insured £90.

The engine house of No. 1 was also set on fire during the same night, but the combustibles, consisting of a quantity of shavings, which had been placed under the sill, went out. No damage.

On Friday morning, September 24th, at 1.30 o'clock, Bradbury's Hotel, known as the American House, situated on the corner of Parade and Second streets, was discovered to be on fire, and burned with great rapidity until the immense building, together with the stable connected, were entirely destroyed. The fire was first discovered in the loft by the courier of the Digby coach, who had arrived a few minutes previously and had retired to his room. The alarm was immediately given, and was promptly responded to, but all efforts to save the building proved ineffectual. The north side of Mrs. Lois Ryerson's house, and the dwelling of John K. Ryerson, on the opposite side of the street, were on fire several times and were in imminent peril of destruction, but were saved, although being somewhat damaged. Nearly all the hotel furniture was burned, including books, papers, etc., and one horse, four hogs, four or five setts harness, and as many carriages in the stable. E. K. Rogers lost a carriage, three setts harness, his books, wardrobe, etc., amounting in all to about £75, and Mr. Hamilton, the Kempt mail courier, lost a carriage and harness. Insured £1600 in the Alliance office. The origin of the fire was supposed to have been incendiary. As an

instance of the apparatus at use at this fire it is only necessary to state that after all the wells in the neighborhood had been pumped dry, No. 3 was moved to the public well (corner Parade and Main streets) and played into No. 2, which in turn played into No. 1—the latter engine directing its stream upon the roof and front of J. K. Ryerson's house.

On the evening of December 22d a small fire in the hall of No. 3 engine house was extinguished by that engine before much damage was done. Origin probably incendiary.

1859.

On January 14th, between 1 and 2 a. m., an incendiary attempt was made to burn the row of buildings known as the "old stand," owned by Mrs. Hardy, opposite Moody's Row, and for some time untenanted, but the flames were promptly extinguished by No. 1 before much damage was done.

On the afternoon of the 17th January the woodshed attached to the dwelling of Dennis Horton was discovered to be on fire, but a few pailsful of water sufficed to quench the flames before the arrival of the engines.

Between 2 and 3 o'clock on the morning of the 19th January an unoccupied tenement, owned by Mrs. Benj. Lewis, South End, was set on fire and badly damaged before the flames could be extinguished.

On Sunday morning, January 30th, at 2.30 o'clock, the engine house of No. 1 was discovered to be on fire. The engine, hose cart and other apparatus were rescued without damage, but the building was burned to the ground. A quantity of oil, burning fluid, lamps, lanterns and other articles were lost. The engine was housed in a coach house belonging to Charles Tooker, but was subsequently removed to the building known as the "old stand," owned by Mrs. Hardy, which was hired for the purpose. The remains of the old house were sold for 6s. 3d. A committee, consisting of T. B. Dane and W. H. Moody, was appointed by the company to ascertain the whereabouts of the members from Saturday evening till the time the fire was discovered, "for the purpose of removing any suspicion that might attach to the company or any part thereof." The members of the company were severally waited upon and with a few exceptions, who were out of town, all were in bed at 11.30 o'clock, or earlier, which speaks pretty well for them. It may be of interest to insert here the members of the company at this time: Robert Hunter, captain; George Perrior, 1st assistant; James Forster, 2d assistant;

Thomas B. Dane, N. B. Lewis, A. F. Stoneman, James D. Horton, M. J. Wyman, Wm. Lorrey, Wm. Purney, Wm. Forster, Thomas Forster, W. H. Moody, jr., B. E. Rogers, George McConnell, Angus Rogers, Jonathan Horton, J. J. Moody, Joseph Tooker, jr., R. C. Tooker, John Harris, John A. Tooker, James B. Tooker, George Lewis, Charles Lewis, Charles E. Horton, Patrick Farrell, Jacob W. Rogers, Wm. P. Tooker, Augustus Christie, John Poole, Zebina Goudey, Joseph Hurlburt, John McMunn, Alfred Head, George Wetmore, W. R. Aiden, J. Crawley, jr.; N. Patch, jr.; J. Richardson, Edward Smith.

The dwelling house of Carleton Saunders, Deerfield, was destroyed by fire on Sunday evening, March 20th. Mr. and Mrs. Saunders left home in the afternoon to attend church and took tea at Freeborn Durkee's, Mrs. Saunders' father. The house had been left in charge of their children, who about 7 o'clock discovered that it was on fire and gave the alarm, but the neighbors could not arrest the flames and the building was entirely consumed. Most of the furniture was lost. The origin of the fire was unknown.

The dwelling of Robert Reid was damaged by fire on the afternoon of March 31st, caused by carpenters smoking while at work.

About 12 o'clock on the night of April 27th the two story dwelling house of A. Clendenning, Argyle street, was discovered to be on fire. Before the citizens could reach the spot the flames were bursting through the windows and roof, and all efforts to save the building proved fruitless. The residence of John Moody on the east, and W. H. Moody on the west, and the barn of Mr. Clendenning in the rear, were in imminent peril of destruction, but were fortunately saved. Mr. and Mrs. Clendenning were in Boston at the time, and the fire was doubtless the work of an incendiary. Insured £365 on building and furniture, which were entirely consumed. Engine No. 1 was obliged to leave her work on account of defective suction hose, while two lengths of new hose were lying in the Queen's Warehouse for six months for want of money, 35s., to pay the duties thereon. A subscription list was circulated in a few days and the necessary amount raised to pay the duties required and thus this engine was again ready for work.

1860.

At about 12 o'clock (midnight) of January 12th, an old one story building belonging to David Landers, Milton, was burned. The ground was covered with snow, and the shoes or runners which were burned at the fire in No. 1's engine house not having been replaced, the progress of that engine to the spot was necessarily slow. The

building was used as a carpenter's workshop and was insured. Cause unknown.

During the night of February 14th fire was discovered in an old unoccupied building at Joseph Tooker's wharf by a crew of a vessel lying at Commercial wharf. The flames were extinguished without the services of the engines. Incendiary, as a tub of combustible matter was found under the end of the house in a mass of flames.

On the evening of March 2d a small building, used as a barn, belonging to Mrs. Thomas Goudey, containing about 1 1-2 tons of hay, was totally destroyed by fire. Cause unknown.

The dwelling of John E. Dennis, north of the Court House and Jail, from which it was situated only a few feet, was destroyed by fire early on the morning of the 9th April. The inmates, including Mr. Dennis' mother (who was an invalid, and who was carried from the building on her bed) had barely time to escape. The north side of the Court House was badly scorched. No insurance on the dwelling. Loss, including furniture, not less than £300. The fire originated in a back porch.

On the night of the 1st May the house of John W. Scott, near Hebron, was destroyed by fire. Part of the furniture and all the provisions in the cellar were consumed. Fire originated in the roof. Insured in the Alliance office for £175.

A back porch of the residence of Mrs. Clements (near the Court House) was destroyed by fire on the evening of May 2d.

On Sunday morning, September 16th, the stable of William Kinney, corner Hawthorn and Brown streets, was discovered to be on fire, a box of shavings and pitch pine splinters having been placed in one of the horse's cribs and ignited. The flames were subdued before much damage was done. It was the work of incendiaries, and on the next day James Blair and Budget Luden were convicted of the crime and sentenced to two years' imprisonment in the penitentiary. Mr. Kinney was clerk of license at the time.

Between 7 and 8 o'clock on the evening of November 17th the residence of Capt. Charles P. Morrell, Starr's Road, was discovered to be on fire, and despite the efforts of the firemen was burned to the ground. The greater part of Capt. Morrell's furniture was saved, but a portion of Mrs. Thomas E. Ritchie's, (who boarded in the house) being stored upstairs, was destroyed. No insurance. Capt. and Mrs. Morrell had left a few hours previous to the fire for Westport. Origin of the fire unknown.

1861.

A small house on Commercial street, occupied by a widow named Catharine Power, was burned to the ground on January 7th, caused from a stove pipe igniting the boards on the roof. No insurance.

The dwelling of Capt. George H. Lovitt, Milton, was burned to the ground during the afternoon of the 12th February. Capt. Lovitt was away at sea at the time, and Mrs. Lovitt was visiting at a neighbor's. The fire was discovered about 4 o'clock in an apartment over the kitchen, containing a large quantity of shavings and in which two children had been playing, and it is supposed they lighted some matches. Coming downstairs they reported to the servant that they had left on account of the smoke. An alarm was instantly raised, but the flames spread so rapidly and the roads were in such a frightful condition that the building was destroyed, together with the furniture in the upper story. Loss £600. No insurance.

Between 10 and 11 o'clock on the night of June 11th fire was discovered bursting through the roof of a stable owned by Robert Brown, and situated in the rear of his residence. The dwelling was saved, but the stable was completely destroyed. Cause unknown.

The new ship building in the yard of Edward Everitt, St. Mary's Bay, for John W. Lovitt, Yarmouth, was totally consumed by fire on the night of the 18th June, together with the workshop and other buildings and carpenters' tools. Partially insured. Origin of the fire unknown.

The dwelling house of Capt. Jacob Utley, at the South End of the town, was totally consumed by fire on the morning of the 3d July. A small portion of the furniture was saved. No insurance. The origin of the fire is unknown, as no one had been living in the house for some weeks, Mrs. Utley being on a voyage to Europe with Capt. Utley. A reward of $100 was offered by Capt. Smyth Hatfield for the incendiary.

The dwelling house of Mrs. John Baker, (widow) Kelley's Cove, was burned to the ground with nearly all its contents, including a considerable sum of money, on the night of October 22d. Origin unknown, Mrs. Baker being absent at the time.

About 2 o'clock on the morning of the 5th November the boat-shop of Heman Gardner, adjoining his residence, was discovered to be on fire, and an alarm given. The firemen succeeded in saving the building, although the northern end was badly burned, the loss being estimated at about $100. Incendiary. A copper can with some

burning fluid remaining was found at the north end of the building where the fire broke out. Mr. Gardner was clerk of the license at the time. No insurance.

An unoccupied house, formerly owned by William Trask, Darling's Lake, was destroyed by fire on the night of December 2d. Incendiary.

1862.

On January 6th a shed belonging to B. Rogers, jr., and occupied by G. Perrior, was slightly damaged by fire, which was of incendiary origin, a quantity of straw and an old bed sack having been put into the building and ignited.

The premises of Mrs. M. A. Thomson were slightly damaged by fire on the morning of January 8th, caused by sparks dropping into hay.

Fire in a barn near Moody's corner, owned by Dr. T. O. Geddes, and occupied by J. Gibson, caused an alarm about 9 o'clock on the evening of January 10th, which was speedily extinguished by No. 1 engine. Cause unknown.

On April 2d the house at Kempt owned by Abner Adams and Nathaniel Travis, was burned to the ground, both men being absent. The greater part of the furniture, all Mr. Adams' papers and some money, were also lost. Originated from defective flue.

At 12.30 on Tuesday morning, June 3d, the barn adjoining the dwelling of Robert Brown was discovered to be on fire, but owing to the skill and perseverance of the firemen, the flames were extinguished before reaching the main building. The stable and ell were destroyed and the end of the back kitchen badly burned. Incendiary. Insurance not stated. Mr. Brown offered a reward of $500 for the conviction of the parties.

About midnight on Saturday, August 16th, the dwelling of Mrs. Sally Wilson, Argyle street, was observed by a person passing to be on fire, and an alarm was given. Before the arrival of the engines the flames were bursting through the roof, and the building was entirely consumed. Fire accidental.

Miner Durkee's barn, Pleasant Valley, was destroyed by fire on the night of December 10th, with 14 tons hay. Originated accidentally from a lighted candle carried into the barn. Cattle saved.

On Friday, December 26th, the old house near Bain's corner, Milton, occupied by "disreputable characters," was destroyed by fire about 9 p. m. No insurance.

1863.

A building owned by William Rogers, and occupied by him as a storehouse and barn, was destroyed by fire at midnight, January 2d. A few barrels of beef and flour were saved. Origin unknown. No insurance.

On the evening of February 16th a small fire in the house of Nelson Gardner, Milton, called out the department, but the fire was put out without their assistance. Damage trifling.

The stable of Edwin Wetmore was consumed by fire on the night of February 19th. The fire was discovered about 10.30 o'clock bursting through the roof, and despite all efforts of the firemen, the building was destroyed. The contiguous buildings were saved. The horse and two cows were got out alive—one of the latter being badly burned—but a hog and a lot of fowls could not be rescued. A carriage and some other property were also lost. Origin unknown. No insurance.

About 1.30 on Sunday morning, March 22d, Samuel Rogers, watchman, discovered fire bursting through the carriage shop of Thomas Ritchie & George Burton, Brown street, and promptly gave the alarm. The fire companies, with their usual alacrity, and citizens generally rallied to the scene, but unfortunately the trap door of the public well at the head of the street was so firmly frozen that after some minutes spent in ineffectual efforts to start it, a hole had to be cut in the platform to admit the hose. But for this detention the fire might easily have been confined to the building in which it originated. Before the engines got to work the flames caught the extensive livery stable of J. & L. Wyman, and rapidly spreading to the adjoining stable of James Pocock, the three buildings blazed furiously together, rendering all attempts to save either entirely unavailing. The burning cinders and flakes, whirled to leeward, descended for a long distance in a storm of fire, and from Clements' corner to Lovitt's building the roofs of nearly all the buildings along the western side of Main street and some on the eastern side were on fire, requiring strenuous exertions to conquer the flames. John Crawley's large building, (formerly the old meeting house at Chebogue) which is situated on the north side of Brown street, directly opposite the burning buildings, became an object of deep solicitude, for if it fell a prey to the devouring element, a large, compact portion of the town, against which the wind was blowing, must inevitably have shared a similar doom. To save it, therefore, the efforts of the

firemen were mainly devoted, and never did men work with more indomitable determination, skill and perseverance. For a time the task seemed almost a hopeless one; the building was high, and was blazing in several places, in front and on the roof, water was getting scarce, and the men becoming exhausted; but at length, as the flames from the stables began to diminish, the efforts of the gallant fellows were crowned with success and Crawley's building was saved, though considerably damaged. None of the property destroyed was insured. Origin of the fire unknown.

On Thursday evening, June 11th, at 7 o'clock, the steam pump and block establishment of Horton, Lewis & Co. was discovered to be on fire, and the building badly damaged. The tide in the harbor was high at the time, which enabled the engines to obtain a bountiful supply of water, or the building would undoubtedly have been destroyed, as the flames had burst through the roof and sides. Damage to building, machinery, etc., about $300.

The old Wheeland house, at Milton, was discovered to be on fire on the afternoon of the 4th December, but very little damage followed. The services of the firemen were not required.

A small fire on board schooner Stella Maris, about midnight on December 12th, turned out the department, but no damage resulted.

1864.

The barn of Gilbert Sanderson was nearly destroyed by fire on the afternoon of the 23d March. Supposed incendiary.

The house of Jacob Abner Roberts, Kempt, was burned to the ground on Tuesday night, March 29th. The family was absent and nothing was saved.

On Monday morning, August 26th, fire was discovered in a house used as a hotel by Samuel Bell, Milk street, near Pocock's stable, owned by Dennis Halloran. The flames were speedily extinguished, with but little damage. Doubtless incendiary, the building being set on fire in no less than seven places.

The house of Samuel Hamilton, at Kemptville, was burned to the ground on the night of September 26th, and sad to relate, his wife and three children perished in the flames! Mr. and Mrs. Hamilton and their youngest child slept in a chamber on the ground floor. About 11 o'clock the eldest son, about 16 years of age, was awakened by smoke and heat, and attempted to run down stairs, but was prevented by the flames. He then jumped from the window to the ground and aroused his parents. Mrs. Hamilton instantly ran

upstairs to rescue the children. Mr. Hamilton attempted with water to extinguish the fire, but finding this impossible, removed the bed, with the child on it, to a place of safety in the field. On re-entering the house he heard screams, which he at first thought to be outside, but on finding they came from the upper part of the building he rushed upstairs, but was met by the flames, which compelled him to retreat. One of the neighbors, who now reached the spot, got a ladder up to the window, but flames filled the entire apartment and belched through the window, and no aid could be rendered the unfortunate victims, whose agonized screams and groans before this time had ceased. A noble mother had thus sacrificed her own life in the attempt to rescue her children, and she will be always classed among the heroes of Yarmouth. The fire is supposed to have originated from the cooking stove in the back kitchen.

1865.

The schoolhouse at Milton, nearly completed, was totally destroyed by fire on the night of January 4th. The discovery of the fire was first made about 12 o'clock by one of the watchmen of Ryerson, Moses & Co., who promptly gave the alarm, but the flames had made so much progress that no efforts could avail to save the building. It was to have cost, by contract, $6000, and as it was nearly completed, the loss was not less than $5000. There was some insurance. The origin of the fire is uncertain.

The Baptist church at Argyle was burned to the ground on Sunday, April 30th. Service had been held in it in the morning, and about 2 o'clock it was observed to be on fire, caused by a defect in the stovepipe.

The double cottage of John and Joseph C. Wetmore, jr., was burned to the ground about 1 o'clock on the morning of May 4th. Originated from ashes in a barrel kept under the stairs. The flames cut off the retreat of the inmates and a ladder was raised to the upper windows, when all escaped without injury. Very little of the furniture was saved. No insurance.

The old building at Milton, occupied by Mrs. Powers, was burned to the ground about 11.30 on the night of the 30th June.

The barn of Dr. J. L. R. Webster, Starr's road, was burned to the ground, with its contents, on the forenoon of August 21st. Loss $300 to $400. Insured $200.

About 1.30 on the afternoon of September 20th the factory of Kinney & Haley, Salem, was discovered to be on fire and burned to

the ground. It originated in the drying room. Nothing was saved except the planing machine, in a damaged state. No insurance. Loss about $6000. Mr. Comfort Haley's house was on fire several times, but was saved through much exertion.

1866.

The building on Parade street, owned and occupied by George Halstead as a bowling alley, was burned to the ground at 2 o'clock on the morning of January 19th. The end of Mr. Welsh's house was scorched, but was saved through the exertions of the firemen.

The iron foundry of Suttie & Ritchie was damaged by fire to the extent of about $500 at 8 o'clock on the evening of February 1st.

The wooden outside casing on the chimney of the dwelling of Dr. G. Joseph Farish was slightly damaged by fire on the morning of April 24th.

A small unoccupied house on Argyle street, owned by James Poole, was burned to the ground about 2 o'clock on the morning of October 18th. Incendiary.

1867.

The small building south of the Queen's Row, owned by A. Goudey, and occupied by John Trefry as a shoemaker's shop, was badly damaged by fire about 10 o'clock in the evening of the 2d January. This fire occurred on the evening on which St. George No. 1 was holding its annual dinner, and the alarm was given in the midst of the festivities. The alarm brought the entertainment to a sudden close, and although the members were dressed in their best clothes they were the first to pour water on the flames, which were hard to subdue. An altercation between the branchmen of No. 1 and No. 3 took place, during which the respective hosemen got a severe drenching, one of No. 3's men being knocked from a ladder by a stream, but escaped without injury. The unpleasantness was afterwards adjusted, and the members of No. 3 with great magnanimity allowed No. 1's men to retire and finish their entertainment, they remaining to watch the fire until the wardens permitted them to return home.

The woodshed attached to the dwelling of Aaron Goudey was nearly destroyed by fire on Sunday afternoon, January 20th.

The workshop of William E. Gardner, ship carver, was burned to the ground at midnight on Monday, June 3d, together with its contents. Partially insured.

On the afternoon of June 11th one of the warehouses on the Long wharf, (now Cann's) occupied by Young, Kinney & Corning,

caught fire in the roof from the furnace of a movable steam engine used for grinding salt, and the flames spread rapidly, soon bursting out from every part of the roof. The flames were subdued by the firemen after a vigorous half hour's fight. A quantity of salt on the lower floor as well as the building was badly damaged.

The drying room of the factory of Kinney, Haley & Co. was slightly damaged by fire on Sunday morning, August 11th.

The house of George Samuels was slightly damaged by fire on the morning of September 23d. Incendiary. Owned by Joseph Stoneman.

On the morning of the 10th December the building owned and occupied by N. W. Hogg, at Argyle, together with a barn, and all their contents, were totally consumed by fire. The dwelling house was badly damaged, but was saved through the exertions of the neighbors. The fire originated among some oakum which had been spun by caulkers. Loss about $1000.

1868.

Between 2 and 3 o'clock on Monday morning, April 20th, fire was discovered in the building on the west side of Main street, owned by John Baxter. The flames soon burst into the adjoining four story wooden building known as the American House, and occupied by Thomas O'Brien as a hotel, and on the lower flat by Messrs. W. S. Brown & Co. as a shoe store, and by Messrs. R. H. Crocker & Son as a grocery. The flames soon consumed both these buildings, and running northward, fanned by a light southwest wind, destroyed the dwelling house of Robert Brown and the building owned by Andrew Clendenning, and occupied by him as a dwelling and grocery store on the lower flat. Here the progress of the fire was arrested by the indomitable, well directed and strenuous exertions of the fire companies and citizens. The buildings on the opposite side of Main street were on fire several times, but were fortunately saved. The brick building owned by R. B. Brown and occupied by Reuben Gardner as the Acadia Hotel, and on the lower floor by Brown & Wetmore, hardware merchants, and Mr. Brown, watchmaker, was also on fire continuously, and was damaged to the extent of about $4000. It was insured for $10,000. Mr. Gardner's loss was $500. The total property destroyed by this fire, which was the most destructive in the history of the town, was between $25,000 and $30,000. The heaviest loser was Robert Brown, whose loss on building, stock, furniture, etc., was $13,000, only $3200 of which was covered by

insurance—$2000 on the American House and $1200 on his dwelling. R. H. Crocker & Son and W. S. Brown & Co. were uninsured. Mr. O'Brien, proprietor of the American House, was insured $2000. Mr.

THE BURNED BUILDINGS.

Baxter's building was occupied by himself as a harness establishment; on the second floor was the office of the Clerk of the Peace, and on the third was the armory of the Artillery Corps, containing 100 stand of rifles, etc., valued at $2500. This building was insured $1200, and Mr. Baxter's stock $800. Mr. Clendenning's building was insured for $800. The origin of the fire was doubtless incendiary.

Jacob Tedford's house at Pleasant Valley was destroyed by fire on the 2d June, together with nearly all the furniture and clothing of the family. The fire was first discovered in the roof, supposed to have caught from a spark from the chimney, which rapidly spread, despite the efforts of the inmates to subdue it. The house was nearly new, and was uninsured.

The schoolhouse at Section No. 7, Argyle, was totally destroyed by fire between 2 and 3 o'clock a. m., September 3d. The furniture, books, etc., were mostly saved. Building worth about $2000; insured $1000. Origin, incendiary. A reward of $100 was offered for the discovery of the perpetrator.

1869.

About 12 o'clock (midnight), January 19th, the house of William Hawkins, Water street, (near the Marine Railway) was discovered to be on fire and was soon totally destroyed. Origin unknown. Insured $150.

A small tenement house occupied by several families in the south end of the town was destroyed by fire on the morning of May 10th.

The block of tenement buildings familiarly known as the Queen's Row, with the adjoining dwelling house of George Barnes, were totally destroyed by fire on the morning of Friday, July 9th. The fire broke out about 3 o'clock in an unoccupied tenement at the northern end of the block and spread with great rapidity, with the result above stated. The dwelling house of Gilbert Sanderson, only a few feet from the Row, for some time seemed doomed to a similar fate, but was saved, although much damaged by fire and water. The Queen's Row was owned by Henry T. Goudey, who occupied one of the houses, and as the insurance on the property expired two days previous to the fire, his loss was a serious one. Gideon Eaton and John Churchill, who occupied the remaining tenements, also lost a portion of their furniture and the greater portion of the clothing of their families. The origin of the fire is unknown, but was doubtless the work of an incendiary. The Etna Insurance Co. of Hartford, Connecticut, in which office just before the loss Mr. Goudey had intimated to the agent at this place his intention to transfer the risk, on learning the circumstances, most generously made a free gift of $500 to Mr. Goudey.

About 12 o'clock on Saturday night, July 10th, an unoccupied house owned by Charles Tibbetts, Willow street, was discovered to be on fire and was considerably damaged before the flames were extinguished. There was no insurance on the property. The fire was evidently the work of an incendiary. An hour or two later there was a false alarm of fire, and the fire companies again turned out. The Fire Wardens offered a reward of $100 for the detection of the incendiary who set fire to Mr. Tibbetts' house, and $20 for the detection of the persons who gave the false alarm.

The barn of Knowles Crosby, Ohio, was with its contents destroyed by fire on the morning of Thursday, October 7th, caused by boys igniting matches in the building. Loss about $200. Mr. Crosby's house was with difficulty saved by the neighbors.

1870.

A house on Marshall's lane owned by Peter Power was burned to the ground on the night of the 1st April. It was unoccupied, Mr. Power residing in Boston. No insurance. Incendiary.

William Deveau's house, about two miles above the Forks bridge, Tusket River, was totally destroyed by fire, together with all the furniture, provisions, &c., whilst Mr. Deveau and family were attending service at the chapel near the bridge on Friday, March 18th. No insurance.

About 9 o'clock on the evening of July 13th flames were discovered bursting through the roof of the barn of Prince H. Durkee, First street, adjoining the barn of Hugh McManus. The hay in both barns was in flames and continued burning for some time, but the firemen succeeded in saving the buildings, although the roofs of both were nearly destroyed. There was no wind, which prevented a more general conflagration.

The premises of Samuel Flint, the Alma House, were slightly damaged by fire on the night of the 14th July.

About 10 o'clock on Thursday morning, August 4th, a fire broke out in Allen's pail factory, in the main building of Kinney, Haley & Co. The flames soon burst through the roof, and for some time the building (with the adjoining ones) seemed doomed to destruction. By the vigorous efforts of the fire department and the citizens generally the fire was at length overcome, though not till much damage was done, the roof being nearly entirely destroyed. Accidental.

A small tenement house on Water street owned by Jacob Silver was destroyed by fire on Tuesday night, August 30th.

About 11.30 o'clock on Friday night, September 23d, the boot and shoe establishment of William S. Brown, American House, (next north of Lovitt's building) was discovered to be on fire, and before the flames could be subdued the contents of the store were charred and destroyed and the interior of the premises badly damaged. The hotel, kept by Mrs. Fraser, was for some time threatened with destruction, and the furniture and bedding in some of the rooms were damaged to the extent of $300. Fortunately the night was perfectly calm, otherwise there would in all probability have been a serious conflagration. Mr. Brown's loss was appraised at $2900. Insured $2000. Mrs. Fraser was uninsured.

About 3 o'clock on Thursday afternoon, September 29th, a barn on the premises of Benjamin Killam, jr., corner Collins and Willow streets, was discovered to be on fire. By the prompt efforts of the

firemen the building was saved, but was badly damaged. About six tons of hay in the barn were destroyed. Origin of the fire accidental.

A building in rear of the Parade, formerly the residence of T. Studley, but then occupied by B. H. Barnes as a stable, was burned to the ground about 2 o'clock on the morning of November 22d. A fine cow and a quantity of hay were also consumed. Building owned by J. K. Ryerson. Origin probably incendiary.

1871.

The fine, newly finished dwelling house of Benjamin Stanwood, situated beyond the town limits west of Milton hill, was destroyed by fire about 8 o'clock on the morning of January 25th. It was a cold, windy morning, and the fire engines started to the rescue, but all efforts to save the house proved fruitless. The barn was saved, and still stands on the premises. The house cost about $10,000 and was insured $3000. It had just been finished in costly and beautiful style, and was nearly ready for occupancy. Origin of the fire unknown. While striking the alarm for this fire the splendid alarm bell on the central engine house was cracked, owing to the frost and the improper manner in which the "clapper" was worked, and for some time no alarm could be given from this station by a bell.

The schoolhouse at Little River was burned to the ground on the evening of the 10th February. Probably caught by kindling wood having been left on the stove. Building cost $700. Nothing was saved. No insurance.

An unoccupied house at Tusket, owned by Henry T. Goudey, was destroyed by fire on the night of the 14th April. It was partially insured. Origin unknown.

A shingle mill, near Sloan's Lake, one of the branches of the Tusket River, also owned by Mr. Goudey, was destroyed by fire on the following night, April 15th, with all its contents. There was no insurance on the property, which cost $900, and was transferred to Mr. Goudey only the day previous. Origin unknown.

An unoccupied house at Plymouth, owned by W. J. Hatfield, was consumed by fire on the night of the 27th April. Insured $800.

The dwelling house of S. M. Ryerson (now the Hotel Lorne) was slightly damaged by fire on the morning of November 17th, having caught around the register grate.

The house of Milledge W. Johnson, at Overton, was burned to the ground on the night of November 25th. Incendiary. Insured in the Etna.

On the morning of December 11th, about 1 o'clock, a dastardly attempt was made to destroy by fire the American House, kept by Mrs. Fraser. One of the beds and bedsteads was set on fire in a room which had been unoccupied for one or two nights, and the smoke awoke the occupants of the contiguous rooms, who promptly extinguished the flames. The bedstead was consumed and the furniture in the room badly damaged. No clue to the perpetrator, although $800 was subscribed for the purpose by the citizens.

1872.

The house of Mr. Henry Spinney, Argyle, was burned to the ground on Saturday evening, February 17th, and his five children perished in the flames. Mr. Spinney and his wife went to a neighbor's house about 7 o'clock that evening and remained until 9. The five children slept in one room upstairs, in two beds, and Mr. Spinney's mother (who was old and insane) in a room below. When the fire was discovered, Mr. Spinney being the first to arrive, the building was all ablaze. He carried a heavy ladder and placed it at an upper window, which he broke and made several attempts to enter the room and rescue the children, but in vain, as the smoke was so stifling and the flames so fierce that he failed to effect an entrance. He thought he heard two of the children cry out. The old woman was found in her bed asleep, and was carried out by some men uninjured. The fire was accidental, caused by the stovepipe igniting the woodwork around it. The names and ages of the children were as follows: Herman E., aged 10 years and 5 months; Rebecca L., 9 years; Ella J., 7 years and 4 months; Delphenia B., 4 years; and Eudora E., 1 year and 6 months. Two of the children had evidently arisen from their beds and tried to escape, as their remains were found some distance from the bedroom. This sad event cast a deep gloom over the locality and County, and a profound sympathy for Mr. and Mrs. Spinney was evinced in their sweeping and distressing bereavement. There was no insurance on the property.

A barn owned by Dennis Crosby, adjoining his residence, was destroyed by fire on the afternoon of April 4th.

Killam's Hall, Rockville, was burned to the ground on Tuesday night, May 21st. The store was occupied by Amial Brown, who lost his goods. The building was insured for $500.

The roof of the Yarmouth Bakery, Central street, was discovered to be on fire about 9 o'clock on the morning of the 1st August. The flames were extinguished by a few buckets of water, although an alarm was sounded.

About 7 o'clock on the morning of Monday, November 25th, the house of Joshua Huestis, at the corner of Main and Brown streets, was discovered to be on fire, and the flames shortly afterwards burst through the roof. The fire companies and citizens succeeded in speedily subduing the flames. The damage, which was chiefly from water, was estimated at $185 to the building, and $60 to the furniture. The grocery store of N. A. Wyman, in the corner of the building, was emptied of its goods, being damaged to the extent of $350. All the property was insured. The fire was first discovered in a bedroom in the attic occupied by Mr. Huestis' servant woman and her child, and doubtless was caused by the match with which she lighted her lamp setting fire to the bedding. The child was suffocated before it could be rescued, and was handed out a corpse.

1873.

About 3 o'clock on Sunday afternoon, April 5th, the furniture establishment of Wyman Brothers, Main street, was discovered to be on fire, but not until the flames were bursting through one of the windows of the second story. The fire companies were quickly on the spot, and aided by the citizens generally, soon extinguished the fire. In the meantime the valuable furniture on the lower flat was removed in good order and carried to Lovitt's building. Damage to the building estimated at $550, to the stock about $1500. Insured in the Queen and Etna. The origin of the fire was a mystery.

1874.

A small barn belonging to George Hemlow, South End, was destroyed by fire early on the morning of January 21st. Incendiary. There was a small amount of insurance.

Terrence Shehan's hotel, Salmon River, Digby County, was burned to the ground on the evening of February 20th. Davison & Rogers, proprietors of the coach line, had four horses, a quantity of oats and hay in the building, all of which was consumed. No insurance.

On May 31st a house belonging to Robert Brown was set on fire by incendiaries.

A barn owned by Robert Brown was set on fire by incendiaries on the 11th June.

A new house, finished on the outside, owned by Melvin Goodwin, East Pubnico, was burned to the ground on the night of August 13th, together with a tool chest and set of tools belonging to Mr. Goodwin's father, who was the builder. Loss from $700 to $800, exclusive of

the tools. Doubtless incendiary, a tramp having been seen in the neighborhood the same evening. No insurance.

About 8 o'clock on the morning of September 18th, a little child of S. S. Poole, residing on Collins street, set its bed on fire with matches. The fire was discovered in time to rescue the child without injury, and was instantly extinguished by a Babcock.

On Friday morning, November 27th, a fire broke out in an upper chamber of the house of William Watt, Starr's road, caused by the ignition of some laths by an overheated stovepipe. The flames were quickly extinguished by Rapid No. 2 Company, and the damage was not serious.

On Friday, December 31st, the house of Thomas Perry, of Chebogue, was burned to the ground, and Mrs. Perry, the only occupant of the building, perished in the flames. Mr. Perry was attending the funeral of an old neighbor, Samuel Trask. Before leaving, Mrs. Perry told him that she was going to bathe her leg for rheumatism, and it is supposed that the fire originated in some manner from the parafine oil which she had been in the habit of using for this purpose. The bedroom used by her was full of blaze and smoke when the neighbors first arrived. They called her, but received no answer, and she must have been unconscious at that time. Nothing but a few charred bones were found, and these were placed in a coffin and buried in the family lot at Chebogue. Mrs. Perry was in the 70th year of her age.

1875.

The house of Capt. Reuben Spinney, Argyle, was burned to the ground about 11 o'clock on the night of March 3d, together with its contents. The children were saved with nothing but their night dresses on. No insurance. A defective flue was probably the cause of the fire.

On Tuesday afternoon, September 9th, an alarm of fire was given on account of a few shingles on the roof of the brick house of Mrs. Sarah Brown having ignited from a spark from the chimney. No damage.

About 2 o'clock on the morning of September 30th an alarm was given—a small unoccupied house at the South End, owned by the heirs of the late Mr. Edward Barber, being on fire—the flames having complete control of the building, which was quickly consumed. It was of little value and uninsured.

About 9 o'clock on Monday evening, October 4th, a fire broke

out in the house on the farm of Dr. F. A. Webster, at Salem. There was a brisk breeze at the time, and the barn, which was situated a few rods from the house, caught fire also, and both buildings were destroyed. As the buildings were unoccupied, the fire was doubtless of incendiary origin. Loss about $1000.

Between 12 and 1 o'clock on Sunday morning, October 24th, a small building connected with the unoccupied iron foundry on Water street, owned by N. W. Blethen, (formerly belonging to Suttie, Ritchie & Co.) was discovered to be on fire by a watchman on Central wharf. The flames spread rapidly to the buildings on each side—the block factory of Israel Horton & Son on the north, and the iron foundry on the south, and ultimately to the extensive blacksmith shop of Joseph W. Crowell still further south, and then across the street to the sail loft of Goudey & Adams—all of which were consumed. A building south of the sail loft, owned by Dr. Bond, and occupied by a colored family named Lawrence, was saved with difficulty by a flood of water being poured on it, although it was badly scorched. When the fire broke out the tide was at its lowest, and difficulty was experienced in obtaining a supply of water; and at one time the warehouses on Central wharf, with three new ships lying in the dock, were threatened with destruction, but as the tide rose an ample supply of water came within reach to prevent a further spread of the conflagration. Messrs. Horton were the principal sufferers—their loss being $6000, a portion of their stock being saved. Mr. Crowell's loss was $4500; Mr. Blethen's $2000; Goudey & Adams $300; Dr. Bond $50. There was no insurance on any of the property. The fire was evidently an incendiary one, as the building in which it originated was unoccupied.

About 6.30 p. m., October 27th, fire was discovered among the hay in the barn of Rev. A. McGregor. The flames were quickly extinguished by the firemen, and the hay, which was ruined, was thrown into the street. The building was not much injured. Loss about $50 or $60.

A barn belonging to W. H. Moody, situated near the South End schoolhouse, Forbes street extension, containing five or six tons of hay, was burned to the ground, together with its contents, between 12 and 1 o'clock on the morning of Sunday, October 31st. Undoubtedly incendiary. No insurance.

The house of Rowland VanNorden, Tusket, was burned to the ground, together with all the furniture, clothing, provisions, etc.,

on the morning of December 8th. The flames had made so much progress when discovered that Mr. VanNorden and family had barely time to save their lives. There was no insurance on the property.

1876.

About 8 o'clock on the evening of February 14th a barn belonging to the estate of John Tooker was discovered to be on fire, the flames soon after bursting through the roof. The barn was connected with a shed, which was joined to the dwelling house, and as a strong easterly wind was blowing at the time, and showers of sparks and blazing cinders were falling on the roof of the dwelling and also on Providence church, it was at one time feared that the fire would be a serious one. Fortunately the vigorous, well directed efforts of the firemen were successful in confining the fire to the building in which it originated. The barn was occupied by John Trefry, and the first comers had some difficulty in rescuing the cow, horse, carriage, etc. The dwelling was unoccupied. Origin of the fire unknown.

About 3 o'clock on Sunday morning, May 7th, a barn owned by Andrew Clendenning, near his residence, and occupied by Ralph Burgess, was burned to the ground. The adjoining houses were badly scorched, but were saved. A horse perished in the flames, and also 50 or 60 pigeons. The origin of the fire was unknown. No insurance.

A barn on the premises of Edward Huestis, Albert street, was discovered to be on fire about 8.15 o'clock on the evening of May 18th, and burned to the ground before the engines could reach the spot. A valuable horse belonging to Kinney & McGray was dragged out of the fire severely burned, and died the next day. A new express wagon, a ton of hay, and a quantity of door and window frames for Ingram Hersey's new house were also destroyed. Whilst one of the engines was still playing on the ruins the Rev. J. T. T. Moody, on returning home, found his house filled with smoke, and proceeding to his barn discovered fire in a stall next to that in which his cow was kept. By the aid of policeman Fader the fire was extinguished without an alarm. Shortly after No. 1 engine had returned to its house, some members of the company discovered flames issuing from a barn on the premises of Capt. Nelson Hammond, at the South End. An alarm was sounded, but owing to the inflammable nature of the material, before assistance could be rendered the barn was completely destroyed, the flames having spread with great rapidity. On returning home from this fire Job Hatfield discovered his barn to be on fire, but succeeded in subduing the flames without an alarm. These fires all

occurred within four hours, and were unquestionably the work of an incendiary. A reward of $500 was offered for the discovery of the offender. Rain fell in torrents during the time, thoroughly drenching the firemen and all engaged in suppressing the fires.

John Millar and Reuben Moree were arrested on the 8th June, charged with being concerned in the above barn burnings. Millar was committed to jail to await trial in the Supreme Court. Moree was released, the evidence being insufficient to hold him.

The house and barn of Capt. James M. Davis, situated a short distance east of the Mountain Cemetery, were consumed by fire on the night of the 6th July. The premises were unoccupied, Capt. Davis with his son having sailed for England a few days previously and his wife and daughter having taken lodgings in town. The fire was first discovered about 11.15 o'clock in the barn, but there being no water the flames soon extended to the house. Evidently the work of an incendiary. Insured $2500 in the Lancashire.

The boarding house in connection with the steam mill of Andrew Mack & Co., Tusket, was destroyed by fire on the afternoon of the 10th July. The fire caught from sparks from the large chimney of the mill. The furniture was also mostly destroyed.

On Sunday afternoon, July 16th, the stable of Dr. J. L. R. Webster, in the rear of his house, Starr's road, was consumed by fire, with about 1 1-2 tons hay, 100 bushels oats, hay cutter, &c. The buildings in the immediate neighborhood were badly scorched, but were saved by the well directed efforts of the firemen. Children playing with matches is thought to have been the origin of the fire. Insured $250.

The house and barn of John Phillips, Salem, was totally destroyed by fire on the afternoon of Thursday, October 12th. There was no insurance on the property. The fire originated in the barn, supposed from children playing with matches. Mr. Phillips' furniture was saved.

The house of Dr. J. M. Merrill was discovered to be on fire on Friday afternoon, October 13th. The flames were speedily extinguished, but not before the building was badly damaged by water. The furniture was removed. The fire originated in a closet at the head of the stairs, in which combustible materials had been placed, and was evidently the work of an incendiary. Dr. Merrill was at Digby at the time. Insured $2400 on the building, piano, furniture, &c.

About 8 o'clock on Saturday evening, December 9th, during a

heavy gale and severe snow storm, the barn of John Smith was burned to the ground, together with its contents, excepting a cow, which was got out by a neighbor. Shortly afterwards the barn of Charles Johnson, on Butler's hill, owned by Henry Stanwood, was discovered to be on fire and was speedily consumed, two valuable cows, a heifer and some fowls perishing in the flames. Mr. Johnson's house also caught on fire several times, but was saved by the efforts of the firemen, who were on duty till a late hour. There was no insurance on any of this property.

1877.

About 11 o'clock on the night of January 11th the steam tug G. W. Johnson, lying at Killam Brothers' wharf, was discovered to be on fire, and the flames made rapid progress. The fire being under deck, the tug was scuttled and pumped full of water, when she sank. She was subsequently raised, when the machinery was found to be but slightly injured, although the hull was badly damaged. The origin of the fire was uncertain, no one being on board since 7 o'clock, when the fires were banked. No insurance. She was sold at auction and was purchased by Samuel Killam for $1450, who repaired her and ran her in connection with the Alida.

Two barns belonging to the estate of Charles Tooker—one on the homestead and the other on the place known as Tooker's Farm—were discovered to be on fire nearly at the same time, between 8.30 and 8.45 o'clock on Monday evening, January 22d. The first was extinguished with a few pailfuls of water. The other had made so much progress before it was possible for the engines to reach it, that the barn was consumed, with its contents, about 15 tons of hay. There was insurance on the destroyed property for $275. Both fires were unquestionably the work of an incendiary. A train of combustible material had been laid in the first-named barn and doubtless the same had been done in the other. A reward of $1000 was promptly offered by the Custos for the conviction of the incendiary of these and the barns of Charles Johnson, Dr. F. A. Webster and John Smith and the tug G. W. Johnson.

The house of Knowles Porter, Arcadia, was destroyed by fire on Friday forenoon, February 16th. It was occupied partly as a residence and partly as a trunk factory. Mr. Porter was absent for a few minutes from a room in which some pine lumber was stored, and on his return found that the stovepipe had fallen and set the premises on fire, which he was unable to subdue. Loss $1000. No insurance.

In view of the many incendiary fires, principally barns, occurring

in Yarmouth, the citizens subscribed $1000 as a reward for the discovery of the incendiary. Three gentlemen conceived the idea of employing a detective from Boston, and to this end wrote to Chief Detective Hann, of that city, stating the facts of the case, and asking if the services of one of his force could be secured for the reward named. He replied that no competent man there could do so on any other terms than at so much per day, with his expenses paid, irrespective of the reward, and recommended E. D. Wiggin as a competent detective. Mr. Wiggin accordingly came to Yarmouth, and after interviewing persons whose property had been burned, and noting several suggestive circumstances, engaged the services of a well-known mulatto, named Reuben Moree, with the ostensible view of fishing in the Tusket River. During the day Moree, who was laboring under the delusion that he was enjoying the society of a cute Yankee "cracksman" and burglar, imparted to Mr. Wiggin as a proof of his being "a hale fellow, well met," the particulars of a number of daring burglaries and petty larcenies, as well as acts of incendiarism, in which he had been the leading spirit. He afterwards introduced to Mr. Wiggin Charles Cossman, as being a person whose abilities and secrecy had been tested in the past. Cossman also boasted of having been engaged in some daring burglaries, which he mentioned. Cossman and Moree proposed that they should—with the assistance of their new found friend—draw on the Bank of Yarmouth for all available funds, rendered available by the free use of the "jimmy" and other tools, and to make themselves doubly sure in their operations, the two worthies proposed to burn the barns of George S. Brown and James J. Lovitt on Thursday night, 29th March, that being the night agreed upon. Mr. Brown and Mr. Lovitt were duly notified by Mr. Wiggin, and men were stationed in each building. Instead, however, of going to each building separately, Cossman and Moree both went to Mr. Brown's. Ex-constable Nickerson and one of Mr. Brown's farm hands were concealed in the barn, and about midnight, when Moree and Cossman broke into and entered the building, and attempted to set it on fire, the other two men jumped out and caught them. Nickerson grasped Cossman, who fought furiously, and with the assistance of Mr. Wiggin, handcuffed him. The other man was not so fortunate, for Moree eluded his grasp, and although hotly chased, escaped. Moree was found by Nickerson next morning concealed in a house about a mile from town, so that by daybreak both were safely locked up. Moree went to the barn dressed in a grizzled beard and wig, presenting the appearance of a respectable

venerable negro of some 70 summers. He was also provided with tar, oakum, kerosene, and all things necessary for the accomplishment of his diabolical purpose. Mr. Wiggin returned to Boston by the steamer Dominion, via St. John. At the June sitting of the Supreme Court Moree was sentenced to 14 years' imprisonment, with hard labor, in the penitentiary, and Cossman (who pleaded guilty) to six months in the County jail.

On the night of April 2d the house of Edward Crowell, Kemptville, (mail contractor) was totally destroyed by fire, with all the furniture, provisions, &c. The fire was discovered about 10.30 o'clock, after all had retired, by Mrs. Crowell, who heard the crackling of the flames in the back kitchen. Nothing was saved except the night clothing on the inmates. No insurance.

About 4 o'clock on the afternoon of the 16th April Francis Little's barn, at Tusket, was burned to the ground, supposed to have caught from the smoke-house attached. The houses of Mr. Little and Rowley Earle, on each side of the burning building, were on fire several times, and Mr. Earle's was finally consumed, all efforts to save it proving ineffectual. No insurance. Mr. Earle's furniture was nearly all consumed.

A fish store belonging to Walter Larkin, East Pubnico, was burned on the morning of April 23d. A quantity of fishing and other supplies had been stored only a few days previous, which were also destroyed. Originated from boiling pitch in a pot, which ran over and ignited. Loss about $300. No insurance.

A few shingles on the roof of William Burrill's house, Milton, having ignited from some sparks on Thursday, May 31st, caused an alarm to be struck. No damage.

The house of Henry H. Stanwood, situated on Butler's hill, next to Trinity Church lot, was discovered to be on fire on Saturday night, June 30th, and was thoroughly gutted before the flames were extinguished. It was unoccupied, and the fire was undoubtedly incendiary. No insurance.

The "half-way house," owned by Hugh McManus, on the Tusket road, was burned to the ground on the night of the 2d August. Unoccupied. Incendiary. Insured $600.

Between 7 and 8 o'clock on Saturday evening, October 6th, the barn belonging to William Kinney, East Chebogue, was totally destroyed by fire, with from 35 to 50 tons of hay stored therein. Value of building and contents $1000. Insured for $250 in the Canada Agricultural. Mr. Kinney's house, near the barn, was saved

with difficulty by the strenuous exertions of the neighbors. Origin of the fire unknown.

Steamer Edgar Stuart caught fire in the oil room at 6.30 a. m. on November 16th, but the flames were quickly put out by a fire extinguisher on board. Damage trifling.

Charles E. Pitman's house, with a portion of its contents, was burned on the 17th December.

Mood's shingle mill, Riverdale, was destroyed by fire, with its contents, on the night of the 20th December. Uninsured. Fire accidental.

1878.

A small house at the South End, owned by George Hemlow, and occupied by a Mr. Hall, (colored) was so badly damaged by fire on Sunday morning, February 3d, as to be worthless. Some of the crew of the Glasgow ship Hannah Law, who were rescued from their sinking ship by brig Minnehaha on the passage from Hong Kong to New York and landed at Yarmouth, lost their clothing.

The furniture factory of Wyman Bros., at Carleton, was destroyed by fire on the evening of Thursday, February 28th. The fire extended to the circular saw mills of Miller & Richardson and Miller, Kelley & Co., as also the smithy of Samuel Hamilton, all of which were consumed. Wyman Bros.' mill was a large one and contained at the time of the fire double the average amount of stock, as the entire winter's work was awaiting transportation to town as soon as spring opened. Losses estimated as follows: Wyman Bros., $10,000; Miller & Richardson, $800; Miller & Kelley, $1400; Mr. Hamilton, $250; total $12,450. There was no insurance on any of the property. The bridge, which was slightly damaged, was saved by throwing into the river a quantity of lumber belonging to the Messrs. Wyman on an adjoining abutment. The fire was evidently the work of an incendiary.

The house of Elkanah Travis, Kempt, was totally destroyed by fire on Friday, June 7th, with the greater part of the furniture, etc. The fire was caused by sparks from some burning rubbish in the yard. There was no insurance on the property.

The house of George Leizer, at Brooklyn, was totally consumed by fire on the morning of July 26th. Mr. Leizer perished in the flames, a portion of his charred remains being found among the debris. There were also found on the spot upwards of 200 silver dollars and fragments of a roll of bank bills. One of the neighbors who passed the house at 6.30 o'clock saw no sign of fire, and about

7, when first discovered, the work of destruction was complete. Mr. Leizer was a blacksmith, and had for some time resided alone. He was a very eccentric person, and was an early riser. The origin of the fire is unknown.

The galley of schooner Agenora, of Sydney, C. B., lying at Clements' wharf, was discovered to be on fire early on the morning of August 28th. The woodwork had ignited from the heat of the stove. The damage was slight, only the galley and the mainsail being destroyed. The firemen's services were not required, although an alarm was rung on the bells.

An alarm of fire was sounded on the 28th September, caused by the tar in a large pot having caught fire on the premises of Samuel Killam, Milton. No damage was done.

The house of Willoughby Bath, Starr's road, was burned to the ground at 12.30 o'clock on the morning of November 14th, together with a portion of the furniture. The house of George Jack, only a few feet away, was saved by the exertions of the firemen. There was no insurance.

1879.

On Sunday night, February 9th, the house of James Forbes, North Glenwood, was totally destroyed by fire, the inmates barely escaping in their night clothes, thus rendering an old and respected inhabitant and his family homeless and destitute. No insurance. The fire was caused by a defective stovepipe. Mr. Forbes was 86 years of age, and from the effects of the exposure he became ill and died a few weeks later.

On the same night John Meuse's house, at Roberts' Island, was also destroyed by fire, with most of its contents. No insurance.

The Baptist church at Beaver River was totally consumed by fire on the morning of February 20th, with its contents, including the organ. The fire, no doubt, originated from a defective stovepipe. A meeting had been held in the church on the previous evening. There was no insurance. The loss was placed at $4000.

The large two-story warehouse on Lovitt's wharf, occupied by William Law & Co., and James B. Weddleton, upper flat, was destroyed by fire on Tuesday evening, February 25th. The alarm was given a few minutes before 7 o'clock, and almost simultaneously flames began bursting through the roof. The evening was fine, with a light breeze from the eastward. Most of the goods on the lower flat and a lot of cordage for a new ship building at Port Maitland on the upper flat

were saved. Messrs. Law & Co.'s loss was $1000; Mr. Weddleton's from $500 to $600, and there were sails and canvas belonging to other parties in the loft worth about $1000. The building was owned by Joseph Burrell. There was no insurance on any of the property. The fire originated in the sail loft and was accidental.

The house of John Crosby, jr., situated a short distance beyond the southern limits of the town, was discovered to be on fire on the afternoon of the 18th March, about 4 o'clock, and before the engines could quench the flames the roof and upper story of the building were completely burned off. The furniture was saved, with slight damage. The house, only a year old, was insured for $300. Fire accidental.

The vacant store formerly occupied by Gardner, Steele & Co., opposite the Tabernacle, was somewhat damaged by fire on Wednesday evening, April 16th.

The barn of John Murray was burned to the ground at 1 o'clock on Sunday morning, April 27th. There were stored in the building about 1 1-2 tons of hay, belonging to Richard N. Crosby, Deerfield, and some farming utensils, all of which was destroyed. No insurance. Incendiary.

About 11 o'clock on Monday night, June 2d, the old tenement known as "No. 9," belonging to the estate of the late Isaac Morehouse, was badly damaged by fire, the flames being extinguished, after considerable delay, by the firemen. Three or four hours later flames burst out from the unconsumed portion of the building. Again the firemen turned out, and after quenching the flames, what was left of the structure was torn down. Incendiary. No insurance.

Three alarms of fire were sounded on Monday night and Tuesday morning, June 16th and 17th. The first was caused by a tenement building, near the corner of Main and Adelaide streets, familiarly known as the "Long Boat," unoccupied at the time, being on fire. It was totally consumed. Owned by the estate of the late Joseph Stoneman. The second fire broke out two or three hours later in a tenement, also unoccupied, on a lane off Parade street, owned by J. K. Ryerson, which was likewise destroyed. The third alarm was caused by the building belonging to the Western Counties Railway Company, near the station, (formerly the homestead of the late James Jenkins) being on fire. The northwest window had been broken, and combustibles placed between it and the inside shutters, and set on fire. The flames ran up between the walls to the upper story, burning through the floor. The fire was extinguished before much damage was done. The building contained between $2000 and $3000 worth

of railway material. All these fires were incendiary. No insurance on any of the property destroyed.

Early on the morning of the 27th June an attempt was made to burn the barn on the premises of the late George Killam (now owned by R. S. Eakins and George Bingay). The fire was discovered by Mr. Wyman (gardener of J. K. Ryerson) about 5 o'clock, in the hennery, combustibles having been placed in one of the passage holes and there ignited. The fire was extinguished before much damage was done. A bottle containing paraffine oil was found in the yard.

About 7.30 o'clock on Sunday evening, June 29th, whilst services were in progress in the churches, there was an alarm of fire, which proceeded from the residence of N. W. Blethen, Milton. The flames were quickly subdued by the firemen. No one was in the house at the time, Mr. Blethen having gone to church about 15 minutes before the flames were seen breaking through the roof at the junction of the L with the main building. The damage, mostly by water, was estimated at about $500.

The barn and workshop of Louis Bourque, Eel Brook, were destroyed by fire, together with some utensils and a quantity of hay, in June. The cattle had been turned out just before the fire, and consequently escaped. Mr. Bourque's house, on the opposite side of the street, caught fire, but was saved with extreme difficulty.

Two more incendiary fires occurred on the morning of July 8th. The barn of Thomas Cleveland, South End, was totally consumed, together with a ton of hay and some bedding. No insurance. The barn of Dennis Halloran was set on fire by some one who had entered the building and ignited the hay overhanging the edge of the loft. After burning for some minutes, as it seemed, during which one of the loft beams had become considerably charred, the ignited hay fell to the lower floor and went out.

About 4 o'clock on the morning of July 5th the barn on the premises of Mrs. Prince Durkee, at the lower limits of the town, was discovered to be on fire, and the flames extinguished without sounding an alarm. This building was again set on fire and burned to the ground about 2.30 o'clock on Sunday morning, September 7th. It then contained about 6 tons new hay, 3 tons of which belonged to Oliver McGill. There was a small amount of insurance on the building. About an hour and a half previous to the latter fire a false alarm was struck on the central bell, but on the appearance of a policeman the parties ringing the bell made their escape.

An alarm of fire was given on Saturday evening, September 20th, caused by the upsetting and breaking of a lamp and igniting of the oil in the dwelling of Asahel Goudey, Alma street. Damage trifling.

On Saturday morning, September 27th, a few shingles having ignited from a spark from the kitchen chimney of the dwelling of Joseph W. Crowell, Central street, caused an alarm to be rung from the central bell. Beyond the burning of a few shingles, no damage was done.

The barn of Henry Porter, Tusket Wedge, was destroyed by fire, with its contents, on the morning of October 11th. Loss over $250. No insurance. The fire was accidentally set with matches by a little boy of Mr. Porter's.

The extensive steam saw mill at Tusket, owned by N. W. Blethen & Co., of Yarmouth, was totally destroyed by fire early on Sunday morning, November 9th, togther with about a million and a half feet of lumber, and the dwelling house and stable on the grounds, occupied by Rowland VanNorden. A house on the land adjoining, owned by Asa Robbins, was also consumed. The fire broke out about 2 o'clock and spread very rapidly. The mill cost upwards of $40,000, and the property of Messrs. Blethen & Co. thus laid waste exceeded in value $50,000. There was insurance on this property of $35,200. Mr. VanNorden lost all his furniture, which was insured for $600. Mr. Robbins' house was uninsured. Origin of the fire unknown.

The barn of Dr. T. O. Geddes was totally consumed by fire, together with its contents, early on the morning of November 15th. The flames spread so rapidly that the horse and two cows could not be rescued. Besides these animals, there were in the building two carriages, a sleigh, harnesses, four tons of hay, &c. Insured $300 in the Royal. Incendiary.

On the afternoon of the same day, Israel T. Wyman, whilst drawing oil from a barrel in his barn, spilled some of the paraffine on the floor, and to clean it up touched it off with a lighted match. The flames spread beyond control, and the neighbors soon assembled and pulled the building down. The roof of Mr. Allen's store on the corner took fire from the sparks, and at one time all the buildings on both sides of the bridge, including the factory, were in imminent peril, but fortunately the tide was up and the flames were soon extinguished. Mr. Wyman's loss was $200. No insurance.

1880.

Between 1 and 2 o'clock on the morning of January 21st the

house of Henry Delaney, on the Small Gains road, was burned to the ground, with its contents. The inmates, consisting of Mr. Delaney, his wife and three children, with a woman visitor and her four-weeks-old infant, barely escaped with their lives, and were obliged to walk half a mile barefooted to the residence of William P. Churchill. The fire originated from ashes in a barrel. No insurance.

An unoccupied house on Pleasant street, midway between Parade and Park street north, owned by Howard Royal, was burned to the ground on the 24th January. No insurance. Cause, incendiary.

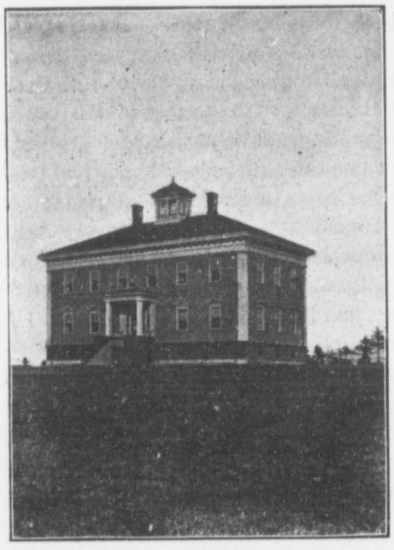
About 11.30 o'clock on Sunday night, January 25th, Michael Griffin and a friend who arrived in Yarmouth via the Western Counties Railway from Digby on a trolley, (the road being closed for traffic) observed smoke issuing from the rear end of the Herald building, and immediately gave the alarm. By the promptness and well directed efforts of the firemen the fire was apparently extinguished about 12.30, although the building was at one time thought to be beyond all hope of being saved. The engine companies and other citizens dispersed, and two men were left to take care of the premises. Soon afterwards fire appeared between the lower ceiling and the upper floor, and the men in charge finding it impossible to quench it with pailfuls of water, another alarm was sounded from the central bell, and immediately taken up by all the bells of the town. The engines returned to their positions of an hour before, and gave the fire an effectual squelching. The damage to building and stock was estimated at $800, which was covered by insurance. The origin of the fire is involved in mystery. The telegraph operator, with a friend, visited the building at 9 o'clock, and twice passed through the rear hall, and in sight of the closet where the fire originated, without detecting any sign of fire or smoke. The Herald appeared on time the next Thursday, being issued under most serious difficulties, amid burned and shattered doors, floors, walls, windows and ceilings, and with everything in heaps and disorder, and in the dead of winter.

The dwelling house of J. Whitman Crosby, Hebron, was totally destroyed by fire early on the morning of the 4th February. A heavy gale raged at the time. The fire was observed by the policemen in town, who rang an alarm, and the engines started, but on account of the roads being blocked with snow, returned after proceeding a short distance. No insurance. Fire originated from a defective chimney. Part of the furniture was saved.

The house of James F. Richardson, situated near Murphy's Bridge, was burned to the ground on the afternoon of the 12th

February. Mr. and Mrs. Richardson were visiting at their son's house (about 400 or 500 yards distant) at the time. The greater portion of the furniture was destroyed. Origin of the fire accidental. Insured $600 in the Royal Canadian. No insurance on furniture.

About 11.45 on the night of the 2d March the two story wooden building on the corner of Main and John streets (the present site of the post office building) was discovered to be on fire, and an alarm promptly given. The lower flat was occupied by H. A. Parr as a drug store, and Alfred S. Hood as a photographic studio. The upper flat was occupied by Dr. James A. Merrill, dentist, Miss Davis, teacher of painting, and by Mr. Hood in connection with his studio. The flames were first seen in Parr's back shop, and spread rapidly, and in spite of the vigorous exertions of the fire department the building was totally destroyed. The building was owned by Jacob Bingay, was valued at $4000, and was insured $2000 in the Halifax Fire Insurance Co. Parr's stock was insured for $5000, equally divided between the Imperial and the North British & Mercantile. The other tenants were uninsured, but Dr. Merrill and Mr. Hood saved the most valuable of their effects, and Dr. Parr removed some in a damaged condition. Miss Davis saved nothing, her loss being about $100. The adjoining three story brick building, also owned by Mr. Bingay, was badly injured internally by salt water and smoke, but served as an effectual barrier to the spread of the fire. It was insured for $4000 in the North British & Mercantile.



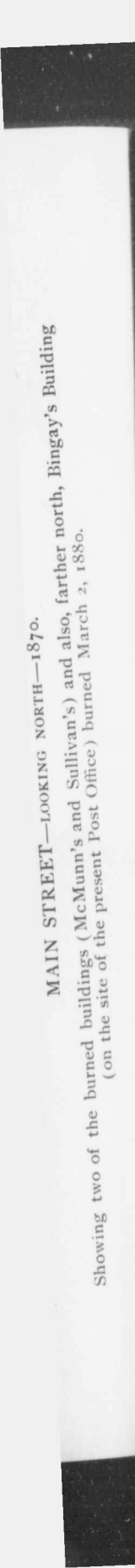
FIRST SOUTH END SCHOOL HOUSE.

A house at Carleton, belonging to Frederick Kelley, was destroyed by fire on the morning of the 16th March. No insurance.

At a quarter before 2 o'clock on Sunday morning, March 21st, the South End schoolhouse was discovered to be on fire, the flames bursting through the southeast corner. The alarm was promptly given and

MAIN STREET—LOOKING NORTH—1870.

Showing two of the burned buildings (McMunn's and Sullivan's) and also, farther north, Bingay's Building (on the site of the present Post Office) burned March 2, 1880.



MAIN STREET—LOOKING NORTH—1870.

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MAIN STREET—LOOKING NORTH—1870.

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the fire companies were quickly on the spot. The flames spread with such rapidity that nothing could be done to save the building, which in a short time was consumed, with all the furniture, books and other contents of the institution. The weather was exceedingly mild, there being only a slight air from the southeast, but this wafted showers of sparks and cinders over buildings to the north and west, which were put out by the firemen before they did any damage. The building cost $8000, and the furniture, &c., upwards of $2000. Insured $4000 in the Royal and $2000 in the Northern. As there was no school on Saturday, and the furnaces were not replenished after Friday, the fire was doubtless an incendiary one.

About 3.30 o'clock on the afternoon of the 24th March the house of Mrs. Nelson Hammond, Queen street, caught fire in the attic from a defective chimney. Although flames burst through the roof, they were quickly put out by the firemen. The damage was not extensive.

The upsetting of a lamp in the house of Mr. Vienot, Huston street, on the evening of the 27th March, caused an alarm of fire, which was altogether unnecessary, no damage being done.

An old unoccupied barn near the central engine house was burned down about 2 o'clock on the morning of the 14th April. No insurance. Doubtless incendiary.

About 3.35 o'clock on Sunday morning, April 25th, policeman Fader discovered smoke issuing from the rear of the building on Main street, owned and occupied by George F. McMunn, plumber and gas fitter, and immediately rang an alarm from the central fire bell. Before anyone had time to reach the spot the flames had burst out under the floor and between the outer walls of that and the adjoining building to the southward, corner of Cliff street, owned by George J. Morton and occupied by Morton & Alllen on the lower flat, and by Mr. Morton upstairs. All the fire engines were on the ground in an incredibly short time—St. George No. 1 taking up its position at the well at the head of Brown street, No. 3 at the well in Cliff street, and the steamer Neptune taking water from the harbor at the head of N. Churchill's (now Law's) wharf. In a very few minutes McMunn's back shop was a mass of flames, and efforts were put forth to remove his stock, which was accomplished without much damage. The tools in the rear of the building could not be got at, and were consequently lost. This building was immediately connected by outbuildings, sheds, etc., with the building on the north owned by D. Sullivan, and which was then unoccupied. Notwithstanding the most strenuous efforts of the fire department these buildings were entirely destroyed.

A barn to the eastward, owned by E. E. Archibald, in close proximity, and to the leeward of the burning buildings, was in imminent peril, and the efforts of the firemen were directed to its protection, for had it been destroyed no doubt a much more extensive conflagration would have ensued. Although this barn was on fire several times, the flames were quickly extinguished and the building saved. The fire having fought its way through the north wall of Morton's building its destruction was inevitable. The work of rescuing his furniture and the stock of Morton & Allen had been constantly going on from the beginning of the fire. In the upper or third flat of this building were a number of valuable implements used in the work of bronzing, and a portion of the firm's stock, which were entirely consumed. Mr. Morton's loss was the heaviest. His building was insured for $1000 in the Etna; Morton & Allen's stock was insured for $1000 in the Imperial; Sullivan's building was insured $1200 in the Etna and $800 in the Imperial; McMunn's building was insured $375; stock $600; tools, etc., $400—all in the North British & Mercantile. William McGill, who held a mortgage on the building, was insured $800 in the Imperial. At the time of the fire there was a light air from the westward, which favored the firemen in their work. The tide, however, from which Neptune drew her supply, was at its lowest ebb. The HERALD in its report of this fire alluded to the work of the firemen in the following eulogistic terms: "We have frequently alluded to the efficient manner in which the fire companies perform their labors, but at no time have they displayed more alacrity, perseverance and endurance than on this occasion. Their movements drew forth commendations from all who witnessed the fire, especially strangers from the neighboring cities and towns. The steamer played for four consecutive hours, drawing water 28 feet, and through 1150 feet of hose, throwing salt water 100 feet above the level of Main street. The hand engines, together with the Hook & Ladder Co., are also entitled to a share of praise, No. 1 hand engine having put the 'first water' on the fire." During the whole of Sunday forenoon a gang of firemen were actively engaged playing upon the ruins and pulling down the walls of the buildings.

Between 10 and 11 o'clock on the night of the 14th May the barn belonging to the estate of the late Charles W. Kelley, Butler's hill, which with the dwelling house was occupied by Rev. William Robertson, was discovered to be on fire. The engines could not reach the spot in time to prevent the total destruction of the building, but succeeded in saving the house, the ell alone being damaged.

Most of the furniture was saved. Insured $400. Two or three hours after the return of the engines to their stations, the barn of Benjamin Crosby, at the extreme southern limit of the town, was discovered to be on fire, and being connected with the house, both were quickly destroyed. The furniture was saved. The dwelling of Capt. Samuel J. Hatfield, being only a few feet distant, for some time seemed doomed to a similar fate, and the furniture was removed, but through the efforts and efficiency of the fire department it was saved with but little damage. Insured $1000 in the North British & Mercantile.

About 1 o'clock on Sunday morning, May 30th, an unoccupied building belonging to Mrs. E. Lonergan and adjoining her residence, Church hill, was discovered to be on fire. The flames were quickly extinguished by St. George No. 1. At this fire a young man was arrested by P. W. Nickerson as being the incendiary, and an investigation resulted in the young man's commitment for trial in the Supreme Court. A few days previous to this fire, James J. Lovitt discovered in a pasture near his residence, close to the stone wall, a bunch of oakum as large as a peck measure, tied with manila rope-yarn, and having in the centre a paper box holding about a quarter pound of giant blasting powder. The box was cemented by coal tar or some like substance. There was a hole in the top of the box, through which a piece of fuse about two feet long was led to the powder, and the whole arranged so as to appear like a bunch of oakum. It had a very *incendiary* aspect.

An unoccupied house owned by N. K. Clements, situated on Pleasant street, between Parade street and Starr's road, was destroyed by fire at midnight, August 17th. No insurance.

The dwelling house of George Sollows, Milton Highlands, was burned to the ground about 10.30 o'clock on the 3d October. The barn on the premises was saved through the efforts of the fire department. Most of the furniture was saved. No insurance.

1881.

The house of Aaron Crosby, Ohio, was burned to the ground on the night of the 1st January, whilst the family was spending New Year's at Mr. Crosby's father's. Part of the furniture was saved. The origin of the fire is uncertain. No insurance.

The schoolhouse at Deerfield was destroyed by fire between 9 and 10 o'clock on the night of January 20th, together with all the apparatus and other school property. Caused by a boy having put hot ashes into a barrel in the hall. No insurance.

The building owned and occupied by Josiah Ellis, at Green Cove, was burned to the ground about 3 o'clock on Sunday morning, May 22d. The neighbors succeeded in saving the flour, a hogshead of molasses and a few other articles from the store—the balance was destroyed. The fire originated from a number of barrels of lime which were placed between the burned building and an ice house, and on which the rain had dropped, causing the lime to become slacked. Loss about $1000. No insurance.

A small house situated near Murphy's bridge, on the west side of the main road, occupied by a Mr. Doucette, and owned by William Elliott, was totally destroyed by fire on Friday night, June 3d, together with its contents. No insurance.

The dwelling house of Joseph Robertson, Pleasant Valley, was burned to the ground on Friday afternoon, June 10th. The fire originated in a smoke house adjoining and quickly spread, all efforts to prevent it proving unavailing. Mr. Robertson was in the States at the time, Mrs. Robertson and four children being the only inmates. The latter were so ill of scarlet fever that they were unable to render any assistance, and had to be removed to the barn until the excitement had subsided, when they were taken to a neighbor's house. A portion of the furniture on the lower flat was saved. No insurance.

At a quarter to 10 o'clock on Saturday morning, September 10th, the block of buildings known as the "Cordova Tannery" and Robbins' grist mill, corner of Water and Haskell streets, was discovered to be on fire. By the time the firemen reached the spot the interior of the tannery was a mass of flames, and it was thought the entire block would be swept away, but by the efforts of the firemen the grist mill was saved. The engines were kept constantly at work until 10 o'clock. Several buildings were on fire at different times, but the flames were quickly drowned out. The loss was estimated at from $7000 to $8000. Insured $600 on the tannery; $300 on machinery and $300 on stock. Policeman Fader's house and Mr. Robbins' house, east of the tannery, occupied by George Barnes, were somewhat damaged, and were also insured. The tannery was built in 1846 by Gilbert Sanderson, and the steam engine in the building was the first set to work in Yarmouth.

On Friday, October 14th, Owen Sweeney, living on the Carleton branch of the Tusket river, about 6 miles above Carleton, heard cries of distress from the premises of Charles Bethune, his next neighbor. What was his horror when a moment later he saw Mrs. Bethune, at the corner of her house, enveloped in flames, and heard her agonizing

cry: "For God's sake, save my child; it is burning up in the house." Mr. Sweeney, on entering the house, found one of her two children—the youngest—terribly burned, and its clothing still on fire. He instantly extinguished the flames, which were consuming both mother and child, and alarmed the neighborhood, and Dr. Harley, who resided in the vicinity, was quickly on the spot. Mrs. Bethune was found to have been terribly burned. After lingering in excruciating agony for ten or eleven hours she expired. The child was so badly burned that amputation of one or more limbs was deemed necessary. Before dying Mrs. Bethune explained that her dress caught fire while she was sitting at the cook stove warming her back—that she vainly rolled herself in the mats to extinguish the fire—and that the child's dress caught fire from the burning mats as she crawled towards her. Mr. Bethune was absent. Mrs. Bethune was a native of Long Island, Digby County, and was in the 25th year of her age.

The dwelling house belonging to the estate of the late Jonathan Harris, at Sandford, was burned to the ground on Saturday night, October 15th. Only a portion of the furniture was saved, the family having barely time to escape with their lives. House insured $600, and the furniture $100. An alarm was rung on the bells in town, which turned out the firemen and citizens, who could render no assistance.

On Wednesday night, November 23d, the barn of William V. Haley, Deerfield, was totally destroyed by fire, with all its contents, including a horse, 2 cows, 4 sheep, a hog, 10 tons hay, wagon, &c. Loss $600. No insurance. Fire doubtless originated in a quantity of charcoal placed in the barn before cooling off, to shelter it from rain.

About 2 o'clock on Thursday morning, November 24th, fire was discovered in the dwelling house of Ansel Kinney, Central street, which was extinguished by a Babcock. The fire was caused by a defective flue. The loss was covered by insurance.

During the same night the store of Harvey C. Perry, Salmon River, Digby Co., was totally consumed, together with its contents, including the books and accounts. There was no insurance. Loss $1200. Doubtless incendiary.

1882.

At 11.30 on Sunday morning, January 8th, a small house near Disney church, owned by H. A. Parr, was badly damaged by fire. The services at the church were disturbed, but the flames were quickly extinguished.

The store of Arthur L. Crosby, at Deerfield, was burned to the ground, together with its contents, about 9 o'clock on Saturday evening, January 21st. Doubtless incendiary. Building and stock valued at $2800. Insured $2000 in the Commercial Union of London.

The house and barn of Enos Hatfield, at Kemptville, were destroyed by fire on Tuesday night, January 31st. The occupants of the house barely had time to escape, saving nothing but what they stood in, not being able to put on their clothing. In the barn were 15 cattle, 1 horse, and about 12 tons of hay, besides wagons, cart, harness, &c. Two of the cattle were saved. No insurance.

The sheds of the Dutcher Fish Trap Co., at Chegoggin Point, owned by Capt. Lyman E. Cann and others, of Milton, were destroyed by fire on Friday morning, February 10th. All the apparatus of the trap, including two boats, were burned. Incendiary. Loss $2000. No insurance.

At 10 o'clock on Sunday morning, April 23d, a tenement house, owned by Andrew Clendenning and occupied by Mrs. Gordon, at the South End, was badly damaged by fire and water. Origin unknown.

The new dwelling house of Stephen Churchill, at Darling's Lake, was burned to the ground about 8 o'clock on Monday evening, May 22d. A large portion of the furniture was saved.

A fire under the front steps of the Yarmouth Seminary on the 19th of August caused $25 damage to the steps.

A small house, owned and occupied by a colored family named McKinnon, on the south side of Starr's road, about midway between Ward's corner and the Poors' Asylum, was burned to the ground on the 28th August. A portion of the effects were saved. Caused by a child playing with matches.

The blacksmith shop and workshop belonging to J. H. Porter & Co., Tusket Wedge, were totally destroyed by fire on Saturday night, November 4th. Everything within the buildings was lost. Origin unknown. Porter's loss, $700; workmen's loss about $300. No insurance.

On Sunday morning, November 19th, Mrs. Joseph Lovitt, her daughter and a Miss Nickerson left their home, about three miles from Carleton, to attend meeting at that place, leaving Mr. Lovitt alone in the house. He left about a quarter of an hour later and visited a neighbor. About an hour afterwards the house was seen to be on fire, and was consumed with all its contents, except a few articles taken from one room. There was no fire in the cook stove, and the origin of the fire was unknown. Loss about $1000. No insurance.

The store of Howard S. Hilton, at Meteghan River, with its contents, was burned to the ground on the morning of December 7th. Mr. Hilton was thrown from a wagon about a week previous, and had been confined to his room. The clerk locked the store at 7 the previous evening. Origin unknown. Building insured for $350, and stock $1200.

About 11 o'clock on Tuesday night, December 26th, the dwelling house owned by the estate of A. Clendenning, and occupied by Nathan Cosman, on the corner of Barnard and Water streets, was discovered to be on fire, the flames bursting through the roof. The fire burned slowly, and was quickly put out by the hand engines. The roof was badly burned and the building considerably damaged by water.

On Friday morning, December 22d, the mill owned by Capt. James Shaw, at Chegoggin river, was burned to the ground, together with its contents. It consisted of a carding machine, threshing machine, saw and shingle mill. The fire was discovered by a gentleman traveling towards Beaver River about 3 o'clock, the building being then on fire from end to end. Nothing could be saved. There were about $18 in cash, a quantity of barley and a large portion of the season's threshing in the buildings. Loss $1500. No insurance.

1883.

A small cottage on the street in rear of the Temple church was badly damaged by fire and water on the afternoon of January 2d.

About 3.30 o'clock on Saturday morning, March 17th, the blacksmith shop of E. C. Simonson, Tusket, was entirely destroyed by fire, together with its contents. A large portion of the blocks, etc., for the new ship Fred B. Taylor was destroyed. Mr. Simonson's books were also destroyed. Loss $1000. No insurance.

On Sunday afternoon, March 18th, the residence of Mrs. W. S. Raymond, formerly the Seaside Hotel, at Beaver River, was badly damaged by fire, which originated from a spark from the chimney. The building was saved from total destruction by the well directed efforts of the residents. The property was uninsured.

On Sunday night, April 1st, the house of James D. Raymond, at Kemptville, was totally destroyed by fire, with all the furniture and effects. Mrs. Raymond and child were saved by their exit through a window. The fire originated in the ceiling, it is supposed from a defective chimney, and in fifteen minutes the upper floor fell through. No insurance.

The barn of Robert McWheenie, at Pleasant Lake, together with its contents, was burned to the ground on the afternoon of October

4th. It contained about 10 tons of hay, a wagon and a number of farming implements. No insurance. Origin unknown. The house caught on fire several times, and was with much difficulty saved from destruction.

A small house on Water street, South End, owned and occupied by Frank White, was badly damaged by fire and water on the afternoon of October 16th. The fire was caused by a spark from the stove igniting some kindling wood, and setting fire to a partition. No insurance.

As the workmen of the Kinney-Haley Manufacturing Co. were quitting work on Wednesday evening, December 19th, fire was discovered in the dry room. An alarm was sounded, but before the firemen could reach the spot the employees had extinguished the flames. Damage trifling.

1884.

On Friday evening, February 23d, a wooden box filled with sawdust, used as a spittoon in the room of Prof. Bramhall, Hood's building, caught fire, and the flames communicated to the floor of the building. An alarm was sounded, someone carried the box out of doors, and a pailful of water was all that was required. Damage trifling.

On Tuesday morning, February 26th, persons passing the house of Prince H. Durkee observed a bright light in the front hall, and upon examination discovered some clothing around the stove on fire, and gave an alarm. No damage was done.

The barn of Luke Kehoe, at Bell Neck, Tusket Lakes, was burned to the ground, with its contents, on the 11th March. A lot of agricultural and cooperage implements were in the building. Loss $300. No insurance.

A bundle of newspapers under a counter in the Bank of Yarmouth, having caught on fire, on Saturday evening, May 24th, occasioned a general alarm. A few pailfuls of water quickly extinguished the flames. Damage trifling.

An accidental fire in a straw bed in the dwelling of R. H. Chandler, Commercial street, on the 3d June, caused considerable damage to the building by water. Loss covered by insurance.

A few shingles on the ell of the dwelling house of James B. Weddleton, Cliff street, called out the firemen on Saturday afternoon, July 19th. A few buckets of water put out the fire. No damage.

The roof of the dwelling house of Mrs. Caleb Cook, Main street, was on fire on September 15th, but the flames were extinguished without any serious damage by No. 1 hand engine.

A small tenement house on Commercial street, owned by Hugh McManus, and occupied by a family named Smith, was badly damaged by fire at 1 o'clock on the morning of September 25th. The inmates lost a portion of their effects. Loss on the building covered by insurance.

The saw mill situated on the Salmon River, about two miles above Riverdale, known as Mood's mill, was totally destroyed by fire on Monday night, September 29th. Origin unknown. There had been a fire in the stove the day previous. Insured $1200.

1885.

An attempt was made to burn the barn of T. M. Lewis and the school house at South End, on Thursday night, January 15th, by pouring paraffine oil on the floor of the school house and igniting it, but the fire went out after some slight damage to the floor.

The house of Webster Hamilton, Lower Argyle, was discovered to be on fire by Robert Frost, driver of the eastern coach, as he was passing about 11 o'clock on Saturday morning, February 14th. The inmates about the same moment discovered the flames. The neighbors promptly assembled and succeeded in saving the building from destruction, although several holes had been burned through the roof.

The steam saw mill at Hectanooga, owned by Blackadars & Co., was burned to the ground early on the morning of the 24th March, together with 400,000 feet of lumber, 300,000 shingles, a dwelling house, barn and store. The railway station on the opposite side of the track was also destroyed. The company's loss was $20,000. No insurance.

The stairway in the dwelling of John Beular, Chestnut street, Milton, caught on fire by a cat upsetting a lighted lamp, on the 14th April. The fire was soon extinguished by steamer Naiad. The damage was trifling.

An old full rigged brig, named Iris, lying at Horton's wharf, was discovered to be on fire in the cabin on Saturday evening, April 18th. The firemen saved the vessel from total destruction, but the cabin and deck were badly damaged and a few beams charred. Doubtless the work of an incendiary. Charles Major fell through the wharf during the progress of the fire into the dock, but was not hurt. Joseph Harris, being blinded with smoke, fell through an open hatchway into

the hold, and was quite seriously injured. No insurance. Vessel owned in Philadelphia. The Iris was purchased in 1887 by Messrs. Batt Bros., of Charlottetown, P. E. I., for $200, and towed to that port by that firm's new tug William Aitken (built by Burrell-Johnson Iron Co.) to be used as a coal barge.

At 1 p. m. on the 23d April a spark from a chimney set the roof of the old Cosman house, corner William and Barnard streets, on fire. It was put out without damage.

At 8 p. m. the same evening a small fire in Moody's Row called out the department, but their services were not required.

About 11 o'clock on the night of April 27th the large barn belonging to the estate of the late John Crawley, Forbes street, was discovered to be on fire and the flames soon burst through and enveloped the building, which was totally consumed. Whitman R. Crawley, who rented the barn with some neighbors, succeeded in rescuing the horse, two cows and other property in the building. Incendiary. Insured for $100.

A small unoccupied house on the corner of Park and Brunswick streets, Milton, was totally destroyed by fire on Monday night, May 18th. It belonged to the Huntington estate, and was uninsured.

A bed in a bedroom of the residence of Robert Brown, Kirk street, about 8 o'clock on the evening of June 4th, caught on fire and an alarm was sounded. The bed was thrown out doors before any damage was done. The alarm was given whilst the firemen were practicing for the races for the 9th of June, which brought it to a sudden termination and a hasty "pickup."

Frank Patten, of Hartford, was awakened on the morning of the 19th June, about daylight, and discovered that the rear portion of his house was enveloped in flames. Hastily arousing his family, they succeeded in escaping, not having time to dress, and his clothing was lost. A portion of the furniture was saved, but the building was entirely consumed. No insurance. The origin of the fire was unknown.

A pig pen and shed on Butler's hill, owned by Frank Smith, were destroyed by fire on the 28th August. Loss trifling.

The dwelling house of William Baker, Church street, was slightly damaged by fire during the night of September 2d.

The house at Carleton, owned and occupied by Benjamin F. Crosby, driver of the Carleton express, was burned to the ground on the 8th September, together with the barn and contents. A small

portion of the furniture was saved. Fire originated from a spark from the mill. Insured in the London Mutual for $500.

On Friday night, September 11th, the house of Patrick Meuse, at Morris Island, Argyle, was destroyed by fire, the inmates saving nothing but the clothes they had on. Caused by a defective flue.

There were two alarms of fire early on Sunday morning, September 13th. The first was given about 2.30, and was false. The other occurred about an hour later, and was caused by the burning of a small unoccupied barn in the vicinity of No. 1 engine house, owned by Hugh McManus. It was so badly burned that it was torn down. A barn adjoining narrowly escaped. Incendiary.

The barn on the premises of Mrs. William Powers, Argyle street, was completely destroyed by fire about 9 o'clock on the evening of September 16th. Probably incendiary. A quantity of hay in the loft made the work of quenching the flames a difficult one for the firemen.

A house occupied by Harvey Hipson, and owned by James Larkin, at East Pubnico, was burned to the ground about 2 o'clock on Friday afternoon, September 18th. The greater portion of the effects and furniture was saved. Fire probably set by a little boy whilst smoking. No insurance.

On Monday morning, October 19th, an unoccupied building, nearly opposite the premises of the late Reuben Clements, Main street, was completely destroyed by fire. Incendiary. It belonged to the Clendenning estate, and was insured for $300.

The dwelling house and outhouses of Charles W. Smith, at Sand Beach, were totally destroyed by fire on Friday morning, October 30th, with nearly all their contents. The furniture was all consumed, except two beds. All the vegetables in the cellar, several firkins of butter and nine tons of coal were destroyed. Building insured for $1000. The fire originated in the cooper's shop attached to the house, but in what manner was unknown.

The barn of Nelson Ryder, Prince street, was discovered to be on fire about 9 o'clock on the evening of the 17th November. The flames were put out by Robert Prosser and William Rogers without sounding an alarm. Incendiary. Damage trifling.

A house belonging to Martin Amero, sr., of Lower East Pubnico, was damaged to the extent of $250 on Saturday morning, November 21st. The fire was set by a little son of Mr. Amero.

Between 10 and 11 o'clock on Tuesday morning, December 1st, the barn on the premises of S. B. Cogswell, at Arcadia, (better known

as the Elijah Cleveland place) was discovered to be on fire by Alvin Earle, who was passing along the road. Mr. Earle immediately ran to the building and succeeded in rescuing the cow, which was almost suffocated. There were upwards of three tons of hay in the loft. The fire was caused by Mr. Cogswell's little boy playing with matches among some loose straw on the floor. The building and contents were totally consumed. No insurance.

A partition in Morrison's restaurant, on Main street, on Monday evening, December 7th, about 6 o'clock, caught on fire from an overheated stove, and the flames quickly ran up between the walls. The fire was extinguished from a line of hose from a hydrant. The damage was not serious.

1886.

About 9 o'clock on the evening of the 15th January the barn on the premises of Thomas B. Crosby, Prince street, was discovered to be on fire, the building then being a mass of flames inside, which were running up into the haymow. All efforts to rescue the cow (a valuable Jersey) were unsuccessful and she perished. The building had to be torn down. No insurance.

On Monday afternoon, January 19th, the dwelling house of Frank Frost, Argyle Sound, was burned to the ground. The fire originated around the chimney in the attic. All the furniture, except the contents of one bedroom, was destroyed. No insurance.

An unoccupied dwelling house, owned by the Yarmouth Building Society, situated on the old road leading from Arcadia to Tusket, was burned to the ground about daylight on the 25th February. Incendiary. Insured in the Imperial for $1000.

About 10.30 on the night of the 25th February the cabin of the schooner Alfred, lying at Commercial wharf, was discovered to be on fire. The firemen succeeded in confining the flames to the cabin, which was badly burned. The fire was caused by the listing off of the vessel, causing the coals in the stove to spill out.

On Monday morning, March 1st, a bed in the house of John A. Crosby, Butler's hill, caught on fire, and filling the house with smoke, an alarm was sounded. The bed was thrown out doors. No damage. Fred Trefry, son of John W. Trefry, who held one side of the tongue of St. George's hose reel on the return to the engine house, slipped and fell, one of the wheels passing over his legs. He received several severe bruises.

A paraffine lamp exploded in the office of the Hotel Lorne on

Wednesday evening, March 10th, whilst the room was unoccupied. The oil igniting the floor, the flames were observed by William B. Homer, in his store opposite, who ran over, and with the assistance of the proprietor succeeded in extinguishing the flames. No damage.

About 10 o'clock on the morning of the 6th April fire was discovered in the long row of buildings on the corner of Main and Argyle streets, known as Moody's Row. Smoke was freely issuing from the roof, and the numerous tenants began hastily to remove their effects. All the buildings composing the row were more or less damaged by fire or water, and the whole roof almost destroyed. The attic of the adjoining building on the east was also gutted. Fortunately there was very little wind, otherwise the loss might have been much more serious. The row belonged to the estate of the late E. W. B. Moody, and was partially insured in the Glasgow and London office.

The house and barn of Evelyn Woods, at Tusket Falls, was burned to the ground about midnight on Sunday, April 11th. The buildings were unoccupied. Insured $600 in the London Mutual.

Fire was discovered between the basement and kitchen of St. Ann's convent, at Eel Brook, about 11.30 on the morning of the 4th May. The damage was slight.

The dwelling house of Capt. William Hayes, at Argyle, was burned to the ground on the morning of the 24th May. The flames were first seen by Mr. Hayes, who was at work in a field, breaking out through the roof. Scarcely any of the furniture was saved. A defective flue was the cause. Insured $800 in the London Mutual.

A quantity of benzine in a store in Williams' block, Main street, igniting from fire in a portable oil stove, caused an alarm of fire on the afternoon of the 12th August. No injury was done.

An unoccupied house owned by Hugh McManus, situated near Disney chapel, was discovered to be on fire about 12.30 o'clock on the morning of the 10th September. When discovered fire was bursting through the roof, and the inside of the building was a mass of flames. The building was badly damaged. Insured in the Imperial.

The barn of Samuel N. Cann, jr., at Ohio, was entirely destroyed by fire on Sunday afternoon, October 10th, together with its contents. There were in the building 10 tons upland and 4 tons marsh hay, a butcher's wagon, farming implements, two sets harness, two sows and a litter of fifteen pigs. The dwelling was badly scorched, and as it was in danger of burning, the neighbors had taken off the doors and windows and removed the furniture. Children playing with matches caused the fire. Insured $200 in the Citizens' Insurance Co.'s agency.

A barn owned by Alexander Boudreau and his two brothers, at Tusket Wedge, was burned to the ground. The fire originated from the bursting of a lantern. Nothing was saved. No insurance.

The Tabernacle church was discovered to be on fire about 9.30 o'clock on Saturday night, December 19th, and an alarm sounded. The floor over the furnace had ignited by the heat from one of the registers. It was extinguished without the aid of the engines. Damage about $350.

1887.

The dwelling house of William H. Kinney, Central street, was considerably damaged by fire on the morning of the 9th March. The flames were observed about 8 o'clock bursting through the roof of the ell, and before they could be extinguished a portion of the roof and of the main house was burned out, and the interior damaged by water. Loss covered by insurance.

The three story house at Salem, for some time occupied by E. F. Clements, was destroyed by fire between 4 and 5 o'clock on Monday afternoon, March 21st, with the greater part of the furniture. Mr. Clements' wife and family had been absent for some time in Boston, but a man had been taking care of the premises during the winter. Mr. Clements was in the house during the afternoon and said that he had trimmed a lamp to see that it would burn all right, as he intended to use it that night. After lighting the wick he extinguished the flame, and was about raising the lamp into the chandelier suspended from the ceiling, when the top slipped off and the lamp fell to the floor. The oil spattered into the fire and ignited, spreading to the floor and woodwork, which were instantly in flames, defying his efforts to overcome. He at once raised an alarm, but all efforts to save the building were fruitless. Owing to the muddy state of the roads the steam fire engines were with difficulty hauled to the spot. The houses on the opposite side of the street were somewhat scorched, but were saved, as was also the barn on the premises. Very little of the furniture was saved. Insurance as follows: $2200 on house and $300 on barn in the Queen; $2000 in the Royal Canadian on furniture, etc.; $500 on barn, stock, etc., with S. B. Murray, and $200 on piano. Naiad steam fire engine returned to town about 6 o'clock drawn by four horses, whilst Neptune remained until near midnight playing on the ruins.

Two alarms of fire were sounded on Wednesday and Thursday mornings, April 13th and 14th, caused by a few shingles on the roof

of one of the buildings of the Kinney-Haley Manufacturing Co. igniting from a spark from a chimney. No damage was done.

A small house at the South End, owned by John Keenan, and occupied by Robert Bath, was burned to the ground on the 7th June.

An unoccupied and dilapidated dwelling house, situated in the rear of the homestead of the late Henry S. Porter, Starr's road, was burned to the ground about 11.30 o'clock on the night of September 15th. Owned by the Halifax Building Society. No insurance. Incendiary.

About 10.30 o'clock on the night of October 20th the Brimner house, on Water street, was discovered to be on fire and an alarm was sounded. Before the firemen could reach the spot the garret was a mass of fire and the flames were breaking out of all parts of the roof. They were speedily drowned out, but the building was destroyed. The house was owned and occupied by Mrs. John Moses, who had been away for several hours visiting her daughters, leaving a small fire in the stove. A portion of the furniture was saved. Insured $500 in Mr. Grantham's agency.

A lot of straw in the barn of George McConnell, Forbes street, was ignited by some children on the 3d November, which called out the whole department. The flames were extinguished by No. 1 before much damage was done.

By the explosion of a lamp on the night of the 11th December the barn of John Wyman, Pleasant Lake, was destroyed by fire, with its contents.

The dwelling house of Mrs. Isadore Belliveau, at East Pubnico, was totally destroyed by fire on Christmas morning. Mrs. Belliveau left home about 9 o'clock to visit a neighbor, and when she returned shortly afterwards the house was in flames. Before assistance arrived the building was a mass of fire, and all that could be saved was a barrel of flour and a bed. Mrs. Belliveau's son sent her a few days previous from the States $550 in greenbacks, which were also lost. No insurance. The fire originated, it is supposed, from a defective flue.

1888.

On the evening of the 9th February the dwelling house of Louis Burke, Sluice Point, was burned to the ground. The fire originated in the upper portion of the house, and before being discovered had made such headway that it was impossible to save any of the

furniture upstairs, and it was conseqently burned. No insurance. Origin unknown.

A few boards around the fireplace of one of the chimneys in the house of Thomas Carter, corner of Main and Albert streets, caught fire on the morning of January 11th, and caused an alarm to be sounded. No damage.

The house of William Worthen, at Pubnico Harbor, was burned to the ground on the night of March 12th. Mrs. Worthen retired with her children, and was awakened about 1 o'clock with a feeling of suffocation from smoke, and arose immediately. She found the stove in her room cold and without fire, but on going to another room discovered the woodwork round the chimney in flames, which it was impossible for her to extinguish or to save the house from destruction. Arousing her children, they made for the nearest house for shelter. Very little of the furniture was saved. Mr. Worthen was absent. No insurance.

Larry Kavanagh's house, on Park street, caught on fire on the roof on the evening of the 20th March, having ignited from a defective flue. No damage.

The woodwork around a chimney in the residence of N. J. B. Tooker, Sycamore street, caught on fire on the morning of the 21st March. The damage was trifling.

A fire, originating in the picker room of the Yarmouth Duck & Yarn Co.'s mill on the morning of the 26th April, caused an alarm to be sounded. Owing to the excellent facilities belonging to the mill for the extinguishing of fires four large streams of water were playing upon the burning cotton, and the automatic sprinklers completely flooded the apartment before the arrival of the fire brigade, and the damage to the mill was trifling. Several bales of cotton were injured, and some loose cotton thrown out doors. The mill resumed work next morning.

On Friday, May 4th, the dwelling house of Joseph Gray, at Rockingham, was burned to the ground, together with its contents. On the previous evening Mrs. Gray, not feeling very well, took a card of matches up to her bedroom, so as to have them handy should she require them during the night. She left them on a stand. Next morning a little boy, 4 or 5 years old, whilst playing upstairs, found the matches, and dropped a lighted one in a crack in the floor. Whilst preparing dinner Mrs. Gray heard a peculiar sound upstairs, and looking up the stairway saw smoke coming out through the roof. Arousing Mr. Gray, who was asleep on a lounge, they tried to stifle

the flames, but were unable to do so owing to a strong breeze at the time. The neighbors came hastily to their assistance, but all efforts proved unavailing, and the building was consumed. No insurance.

The house of Thomas Wilson (colored), Argyle street, was destroyed by fire about 2 o'clock on the morning of the 8th August. A portion of the furniture was saved. The property was uninsured. Fire originated from a defective flue.

An unoccupied dwelling, owned by John Chaloner, situate on the north end of Brunswick street, Milton, was burned to the ground about 12.30 on the morning of the 5th September. Just before the discovery of the fire the report of an explosion was heard by one of the neighbors, which led to the conclusion that the fire was the work of an incendiary. This building, and also a house on the south side and a barn on the north side were completely destroyed. The dwelling of Alfred Moseley was in danger, but was saved through the exertions of the firemen. All the buildings burned were owned by Mr. Chaloner.

The barn of John Cyril Meuse, at Tusket Forks, was burned to the ground, together with its contents, on the night of the 3d September. The reflection of this fire was plainly seen in town.

An unoccupied dwelling house, owned by Joseph Burrell, situated at Milton Highlands, was burned to the ground about 11 o'clock on the night of the 10th October. The building, being beyond the town limits, was wrapped in flames before the engines could reach it. Insured for $600. Doubtless incendiary.

On the 29th December John Moree's house, at East River, was discovered to be on fire about 4 o'clock in the afternoon. A crowd gathered, and by a desperate fight saved the building from destruction, although it was considerably damaged. Mr. Moree was upwards of 80 years of age. His friends went to his relief, and in a few days repaired the damage. The fire probably caught from a pipe which Mr. Moree was smoking.

1889.

Some sparks from a chimney set fire to the roof of the Hotel Lorne in two places on the forenoon of March 1st, turning out the department. The damage was trifling.

The house of Tunis Blauvelt, at Tusket, was totally consumed by fire on the morning of the 9th April, with all its contents, except one bed and bedding. The fire originated from a defective flue. No insurance. Mr. Blauvelt was 70 years of age at the time.

The old and well known dwelling house, formerly belonging to the late Edward Reynard, at the Lower Falls, Tusket River, was totally destroyed by fire on the night of the 15th April. It was owned by Tracy Hatfield, of Tusket, and was unoccupied. Insured $300. Fire supposed to be of incendiary origin.

The first alarm of fire in the town for six months was sounded on Sunday morning, September 15th, at 10 o'clock, and it was a false one.

About 10 o'clock on Tuesday morning, October 1st, the barn of Thomas Melanson, Marshall's Lane, was accidentally set on fire by children playing with matches. An alarm was sounded, which turned out the whole department. The barn, which was a small one, was filled with hay, and the fire was extinguished after the hay had been thrown out.

The dwelling house of Capt. Frank Woollard, at Deerfield, was discovered to be on fire about 3.30 o'clock on the afternoon of the 31st October. Capt. Woollard was at the school grounds at the time and saw the flames and smoke breaking through the roof. Before he could reach the building the flames had made such headway that only a portion of the furniture could be saved. He had $50 in bank bills in an upper room and 20 barrels of apples in the cellar, which were also lost. The fire first appeared in the attic, and its origin was unknown. Loss about $1300. Insured $750 in the London and Lancashire.

Some oiled waste in the coal bunker of steamer Alpha ignited early on Sunday morning, November 10th, causing an alarm to be sounded. The fire was extinguished without any serious damage.

1890.

The double dwelling house, corner of John and Second streets, owned and occupied by George R. Smith and Capt. William Hibbert, was destroyed by fire on the morning of the 3d February. The fire was first detected between the walls near Capt. Hibbert's chimney, and as it was difficult to get at, the flames ran up the partitions and were burning in the attic and roof before water could be got on them. The greater portion of the furniture in both houses was saved. Mr. Smith was insured $1800 on the house and $700 on the furniture, and Capt. Hibbert had $1500 on the house and $500 on the furniture.

The saw mill of Jacob Bingay, at North Range, Digby County, was destroyed by fire on the 16th April, together with a large number of logs. No insurance. Incendiary.

The roof of the Methodist parsonage at Milton caught fire about

3 o'clock on the afternoon of the 19th April, having ignited from a spark from a chimney. An alarm of fire was sounded, and the flames were quickly extinguished. The damage was trifling. Rev. Mr. Teasdale was the occupant at the time.

The dwelling house of Jacob Tedford, at Woodstock, was destroyed by fire, together with its contents, on the 22d May. The fire was discovered about noon breaking out through the roof, originating from a spark from a chimney. Mr. Tedford was absent at the time, and before help could be obtained the fire was beyond control. No insurance.

A few shingles on the roof of the tenement on Parade street, owned by Capt. Ferguson, and occupied by a Mr. Huskins, caught on fire on the 26th May, and caused an alarm. No damage.

The saw mill at Tusket, owned by J. Lyons Hatfield, was destroyed by fire on Saturday night, August 16th. Mr. Hatfield left the mill about 9 p. m., when everything seemed all right. About an hour later the mill was discovered to be on fire, and in spite of the prompt and vigorous efforts of the fire company, was totally consumed. The fire, it is thought, originated in the boiler room. Loss about $6000. No insurance. The reflection of the flames was visible in town and as far east as East Pubnico.

A fire over the boiler in the factory of the Kinney-Haley Co., between 3 and 4 o'clock on the morning of November 11th, called out the department. The flames were quickly extinguished. The damage was trifling.

The Methodist church at Hebron was discovered to be on fire about 4 o'clock on the morning of the 7th December, and speedily burned to the ground with its contents, including a fine organ and the handsome pulpit Bible presented to the church by William Law, M. P. P. The fire spread to the adjacent residence of George F. Pitman, which was also consumed, his stable being saved with difficulty. The church was insured $1200. Mr. Pitman's property was uninsured. The origin of the fire was a mystery.

The barn of Elisha Huskins, Ryerson Court, was completely ruined by fire on the evening of the 13th December. Mr. Huskins' boy went into the loft a short time before the flames were seen, and it is thought accidentally set some of the loose hay on fire.

The dwelling house of Coleman Elliott, familiarly known as the Jacob Durkee place, at Ohio, was destroyed by fire about 8 o'clock on Sunday evening, December 21st. The fire originated in the attic. The greater portion of the furniture was saved. No insurance.

On Saturday night, December 27th, at about 11.45 o'clock, policemen and passers by in the vicinity of Princess block, Main street, had for some minutes observed that the air was laden with the smoke of burning wood, but could not at once locate the source. Soon, however, smoke was discovered issuing from the store of George S. Taylor, merchant tailor, who occupied the north store of the block. An alarm was immediately given. The firemen on the spot quickly ascertained that the cellar of Viets & Dennis' store, in the south side of the block, was on fire and that the flames were rushing up the elevator shaft and through the partitions of the building. Dense volumes of smoke were pouring from every portion of the building, effectually preventing access to any part, consequently all attempts at securing any of the valuable merchandise in either store was absolutely fruitless. The fire department turned out with great promptness, the two steamers being at once placed on the wharves, and furnished a constant and abundant supply of water from the harbor. The two hand engines were located at the public wells and proved valuable aids in preventing the spread of the fire. A strong breeze was blowing from the southwest, veering gradually to the northwest. In a few minutes the light of the flames was seen through the third story windows, proving that the fire was burning vigorously within, and that the block was doomed. The firemen directed their efforts to confining the fire to that building, and to saving those across the street and those on each side. Very quickly the whole interior of Princess block was a mass of flame, and the heavy plate glass windows in the two lower stories burst outwards, allowing the flames free vent, and endangering the wooden buildings opposite, which were badly scorched and charred and the windows practically ruined. When the central wooden partition of Princess block had burned away the roof and southern and eastern walls fell inwards with a crash, sufficiently smothering the flames to save the buildings opposite, and to reduce the danger to Killam's block on the south and Mechanics' block on the north. Through the heroic and persistent efforts of the firemen and the stability of the northern wall of the burning building, Mechanics' block was saved. In the meanwhile the fire had spread into Killam's block through the windows and doors on the north side, but after much hard work the building was saved, although badly damaged. Princess block soon became a heap of ruins, upon which the firemen played until long after daylight on Sunday morning, when all the engines were sent home except Neptune, which continued playing until Sunday evening. Naiad and Reliance returned to the

ruins during Sunday and played for hours at intervals upon the burning embers until after 10 o'clock at night. Large crowds of spectators thronged the streets all day Sunday, witnessing the exciting events. On Monday morning the Water Company permitted the hydrant at McLaughlin's corner to be used to play on the still burning building. Too much praise cannot be given the noble firemen for the manner in which they discharged their onerous duties. Never before in Yarmouth's history had its firemen been obliged to work for so long a time without relief, in such inclement weather and in such exposed positions. The steam engines being placed at the foot of the wharves the engineers and firemen were exposed for nearly twenty-four hours, with but slight relief, to the freezing wind and chilling atmosphere of a winter's day. The hose was particularly difficult to handle, being covered with ice and snow, great lengths being required and much shifting rendered necessary. Firemen in large cities have rarely been called upon to perform more difficult or laborious work than was called for on this occasion, and to their vigorous, long sustained and courageous devotion to duty Yarmouth may attribute the fact that the conflagration was not more widespread and disastrous. Burrell-Johnson Iron Co. very thoughtfully and generously sent a steam fire engine from their establishment to one of the hydrants, had it ready for operation, and tendered it for service to the fire wardens, but on account of all the hose being already in use their considerate offer could not be accepted. The losses by this fire were greater than in any previous fire in the history of the town. Princess block and contents were insured as follows: Building—Eastern, $5000; Halifax, $3000; Imperial, $2000; total, $10,000. Stock, Viets & Dennis—Quebec, $5000; Royal Canadian, $5000; London & Lancashire, $5000; Acadia, $4000; Queen, $2500; Citizens, $1000; total, $22,500. Geo. S. Taylor, stock—Lancashire, $4000; Royal Canadian, $4000; Citizens, $3000; total, $11,000. Grand total, $43,500. The net loss to Viets & Dennis was large, as their stock was valued at from $33,000 to $35,000, and the building alone about $18,000. Mr. Taylor's loss above his insurance was about $7000. The other damaged buildings and stocks were covered by insurance. The two safes were removed from the ruins on Sunday afternoon and were opened on Monday. Their contents were found to be all right. The following losses were awarded to the respective parties named: Cook & Stoneman, $2075; Porter & Pendrigh, $1370; Harris & Horsfall, $1141; Miss Hattie A. Wyman, $321; Mr. Caie, damage to Killam's block, $945; N. A. Wyman, damage to his block, $170. Mr. Caie

presented the firemen with a purse of $100 for their efforts in saving Killam's block from destruction.

1891.

The residence of Jesse S. Cann, at Brenton, was totally consumed by fire on the 23d January. Most of the furniture was saved. The building was insured.

A few shingles on the roof of E. S. Williams block, Main street, on the morning of February 18th, having ignited from a chimney, turned out the department. A small hole was burned through the roof before the fire could be extinguished. The damage was slight.

An alarm of fire was sounded at 8.30 on the morning of April 3d, caused by the roof of the dwelling of James A. Porter, Sycamore street, igniting from a chimney. The fire was put out with a few buckets of water. No damage.

About 10 o'clock the same morning a small shed on the premises of Adelbert Wyman, near the First Baptist church, was discovered to be on fire and another alarm was sounded. The fire was put out in a few minutes. The damage was trifling.

Early on the morning of the 12th June, Mr. Pearson, night watchman at the woollen mill, discovered fire in the tannery of George W. Robbins, and immediately gave the alarm. The fire was in the woodwork around the bark mill, and the flames were running up the elevator. By the assistance of the chief of police, Mr. Pearson stretched a line of hose from the woollen mill and played on the fire, but in the meantime the men at the tannery had effectually subdued the flames before much damage was done.

A small dwelling house on Park street, Milton, occupied by David Williams, was destroyed by fire on Sunday evening, June 14th. The alarm did not reach the centre of the town.

About 3.45 on Sunday morning, June 28th, the building south of the grocery store of N. L. Trefry, opposite the Tabernacle, was discovered to be on fire, and an alarm was sounded. The building was occupied by Lewis M. Burns, and owned by Thomas E. Ritchie. The back shop was a mass of flames, which had run up into the loft and burst through the roof. The goods in the front store were removed by the Salvage Corps, but the goods in the rear store were lost. The building was entirely destroyed, and was uninsured. Mr. Burns' stock was insured for $1000.

On Sunday night, July 12th, about 11 o'clock, policeman McMillan observed smoke and flames issuing from the roof of the three

story building on Brown street, owned by Joshua Huestis, and occupied by W. B. Homer as a candy factory. The fire originated in a small wooden cupboard, in which were stored a quantity of essential oils, waxpaper, etc., and was probably caused by rats igniting matches and setting this paper on fire. The firemen succeeded in extinguishing the flames, but the building was badly damaged by water, and the roof and upper walls were badly burned. Mr. Homer's loss was about $50, and he was uninsured. Mr. Lorrey, tailor, and Enos Purdy, shoemaker, had their goods badly soaked by water on the lower flat. L. B. Wyman's back shop was flooded, but his goods escaped serious injury.

The roof of the building known as the Queen's Row was on fire on the morning of the 10th August, having ignited from a defective chimney. The damage was trifling.

An alarm of fire was sounded on Sunday morning, August 16th, about 8 o'clock, on account of smoke issuing from the roof of Thomas Coward's house, Lewis avenue. No damage was done, and the alarm was unnecessary.

The house and barn of Ralph Blauvelt, near the Tusket bridge, were totally destroyed by fire about 2 o'clock on the morning of the 17th November. Nothing was saved. Insured $400 with T. B. Crosby.

A small house on South East street, owned by the estate of the late Harry Rayne, was burned to the ground about 2 o'clock on the morning of the 24th December. It was unoccupied and uninsured.

About 9 o'clock on the evening of the 7th December, the dwelling house of George A. Hemlow, formerly known as the Clune house, was discovered to be on fire in the attic, and an alarm was sounded. The building was saved from total destruction, but the roof was badly burned and the house flooded with water. The dwelling was unoccupied, but a fire had been lighted in the lower story during the day for heating water for cleaning up.

About 10 o'clock on Christmas night, a barn belonging to James Huntington, situated near the residence of Robert E. Harris, Milton, was discovered to be on fire. The building was a mass of flames, and in a short time was consumed, together with its contents, about 14 tons of hay and a number of farming implements. Incendiary. Uninsured. A reward of $50 was offered by the Town Council for the apprehension of the incendiary.

1892.

The Gardner house, on Huston lane, caught fire on the roof on Sunday, February 28th. Only a few shingles were burned. The damage was trifling.

During a heavy lightning and thunder storm on the morning of Friday, March 11th, about 5 o'clock, the spire of the Tabernacle church was struck and set on fire in the belfry. Before the engines could be got to work the flames had run in to the main building, between the inside ceiling and the roof, and the church was doomed. The spire fell with a crash about 6.15 o'clock, and the entire building was consumed by 7 o'clock. Norman S. Porter's dwelling, situated on the north side of the church, was also almost entirely destroyed by fire and water. Most of the furniture was saved. The house owned and occupied by the Misses Ellis and by Mrs. Ross, on the south side of the church, was saved with much difficulty, although being badly scorched. The insurance on the Tabernacle was $10,000; on the vestry $500, and on the organ $2000. Mr. Porter's dwelling was insured for $1000, and $600 on the furniture. The bell was broken with the fall of the spire.

The Baptist church at Port Maitland was also struck by the lightning during the same storm and was burned to the ground. The organ, pews, settees, stoves and most of the windows were saved. The church cost about $4000 and was insured for $1500.

About noon on the 18th March flames were discovered in the rear of the stores occupied by George K. Hatfield and W. H. Brackett, (the Williams block) Main street, adjoining Hotel Lorne. The fire originated from a defective stovepipe passing through a wooden partition. The flames were confined to this apartment, but being difficult to get at, a good deal of damage was done by water and by the cutting up of partitions and doors. The stock of pianos and organs of Mr. Hatfield was removed more or less damaged, and Mr. Brackett's furniture and fittings. Miss Anna Kelley's studio, upstairs, was considerably damaged. Her stock of paintings, china, etc., was carried out in a damaged condition. The building was owned by E. S. Williams and was insured $3000. Mr. Hatfield's stock was insured $600; Mr. Brackett had $500 and Miss Kelley $400 insurance.

The steam saw mill at Hectanooga, owned by Blackadars & Co., was totally destroyed by fire early on the morning of March 30th, together with the engine house, drying house, a dwelling house and a considerable quantity of lumber. The mill was a valuable one, and

MAIN STREET—JULY, 1871.

The burned buildings appear on the left side of the picture. They are the first four north from the corner.

The persons in the group are Dr. Harley, Dr. J. M. Merrill, Benj. Smith, W. A. Porter, Fred T. Horton, John Guest and George

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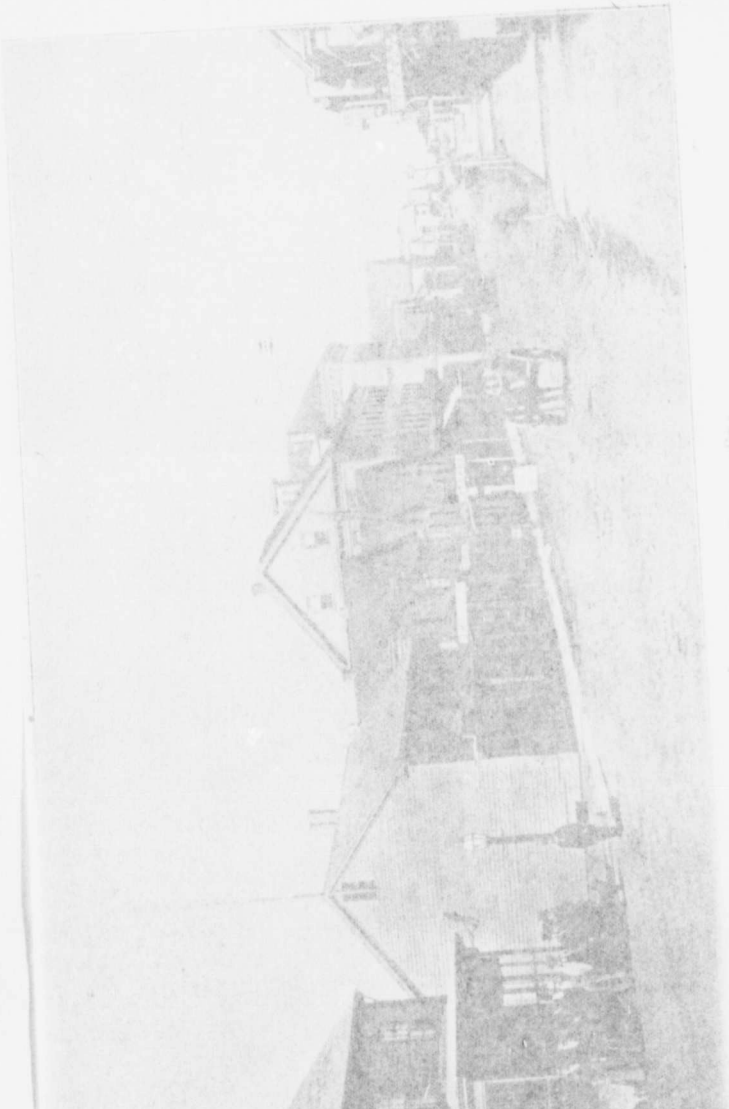

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had recently been furnished with $1000 worth of new machinery. Loss estimated at $12,000; insured $7000 with E. K. Spinney. Supposed to be the work of an incendiary. This was the second mill owned by this company in the same place to be destroyed by fire within a few years. Another mill was built without delay.

About 3 o'clock on Saturday morning, April 2d, flames were discovered bursting out of the two story dwelling house belonging to the Lonergan estate, situate on the corner of Main and Butler streets, and a general alarm sounded. The fire had made such progress before the arrival of the fire department that the building could not possibly be saved, and the efforts of the firemen were directed to the saving of the neighboring buildings, which they succeeded in doing. The origin of the fire was doubtless incendiary, as the building had been unoccupied for a long time, and an attempt had been made a few weeks before to burn it. No insurance. The Town Council offered a reward of $100 for the conviction of the incendiary.

A few minutes before 8 o'clock on the evening of the 13th April parties on the eastern side of Main street observed the reflection of fire through the upper windows of the building occupied by George F. Parker and known as the Moulton building, and an alarm was sounded. When the door of the store was broken in, it was ascertained that the rear apartment was a mass of flames, which had already spread to the workroom on the upper story, and were fast spreading into the adjoining building, occupied by S. C. Hood, jeweler, and A. J. McCallum, druggist, on the lower floor, and by Mrs. Watson Powell, dressmaker, on the second flat. A portion of the goods in Parker's front shop was removed in a damaged condition, but all his photographic implements and picture framing stock and tools were destroyed. T. F. Knight, bookseller and stationer, occupied the northern store in this building, and a portion of his stock was also saved. So rapidly did the flames spread that it was impossible to save anything from the apartments of Mrs. Powell, and that lady, with her five boarders, escaped with difficulty, not having time to save any of their clothing. In her rooms were several valuable dresses in process of making. Mrs. Powell had no insurance, and her loss was a serious one. In the meantime the stock of Messrs. Hood and McCallum in the next building were being carried out, but they were badly damaged. The building to the south, known as Puritan Hall, occupied by William B. Homer, confectioner, and the estate of L. J. Kelley, as a shoe store, next caught fire, and was consumed. All

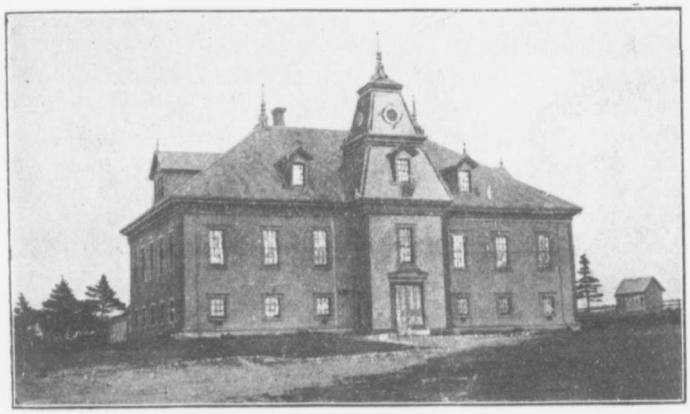
these three buildings were burning furiously at one time, and were completely destroyed. The buildings across the street were in great danger of destruction, their roofs being frequently on fire, but owing to the efforts of the firemen, were saved. Had these buildings burned a very extensive conflagration would have ensued. The wind was from the west, blowing quite strongly, which carried the sparks and cinders some distance, and a hand engine was detailed to play on the roofs of buildings on Kirk and John streets. The building on Brown street, occupied by J. H. Moses as a provision store, also caught fire and was destroyed. The sheds and blacksmith shop of Ray Brothers and of Mrs. O'Brien, Hawthorn street, were constantly on fire, but were fortunately saved. The Moulton building was insured for $1000; the building owned by Joshua Huestis for $2000; Puritan Hall, owned by the estate of the late Samuel Killam, for $1500. The building on Brown street was not insured. Mr. Parker's stock was insured for $275; Mr. Knight's stock for $1000; S. C. Hood's for $2500; Mr. McCallum's for $1200, and Mr. Homer for $500. The brick building to the north owned by Jacob Bingay stopped the further progress of the fire, but it was considerably damaged, particularly the store of C. C. Richards & Co. Their stock, as also those of E. J. Vickery, W. H. Dane and Thomas Guest were removed in a badly mixed and damaged state. Their loss was covered by insurance, except Mr. Guest, who was not insured. Williams block and the Hotel Lorne were considerably damaged, the plate glass windows being completely destroyed and holes burned through the roofs. The plate glass windows in G. J. Morton's store were also badly cracked from the heat. The stock in the stores of D. Sullivan, T. B. Dane & Son and Moses & Ross were partially removed, as it was feared at one time that the entire block would be consumed. Their losses were covered by insurance.

The barn on the homestead premises of the late E. W. B. Moody, Church street, was burned to the ground on the night of the 16th April. Incendiary.

The saw mill of Leizen V. Porter, at Belleville, was destroyed by fire on the night of the 17th April. A quantity of lumber, barrel staves and heads were also consumed. No insurance.

About 1.15 o'clock on Monday morning, May 2d, the school house at the south end of the town was discovered to be on fire, and an alarm was immediately sounded. The flames were issuing from the southeast portion of the ell and were running up above the roof,

casting a lurid glare over the whole lower section of the town. Before any assistance could be rendered the main building was on fire, and the whole edifice was soon a mass of flames and burned to the ground. It was impossible to gain an entrance into any of the rooms, consequently all the books and apparatus belonging to the scholars and to the different departments were destroyed. The wind was blowing



THE SECOND SOUTH END SCHOOL HOUSE.

from the south, a fresh breeze, which carried cinders and sparks a long distance, but as the rain had saturated the roofs, no damage resulted to other property except in the instance mentioned below. The roofs of the neighboring buildings were kept wet by St. George engine. As there had been no fire in the building since the Thursday previous, the burning was doubtless the work of an incendiary. It was insured $4000 in the Commercial Union, and $2000 in the Norwich Union. The furniture was insured $500 in the Commercial Union. During the progress of the fire the dwelling house of Alfred R. Crosby, on Lewis avenue, caught fire, and before the flames could be extinguished considerable damage was done by the tearing down of a portion of the walls and by water.

About 8.30 o'clock on Monday evening, May 9th, fire was discovered in the cellar of Amaziah Smith's house, Commercial street. Before the engines arrived the fire was extinguished by buckets of water. The house was filled with smoke and a hole burned through the floor. The remnants of a bag of shavings, saturated with paraffine,

found under the sill of the building at the spot where the fire was discovered, proved that its origin was incendiary.

About 12.30 o'clock on the morning of the 11th May the double house, occupied by Bernard Keenan and Charles McDevitt, on Butler street, was discovered to be on fire. The flames were first seen bursting out of a window in the cellar. The fire was extinguished with a few pailfuls of water, but not before the woodwork was badly charred and scorched. The remnants of a coat and some shavings were found stuffed under the sill, near the window, which had been broken in. The attempt to burn this building was a bold one, as it was a bright, clear moonlight night, and objects were visible a long distance off.

An alarm of fire on Sunday evening, May 14th, about 8 o'clock, caused a stampede from the churches. It was caused by the burning of a heap of brush beyond the eastern limits of the town, on Forest street.

Mrs. Haines, wife of Pilot Haines of steamer Boston, noticed a man setting fire to her woodshed about 11.30 on the night of the 30th May. She immediately gave an alarm, when the man took to his heels. The fire was speedily extinguished, and no damage was done.

A small tenement house on Chester street, belonging to the estate of the late Isaac Morehouse, was burned to the ground on the morning of the 16th June. It was unoccupied, the former tenants moving out the day previous to the fire. Incendiary. No insurance.

The roof of the ell of the Bonanza store, corner of Main and Lovitt streets, was on fire at noon on the 16th June. The flames were extinguished by a few pailfuls of water. The damage was trifling, and the alarm was unnecessary.

At 10.45 o'clock on the morning of the 1st July the extensive wood-working establishment of the Kinney-Haley Manufacturing Co., on Water street, was discovered to be on fire. The flames started in the upper part of the dry room, over the boiler house, and spreading with frightful rapidity, the entire structure soon became doomed. Adjoining this establishment on the north, a few feet distant, was the large barrel factory of G. F. Allen & Co., and on the south the offices and workshops of the Kinney-Haley factory and the organ factory of Chute, Hall & Co. The day being a public holiday steam was not used nor the machinery started, the proprietors, with a few workmen,

being engaged in piling lumber and making repairs. About twenty minutes previous to the fire a man had been in the dry room arranging lumber, and no sign of fire was visible, and the origin of the fire is wrapped in mystery. As the tide was at low ebb no supply of water at that moment was available from the harbor, and the steamers were obliged to depend upon the wells, making a scarcity of water at the time it was most needed. In addition to the town engines the Burrell-Johnson Iron Co. kindly loaned their new steam fire engine, and to this firm was due the credit of materially assisting the firemen in preventing a much larger range of destruction. The flames bursting from the roof and sides of the factory soon seized the adjacent buildings on each side, and despite every effort these immense buildings were soon a mass of ruins. While these three large buildings were burning, the flames, fanned by a strong southwest wind, carried large quantities of blazing cinders over the central portion of the town, and soon the large carriage factory of J. H. Robbins, on Cliff street, the Presbyterian church, several houses on Main, Cliff, William, Cumberland, John, Carleton, Alma and Parade streets were on fire. A hand engine was sent to John street to play upon the roofs in danger. The owners of these buildings, with a band of willing workers, did noble work in hand to hand water throwing that was very successful. Along Water street on the east side, and along Commercial street on the north side, the fire destroyed a number of buildings. The warehouses of Parker, Eakins & Co. on Commercial wharf first succumbed, with their contents of 4000 new mackerel barrels and a large stock of salt and other fishing supplies, followed immediately by the dwelling house of Mrs. Terence Keenan, with its contents; the slaughter house of Bernard Keenan, the Crawley factory, owned by Parker, Eakins &

THE BURNED FACTORIES.

Co., and occupied by a widow named Amiro, and the schooner Joe Kinney, aground at the wharf, on the west side of Water street, and a number of lumber sheds, immediately in front of the factory were consumed. The two story dwelling house, owned by Louis Pothier and occupied by Joseph Evans, caught, but by the heroic efforts of the firemen, was saved, although very badly damaged. The house north belonging to Barbour Muise was also saved, but was almost a wreck. The dwelling house on the corner of Commercial and Water streets early succumbed to the flames. On the north side of Commercial street the flames caught the house owned by R. S. Eakins, and occupied by Jacob VanEmberg, and also the house owned by Capt. Thomas Long and occupied by John Nixon, the furniture in both being partially saved. Following along the east side of Water street the houses of Hugh Jenkins, of John Beales and George Rogers were entirely consumed, a portion of their contents being saved. At this point the fire was got under control, and the inhabitants with the firemen breathed more freely. The grocery establishment of Lewis & Cook, south of the burned factory, was badly damaged, and the goods hastily removed and partially destroyed. Among the large buildings in imminent danger were the Cordova tannery, the woollen mill, the electric light power station, the brass foundry and Gridley's blacksmith shop. All these buildings were saved from destruction by the gallant and well directed efforts of the firemen, ably assisted by their owners and the citizens generally. This was the most extensive conflagration that ever visited Yarmouth, and between 11 and 12 o'clock the aspect was certainly the most threatening ever experienced in the community. Kinney-Haley's net loss was $14,000. Their insurance was $5500 in the Queen. Chute, Hall & Co.'s net loss was $2500, and insured $1500 in the Lancashire. G. F. Allen & Co.'s net loss was over $5000, and insured $1000 each in the Imperial and Eastern. Parker, Eakins & Co.'s consumed wharf property was insured $4000 in the Imperial. No insurance on their Water street factory. Thomas Long was insured $300 in the Commercial Union. James Goudey's house was insured $500 in the British America. Louis Pothier's house was insured $900 in the Ætna of Hartford. All the others were uninsured.

About 11.30 on the night of July 4th, dense volumes of smoke issuing from the fish market of F. L. Hatfield, Water street, foot of Brown street, caused an alarm to be sounded. The building was connected on the south by an ice house, which extended to the large building occupied by L. G. Crosby, (now the City Corn Mills) and it

was feared another extensive conflagration was in progress. Fortunately the wind was light and the well directed efforts of the firemen confined the flames to the building in which they originated, which was badly damaged. None of the contents were saved. The origin of the fire was a mystery. It was not discovered before the building was a mass of flames inside. It was insured $400 in the Commercial Union.

A few minutes before 12 o'clock on the night of the 13th July flames were discovered issuing from beneath the unoccupied dwelling house of Joseph Sonia, Starr's road. The flames were extinguished by Naiad engine company. A partially burned bag, saturated with paraffine oil, was found under the sill of the building, which proved the fire to be of incendiary origin. No damage.

A pile of rubbish on the dumping ground at Lovitt's wharf caught on fire at noon on the 18th July. and caused an alarm to be sounded. No damage.

The dwelling house of George Moses, near Hebron corner, was totally consumed by fire on the morning of the 10th September. The bell in the new Baptist church was rung for the first time to raise an alarm. Most of the furniture was saved. The fire originated in the attic. Insured for about $500.

About 7 o'clock on Sunday morning, September 25th, the barn owned by Thomas Wilson (colored), on Argyle street, was discovered to be on fire, and before the engines could reach the spot the building was entirely destroyed. Mr. Wilson was having it altered into a dwelling house, and at the time of the fire it was ready for plastering. The workmen lost all their tools.

The house of Capt. Benj. R. Clements, at Pleasant Valley, was burned to the ground at noon on the 12th October. The flames were first seen issuing from the roof of the L by John M. Durkee, who was passing at the time. Most of the furniture was saved. The family was absent, but Capt. Clements had visited the house about an hour and a half previous, and had a fire in the kitchen stove. Origin unknown. Insured $500 with E. H. Armstrong, and the furniture for $200 with T. B. Crosby.

The roof of Oxford Terrace caught on fire at noon on the 15th October, and an alarm turned out the whole department. The flames were extinguished by a few pailfuls of water. The fire originated from a spark from a kitchen chimney, burning a small hole in the roof. Damage trifling.

An unoccupied house, near the corner of Water street and Lewis

lane, owned by George A. Hemlow, was burned to the ground at 3.30 on the morning of October 25th. Uninsured. Supposed incendiary.

A building at Sandford, in which was stored a portion of the fish trap of the Robbins Point Trap Co., was destroyed by fire on the night of November 8th. Nothing was saved. No insurance.

About 10 o'clock on the morning of the 15th November the barn of Capt. David A. Saunders, at Hebron, caught fire, and when discovered the flames were bursting through the roof, and all efforts proved fruitless to save the building. The flames spread to Capt. Saunders' house, which was also completely destroyed. Most of the furniture was saved. It is supposed some tramp who had visited the barn during the night accidentally ignited the hay. Insured for $1400 with Corning & Chipman. The school house was on fire several times, but was saved.

At 2 o'clock on the morning of the 6th December a small house on the corner of William and Barnard streets, owned by R. Tong, was badly damaged by fire and water. After the firemen left the building the fire again broke out, and before the flames could be extinguished the building was again flooded. It was unoccupied. Insured for $300 with George C. Lewis.

1893.

About 1 o'clock on the morning of the 9th February the building on the corner of Brown and Water streets, called the Delmonico House, occupied by J. W. Wilson (colored), was destroyed by fire. The property was owned by Miss Clara Killam, and was insured for $1000 in the Phœnix of Hartford. The furniture was mostly saved, and was insured for $500 in the Eastern. The fire originated from a defective flue. The hose reel of steamer Neptune, in descending the icy hill of Brown street, became unmanageable and crashed into the new warehouse of Wm. Law & Co., breaking the steel pole in two, smashing the springs and rods and doing other damage, the pole piercing the building.

The Baker house, corner of Wyman road and the main post road, was burned to the ground at 1 o'clock on Sunday morning, February 26th. The house was unoccupied. Incendiary. It was owned by Capt. W. H. Cook.

An alarm of fire was sounded early on the morning of the 8th March, caused by a mattress in one of the bedrooms of the Hotel Lorne having ignited by a lighted lamp left burning by the occupant

of the apartment. The mattress was thrown out of the window. No damage.

About 9 o'clock on Saturday evening, April 1st, the dwelling house of Mrs. Jane Durkee, at the extreme southern limit of the town, was burned to the ground, together with the barn. Before the fire apparatus could reach the spot the building was a mass of flames, and beyond saving. The premises were unoccupied. Incendiary. No insurance.

About 11.30 o'clock on Sunday morning, April 2d, the roof of the double house on Carleton street, belonging to the heirs of the A. C. White estate, was discovered to be on fire and an alarm was sounded, which disturbed the services in the churches. Before the flames could be extinguished the eastern portion of the roof was badly burned and the houses seriously damaged by water. The houses were occupied by Charles Middlemas on the south, and by Stephen Shaw on the north, whose furniture was hastily removed in a damaged condition. The building was insured for $1600 with George C. Lewis. The damage to the furniture in both cases was also covered by insurance.

About 2 o'clock on the morning of the 9th June the Skating Rink was discovered to be on fire, the flames issuing from all parts of the building and lighting up the whole vicinity. From the first it was apparent that no effort would be of any avail to save the building, which was completely consumed, with all its contents. Among the furniture were 800 hardwood chairs, a number of benches, stages and other paraphernalia. Mr. Rozee had also a number of ornamental flags, stoves, acme and roller skates, and other appliances in the building. The fire, from the size of the structure, was one of unusual brilliancy. The rink was owned by R. S. Eakins, T. W. Johns and James Rozee. It was built in 1880, cost about $13,000, and twice changed ownership. It was insured for $3000 with E. K. Spinney. The Town Council offered a reward of $500 for the conviction of the incendiary. The Agricultural Society purchased the lot of land and commenced at once the erection of the building which now occupies the site.

At 2 o'clock on the morning of the 17th July a small shed adjacent to the building owned by Wallace Crosby, on Pleasant street, opposite the site of the skating rink, was discovered to be on fire, and before the firemen could reach the spot the flames had spread to the dwelling house, which was totally consumed. The building was formerly the barn belonging to the Congregational parsonage, but

which had been recently purchased and removed, and was being converted into a cottage. The fire was doubtless the work of an incendiary. Insured $500 in the Union of London.

The lobster factory of John McDonnell, at Lower Argyle, was destroyed by fire early on the morning of the 5th July. When discovered the flames were bursting through the roof. Nothing was saved. The fire originated in the "bath" room. Building and stock insured with E. K. Spinney for $2200.

A little boy accidentally set fire to a bed in the upper story of the dwelling house of William H. Rodgers, Albert street, on the forenoon of the 15th August. The bedstead and bedding were destroyed and the floor of the room was badly damaged before the inmates could extinguish the flames. The damage was covered by insurance.

About 8 o'clock in the evening of the 28th August James E. Huestis observed smoke issuing from his carpenter shop, corner of Albert and Park streets, near his residence. On entering the building he discovered that the attic was a mass of flames. He gave an alarm, and began removing his tools and stock. All efforts to save the building proved fruitless and it burned to the ground. The building adjoining on the north, in which he had a quantity of stock, was also badly injured. Most of the stock in this building was saved. The workshop was insured, with its contents, for $400 in the Atlas office, and the small building $75 in the same office. The fire was accidental.

Shortly after 5 o'clock on the morning of the 30th August smoke and flames were discovered in a small room between the kitchen and dining room of the Hotel Lorne, by the cook, who was unable to quench the flames, and an alarm was sounded. The flames were put out without much damage. Somewhat later the attic of the hotel was found to be on fire, and this, too, was promptly extinguished. An examination revealed the fact that paraffine oil had been scattered about under the eaves of the attic, and a lamp wick had apparently been lighted at both ends and thrown in among the mattresses stored there. There was no doubt of incendiarism in both cases.

About 2.15 p. m. on Sunday, October 22d, smoke was observed issuing from the barber shop of W. H. Brackett, Williams block, followed immediately by the flame of fire, and an alarm was sounded. The firemen were promptly on hand, the first stream of water being thrown from the hydrant in front of the Hotel Lorne. In the meantime the flames were spreading with remarkable rapidity along the wooden partitions of the buildings and penetrated to the second

story, making the fire a difficult one to attack. The firemen and the department generally never worked better, and their efforts, together with the new hydrant service, proved successful in preventing the further spread of the flames. The Hotel Lorne building was badly burned on its north end, the interior of its northern portion being considerably damaged by smoke and water. Bingay's brick building prevented the spread of the flames northward. The Salvage Corps early began removing the goods from the stores and hotel, but they were necessarily badly damaged. By 5.30 the fire was reported out and the companies returned home. The Williams block was a complete ruin and had to be torn down. It was a large three story wooden building, occupied on the lower flat by Lincoln & Williams, George K. Hatfield and W. H. Brackett as a barber shop and as a news stand. Lincoln & Williams were insured $1000 on their stock in the Scottish Union; G. K. Hatfield was insured $400 in the British America and Mr. Brackett $500 in the North British & Mercantile. Miss Anna L. Kelley occupied the second story as a fine art studio, and a large portion of her stock of valuable china, paintings and other goods were destroyed and the balance damaged. Mrs. H. A. Parr also had a number of art works in the studio, which were destroyed. Miss Kelley was insured $600 in the British America. The stock in Mr. Brackett's news stand was insured $300 in the Scottish Union. The third story was occupied as an annex of the Hotel Lorne. The furniture of the hotel was hastily removed, much damaged and broken. Mr. Hannay, a traveler for Edward Conroy, of St. John, lost his entire outfit of samples valued at $150. The hotel building was insured $2000 in the British America, $2000 in the Royal and $2000 in the United Fire Co. Mr. Hurlburt, proprietor of the hotel, was uninsured. Brown & Smith's stock of room paper was removed. They were insured $1600 in the British America. Mrs. M. A. Powell's stock was uninsured and was removed in a more or less damaged state. The Williams block was owned by E. S. Williams, and was insured $800 in the Etna and $1200 in the Eastern. A small portion of Mr. Morton's stock in the Bingay block was removed, with trifling damage. The weather was calm, which favored the work of the firemen. The roof of the Sullivan block, opposite the post office, caught in one or two places, but was speedily extinguished.

A small fire in the cooperage of Jacob Silver on the 21st October turned out the department, but the flames were extinguished with a few pailfuls of water. Damage trifling.

A small dwelling house belonging to Mrs. Rodgers, formerly

occupied by her father, Terence Rogers, at Kelley's Cove, was destroyed by fire about 11 o'clock on Sunday night, October 29th. It had been unoccupied for some years, and the fire was doubtless the work of an incendiary. No insurance.

The combined dwelling house and store of J. Lyons Hatfield, Tusket, were destroyed by fire on Tuesday night, November 7th. Mr. Hatfield was alone in the house—his wife being in the States—and was awakened about 11.30 by the smoke, which filled his room. The flames spread so rapidly that he could only save two of the books in the safe and the horse in the barn, which was connected with the house. None of the furniture was saved. The building and stock were insured for $3800 in the Imperial and Union offices. A flour store on the opposite side of the passage way on the wharf, only a few feet distant, was saved with difficulty.

The dwelling house of Amos Goodwin, Argyle Sound, was badly damaged by fire on the 9th November, caused by the breaking of a lamp. Nearly all the clothing and bedding were destroyed before the flames were extinguished.

About 6.30 o'clock on Friday evening, November 24th, flames were discovered issuing from the large furniture warehouse of Jacob Sweeny, Main street, Milton. When discovered the flames had complete control of the building and nothing could be saved. Within an hour the entire structure and extensive and valuable stock of furniture were reduced to ashes. The wind was blowing a gale from the westward, accompanied with squalls of rain. The fire blazed up with great fury and lighted up the entire town. The house on the corner of the street south of the warehouse was on fire several times, but was saved through the indefatigable exertions of the fire brigade of the cotton duck mill, which at the beginning of the fire attached their hose and started the fire pumps. At the time the fire was the hottest it was impossible to stand near this dwelling, but these men, with commendable pluck, lay down beside the stone wall, which protected them from the heat, and kept a continuous stream of water playing on the building. The dwellings of James Brignell and Mrs. Webster, occupied by John Bingay, on the opposite side of Main street, were saved through the efforts of the firemen. Mr. Sweeny was insured $4000 each in the Ætna, Hartford, and Commercial Union offices. He had put in two carloads of furniture during the day of the fire, and had a load packed at the front door ready to take to Hebron after tea the same evening, but it was consumed. His carriages, pung, etc., were also destroyed. The hearse was

fortunately, away getting painted. Mr. Sweeny, with a friend, left the building about twenty minutes before the fire was discovered. Its origin was a mystery.

The fine new dwelling house at Hebron, owned by the estate of the late Capt. Albert Haines, was destroyed by fire about 11 o'clock on the morning of the 28th November. The barn and most of the furniture were saved. Insured $2000.

1894.

At a quarter to 4 o'clock on the morning of the 9th January the store of A. Liberman, Main street, was discovered to be on fire, and an alarm sounded. The store was located in Walter Thomson's building (formerly the residence of Dr. Henry G. Farish). The building was also occupied by McDevitt Brothers, tailors, and on the second flat by George K. Hatfield and by Dr. H. C. Richards. The flames had gained such headway that nothing could be saved. The fire quickly spread to the small building to the south, occupied by John Campbell, barber, which was also reduced to ashes. The building on the corner of Forest street, occupied by Mr. Thomson, was next attacked by the flames, which soon had complete control of it. This building was connected by a long shed, leading to Mr. Thomson's flour store on Forest street, and these were also destroyed. The firemen made a gallant fight to save these premises, but on account of the high wind their efforts proved unavailing. A part of the stock in Thomson's corner store was destroyed. A portion of the flour and meal in the Forest street building was saved by the Salvage Corps, some of it in a damaged condition. All the buildings destroyed were owned by Mr. Thomson. Owing to the high wind sparks and cinders were carried a long distance, but as the roofs were covered with snow no damage resulted. The dwelling of Dr. George W. T. Farish, immediately opposite the burned buildings, was "wet down" by an engine at intervals and escaped damage. Insurance as follows: Mr. Thomson's corner building and contents, $3000 in the Imperial; north building, $1000 in the North British & Mercantile, and $1000 in the Ætna. Mr. Liberman's stock, $1000 in the Union of London, and $500 in the Queen. G. K. Hatfield's stock, $600 in the British America. Dr. Richards, tools, $500 with E. H. Armstrong.

A few minutes after 9 o'clock on Tuesday evening, January 9th, smoke was discovered issuing from the second story of the brick block, corner of Main and Central streets, owned by L. E. Baker, and occupied on the lower flat by E. B. Cann as a clothing establishment,

and Henry A. Hood, jeweler; and on the second floor by Mr. Brackett as a temporary barber shop. Mr. Brackett's employes had only closed the shop about three minutes before the alarm was given, and no sign of fire was then visible. The flames spread rapidly, but were quickly subdued by a stream from a hydrant. The fire originated in a lot of hay and rubbish in a packing case off the hall in the rear of Brackett's shop. The wooden partitions were badly charred and blackened by smoke. The goods in Mr. Cann's store were hastily removed and were somewhat damaged. Mr. Hood's store was also flooded and his stock damaged. The losses were awarded by the insurance adjusters as follows: E. B. Cann's stock, $1466; H. A. Hood's stock, $175; damage to building, between $300 and $400.

About a quarter to 11 o'clock on Saturday night, January 13th, fire was discovered in the store of Webber Brothers, in the American House block, on Main street. The lower floor was occupied by the Webbers, by Mrs. J. A. Perry as a music room, and the others by J. R. Wyman, the owner of the block, as furniture show rooms. The fire originated from an overheated stovepipe, which had set fire to some of the stock hanging near it, and which ignited the shelving. After an hour and a half of effective work by the firemen the flames were extinguished, but not before they had penetrated into the second and third stories. Mrs. Perry's stock of pianos was removed at the beginning of the fire. A small portion of the stock of Messrs. Webber was saved in a damaged condition. It was insured for $800 in the Queen. Mr. Wyman's stock was damaged by water. It was insured $500 in the Commercial Union. The building was insured $1500 in the Ætna. On Monday the firemen were presented with the following sums of money: $20 to each of the companies from John Lovitt; Hon. L. E. Baker, $100 to the fire companies and salvage corps; J. R. Wyman, $10 to each of the fire companies; E. B. Cann, $20 to the salvage corps.

A few minutes after 7 o'clock on the morning of the 17th January fire was discovered in the carding room of the woollen mill building, and an alarm was immediately blown from the whistle of that factory, and at once taken up by the fire bells. The flames were quickly extinguished by the fire apparatus of the mill. The damage was almost exclusively done by water from the automatic sprinklers on the machinery and did not exceed $500.

The dwelling house of Mrs. Caleb Fader, on Forest street, was found to be on fire about 9 o'clock on the evening of the 19th February, and an alarm was rung by the bells. The flames were

extinguished and the engines returned to their houses. About two hours later fire was again discovered in an upper room, and before the flames were put out the building was completely ruined. Insured for $350 with B. E. Rogers.

About 8 o'clock on the evening of the 22d March fire was discovered in the forecastle of the brig Harry, lying at Lewis' wharf. Capt. Larkin, who was the first to reach the vessel, with the assistance of some men succeeded in putting out the fire with buckets of salt water, the tide fortunately being in at the time. As the staple in which the padlock was secured had been severed, incendiarism was suspected. The forecastle was badly damaged. The Harry was loaded and ready to proceed to sea.

At 6 o'clock in the afternoon of the 11th April shingles on the roof of the dwelling of Capt. Benjamin Murphy, at Milton, were discovered to be on fire, having ignited from a spark from a chimney. The fire was put out by a few pailfuls of water, after a hole or two had been cut through the roof. The damage was trifling.

About 5.30 on the afternoon of the 17th April smoke was observed issuing from the house of William H. Rodgers, Albert street. There being no one at home, the door was burst in; when it was ascertained that the flames were located between the ceiling and floor of the upper story and were spreading to the southern wall and attic. Before being extinguished much damage was done to the building, both by fire and water. The furniture was removed, some of it badly damaged. The building was insured for $1200 in the Queen, and the furniture for $700 in the Scottish Union.

The roof of the house occupied by George Samuels, Moody lane, was on fire on the morning of the 19th April, but the flames were put out without the assistance of the firemen, although a general alarm had been sounded on the bells.

About 9.30 o'clock on Sunday morning, May 13th, Hiram Goudey observed that the roof of the dwelling house of Albert Gayton, Alma street, was on fire, having caught from a chimney. He at once notified Mr. Gayton, and with the assistance of the neighbors succeeded in extinguishing the flames without sounding an alarm.

About 4 o'clock on Sunday afternoon, May 13th, the ell attached to the dwelling house on Willow street, occupied by W. L. Harding, (known as the J. R. Kinney house) was discovered to be on fire. Before the flames could be extinguished considerable damage was done to the building by fire and water. The furniture was removed and was somewhat damaged. The building was owned by Dr. Fuller

and was uninsured, as was also the furniture. Mr. Harding had moved in only a few days previously. The fire is supposed to have originated by Mr. Harding's little boy setting fire to some kindlings in the shed.

About 1 o'clock on the morning of the 14th May the inmates of the dwelling of John S. Cook, Little River, were awakened by the crackling of flames and suffocation from smoke. Hastily seizing a few articles of clothing, they made their exit from the building with difficulty, the servant in the attic being compelled to jump from the window. None of the furniture could be saved. The fire quickly spread to the barn and to the dwelling and barn of Capt. R. C. Perry, occupied by Fred Godet. They were totally consumed, together with most of their contents, excepting the live stock. A short time before the discovery of the fire Mr. Cook had returned home from Yarmouth, and feeling cold had lighted a fire in the kitchen stove, which is thought to have been the origin of the disaster. Mr. Cook had $700 insurance on the house, $200 on the barn and $400 on the furniture in the Commercial Union. Capt. Perry's house was insured for $1000 in the North British. Dr. Fuller passed the house on his way to a sick patient, a mile farther away, about half an hour previously, and no fire was then visible. On returning the house was a mass of flames.

Some children on the 16th May set fire to the underbrush in the woods bordering on Pleasant street, a short distance below Starr's road, which, fanned by a strong southwest wind, gradually approached the houses of Messrs. McWhenie and Hayes. A number of men fought the fire for hours, but notwithstanding their efforts the house of Mr. McWhenie caught on fire three times, when an alarm was sounded. The department soon extinguished the fire.

The first alarm to be given by the new electric fire alarm system was sounded shortly after 1 o'clock on Wednesday afternoon, June 20th, from box 23, corner of Alma and Clements streets. It was caused by the roof of the dwelling house of William H. Jeffery, near the cemetery, having caught on fire from a spark from a chimney. A large hole was burned through the roof before the flames were put out, which was done by a Babcock extinguisher carried by the Salvage Corps. Mr. Jeffery's furniture was removed, somewhat damaged. Some confusion ensued on account of someone pulling box 22, while the first alarm was being sounded.

About 1 o'clock on the morning of the 4th October fire broke out in the double tenement house owned by the estate of T. B. Dane and

Mrs. Ellen Purdy, corner of Central and Hawthorn streets. An alarm was sent in from box 22, but before the fire was extinguished considerable damage was done both by fire and water, and the roof of the ell was completely destroyed. Mrs. Purdy, in closing her house for the night, observed several suspicious looking characters lurking about the premises, and left a lighted lamp in front of a window in the pantry off the kitchen and went upstairs. About half an hour later she returned and found the shelves were on fire. Calling her son they put out the fire in the pantry and thought all danger was over. In a few minutes the flames broke out upstairs and rapidly spread to the roof. The furniture belonging to Mrs. Purdy and the personal effects of her boarders, and the furniture and effects of P. S. C. Hamilton, who occupied the other side of the house, were hastily removed in a damaged condition. Insurance as follows: Building, $2000 in the Queen; Mrs. Purdy, building, $300 in the Union Assurance Society; furniture $500 in same office; Mr. Hamilton, furniture, $500 in Eastern.

An alarm of fire was sent in from box 14 on the evening of the 30th October, followed closely by a second, which turned out the whole department. It was caused by a small blaze in the barn of Benjamin D. Robbins, on Argyle street. The damage was trifling.

An alarm of fire from box 23, about 11 o'clock on the morning of the 5th November, was caused by the roof of William L. Allen's house, Carleton street, having caught fire from a spark from the kitchen chimney. The flames were extinguished by a Babcock. Damage trifling.

A partition in the house owned by J. B. Lewis, corner of Argyle and Bond streets, caught fire from a stove in the sitting room on the 29th November, and an alarm was pulled from box 15. The fire was extinguished by a bucket or two of water.

1895.

About a quarter to 8 o'clock on Sunday morning, January 27th, the small building on Main street, near Thomson's corner, occupied by Joseph Whitehouse, and known as the American Bargain Store, was discovered to be on fire, and an alarm was sounded from box 21. At this time the flames had complete control of the interior of the store, so that but very little of its contents could be removed. The flames were soon extinguished by the firemen, but not before the goods were rendered almost a total loss. The interior of the building was badly burned. There was no insurance either on the building or

stock. The origin of the fire was unknown. The building was owned by Walter Thomson.

A small blaze in a closet in Eakins block on the 28th January caused an alarm to be pulled in from box 22. No damage was done.

Thomas Jeffrey's house at Pleasant Lake was totally destroyed by fire during the night of January 31st. The fire broke out in the attic at 10.30. The family barely escaped with their lives, saving nothing. The house was partially insured in the Western.

A blaze in the attic of the Queen's Row about 6.30 o'clock on the evening of the 14th February caused a general alarm to be sounded. The damage was trifling.

About 3.30 o'clock on Sunday morning, March 17th, the Globe hotel, Hawthorn street, was discovered to be on fire, and an alarm was sounded from box 24. The fire was in the rear of the hotel, and a brisk breeze was blowing at the time, making the situation a very serious one. The building was completely gutted and the roof destroyed before the flames were extinguished, but the fire was prevented from spreading by the untiring exertions of the firemen. The furniture was removed by the Salvage Corps. Mr. Jones, the proprietor, was absent at the time of the fire. The property was insured.

The shingle and saw mill of Norman Durkee, at Deerfield, with its contents, was destroyed by fire on Sunday afternoon, March 24th, Mr. Durkee had been burning sawdust on Saturday, a short distance from the mill, and it is thought the building must have caught from a spark from this fire. A new saw had been placed in the mill the week previous and about 40,000 shingles ready for delivery were also in the building. Loss about $1500. No insurance.

Early on the morning of the 11th April the dwelling house of J. E. Barteaux, Port Maitland, caught on fire around the chimney in the attic and roof. Tne fire company, aided by the citizens, after arduous labors, succeeded in saving the building from total destruction, although it was considerably damaged by water and cutting holes through the roof.

The services in the churches were disturbed about 8 o'clock on Sunday evening, April 14th, by an alarm of fire being sounded, caused by smoke issuing from a room in the Hotel Lorne. A pipe hole had been left open, and the room filling with smoke, a window was opened on Main street to let it out, when some one raised the alarm.

About 8.45 on the evening of the 4th May, whilst Main street was thronged with pedestrians, a sudden gust of wind through the door of J. D. Chambers' dry goods store blew a lace curtain over a

gas jet in the southern window. In an instant all the goods in the window, which were of light material, were a mass of fire, which, being observed by the passers-by, created considerable excitement. The proprietor and clerks of the store, assisted by a few outsiders, succeeded in putting out the flames, but not before the goods in the window were ruined. No alarm was sounded. The loss was covered by insurance.

A few shingles on fire on the roof of the City Corn Mill at 5.45 p. m. on the 7th May, caused an alarm to be sounded from box 24. The shingles caught fire from a spark from the smoke funnel. No damage. Another alarm for a similar fire was given on the 21st June.

At 10.45 p. m. on the 8th May fire was discovered in the cellar under the building on the corner of Main and Barnard streets, owned by the estate of the late A. Clendenning. The flames were put out by streams from the hydrants, but not before considerable damage was done by smoke, water and by cutting holes through the floor to get at the fire. The stock of groceries belonging to Ernest Crosby was damaged. The loss, both to building and stock, was covered by insurance. The origin of the fire was unknown.

About 10 o'clock on the evening of the 29th May flames were observed under the front counter in the drug store of C. C. Richards & Co. As the proprietors had not left the store the flames were quickly extinguished and no alarm was sounded. The damage was about $75, which was covered by insurance.

A small blaze in the City Bakery caused an alarm of fire from box 21 at 9.25 on the evening of the 28th August. A bundle of kindlings had been left on the top of the oven, and about half an hour after the store was closed had ignited and set fire to the woodwork over the oven. The flames were put out without any damage.

The house of Benjamin Amero, Regent street, was discovered to be on fire on the morning of the 31st October. Before the apparatus could reach the spot the house and barn were entirely destroyed. A few articles of furniture and the cow and two pigs were saved. The fire originated by children playing with matches. There was no insurance.

About 7 o'clock on Friday evening, December 6th, a small house belonging to the Tusket River Lumber Co., on their mill premises at Tusket, was totally destroyed by fire, together with its contents. An employee of the company, David Doucette, had moved his household effects into the building during the day and had lighted a fire in the

stove. He intended occupying it the next day, and at 6 o'clock left the building and went home. The fire originated in some way from the stove. The loss to the company was about $200. Mr. Doucette lost all his effects. There was no insurance.

About 6.30 o'clock on Sunday evening, December 22d, the Yarmouth Hotel building was discovered to be on fire in the rear. The flames were found to be in room number 23, around a chimney, and had spread between the ceiling and floor of the second and third stories, which made it very difficult for the firemen. In about an hour "all out" was sounded. About 8.30 another alarm was sounded, as fire was again seen breaking out between the floor and ceiling of another room. This time the flames were effectually drowned out. The annex was badly damaged both by fire and water. The building was owned by Mrs. R. Balfour Brown, and was insured for $3000 in the Phœnix and $2000 in the Alliance. Mr. Morrill, who had a restaurant on the lower floor, was insured for $1000 in the Atlas.

Quite a large hole in the roof of the dwelling house of Stephen Butler, at Wellington, was burned on the night of the 28th December, before the flames could be extinguished. A bedroom was also badly wrecked.

1896.

Abram Cavanagh's house, at Canaan, was destroyed by fire on Sunday morning, April 12th, about 11 o'clock, together with the barn. The furniture and contents of the barn, except the hay, were saved. Loss $2000. No insurance.

The dwelling house of Alfred Sanders, at Deerfield, was destroyed by fire on the afternoon of the 1st May, having caught from the forest fires which were raging in the neighborhood. No insurance.

The house at Reynardton, belonging to the estate of Nehemiah Andrews, and occupied by Edward Hamilton and Leonard Andrews, was totally destroyed by fire on the afternoon of the 7th May. It originated from a defective flue. No insurance. Mr. Hamilton lost all his household effects, but Mr. Andrews saved about all of his. Loss $600.

The saw mill of Capt. D. A. Saunders, at Norwood, was totally destroyed by fire on the 15th May, together with about 180,000 feet of lumber. The mill was run by water, and there was no fire in the building. The flames were discovered breaking out through the roof while the men were at dinner, and in a few minutes the entire building

was destroyed. Loss about $4500. Insured for $1300 and the lumber for $1000.

A fire at Hartford at 10 o'clock on the night of the 30th June destroyed the dwelling house owned by the estate of the late Hugh McManus, and recently occupied by Gilbert Cisco, who moved out the day previous. Incendiary. No insurance.

A small shed used for storing oil, adjoining the brick boiler house of the electric street car station, was destroyed by fire on the morning of the 19th October. It contained several barrels of oil, which were also burned. The cause of the fire was unknown. This was the first alarm of fire in town since December 22d, 1895, a period of nearly ten months.

1897.

The store of George David D'Entremont, at East Pubnico, was totally destroyed by fire on the evening of the 4th January, together with most of its contents. The fire broke out between 8 and 9 o'clock, about fifteen minutes after the store had been closed for the night. The flames were first seen breaking through the roof, and all efforts to save the building proved fruitless. A small portion of the stock was saved. Loss $1500. No insurance.

During Wednesday night, January 13th, a water pipe in the bathroom on the second floor of the Old Ladies' Home became frozen, and the next day the matron tried to free it by the use of hot cloths. During the afternoon a lighted lamp was placed in a closet, but as night was coming on, the matron went downstairs to engage a plumber by telephone to free the pipe. She immediately returned upstairs and discovered thick smoke emerging from the bathroom. Failing to quench the flames by pailfuls of water, she telephoned to have a fire alarm sent in, which was done. The firemen soon succeeded in putting out the flames, which were running up between the partitions and under the stairway. By exercising great care and commendable coolness the damage by water was slight. The ceiling and floors of the bathroom were burned through and other damage done to the building. The inmates of the Home were somewhat excited and nervous, but fortunately no serious results followed. The damage was covered by insurance. It was later ascertained that the fire was caused by a defective gas pipe, near the end of the bathtub and in the vicinity of the lamp.

By the upsetting of a base burner in the store of B. Whitehouse, Main street, about 1.30 p. m. on the 1st March the floor was set on fire from the red hot coals. The flames were quickly put out, but

some small damage was done to the goods. An alarm was pulled in from box 21.

An alarm of fire was sounded from box 15 about 6.30 o'clock on the evening of the 1st April, followed immediately by a second alarm. It was caused by some children in the house of Ambrose Moree, East street, having set a bed on fire. The bed was thrown outdoors, and the fire extinguished without the use of the fire apparatus. The damage was trifling.

The dwelling house of Aubrey Potter, at Rockingham, was burned to the ground on the 5th April, the fire originating from a defective flue, and quickly spreading beyond control. It was raining heavily at the time, which prevented the store near by from catching. Most of the furniture was destroyed. No insurance.

The stable of George F. Allen, at Salem, was discovered to be on fire about 5 o'clock on the morning of the 20th April, and the flames could not be extinguished before considerable damage was done to the building. There were three cows and a horse in the stable, which were rescued, one of the cows being badly burned. The fire is supposed to have originated from ashes in a barrel alongside the building. The loss was covered by insurance.

The roof of the dwelling of Henry Burrill, Starr's road, was discovered to be on fire about 1 o'clock on the 21st May, and an alarm pulled from box 33, but which failed to respond. The flames were extinguished with buckets of water after a hole had been cut through the roof. Damage trifling.

During the noon hour on July 10th a small fire in the roof of Charles DeWolfe's dwelling, Milton, caused an alarm to be sent in from box 36. The damage was trifling.

A small tenement house belonging to the McManus estate, on Commercial street, was somewhat damaged by fire on the morning of the 14th August. The fire caught in a bed and the flames had spread to the wall and were running up a partition before being put out.

A barn on the premises of Capt. Nehemiah Larkin, at Arcadia, was accidentally set on fire by children playing with matches on the afternoon of September 17th, and burned to the ground. By the most strenuous exertions of the neighbors the flames were confined to this building, although the house was badly scorched and the Methodist church was on fire several times. It looked at one time as if the entire settlement would be destroyed. Assistance was asked from Yarmouth, and the steamer Neptune with her hose reel was despatched to the scene, but upon her arrival the fire had been stayed.

Sunday, October 17th, will be remembered as a memorable one on account of the disastrous fire that destroyed the town of Windsor, N. S., and also for the "reign of terror," so to speak, that existed in Yarmouth on account of the numerous, heavy and dangerous fires all over Yarmouth County. All day heavy banks of smoke were seen rising above the horizon, and telephone messages were constantly being received which caused much alarm. From Pubnico a heavy fire was advancing towards that locality from the westward, having started in the woods. Crossing the Coast Railway track, it burned about a quarter of a mile of fences. It approached the dwelling houses with fearful rapidity and all the inhabitants were called out to fight it. The barn of Dr. Barton caught several times, but was saved. The fire came within 200 yards of the station, and the smoke was so thick that it was difficult to see objects a few feet distant. Great relief was given when it passed along out of danger. A train and fire engine were in readiness at Yarmouth to be sent down in case the fire got beyond control. At Comeau's Hill seven houses and nine barns were burned despite all efforts to save them. The houses burned were those of Jarvis DeViller, Moses Newell, Honore Deviller, Edward Jacquard, Theophile Jacquard, Caulfield Jacquard and Norris DeViller. There was no insurance on any of the property. At Belleville the railway fence was destroyed for some distance, and the station was on fire several times, but was saved from destruction. An immense fire raged in the forest at High Head, but no damage resulted to buildings. The fire approached the school house and several houses at Plymouth, and the residents there had a hard battle to stop its progress. The reflection of the Comeau's Hill fires was distinctly visible to persons living on Corrigan's Hill, Whiteburn, Queens County.

About 3.30 o'clock on the morning of December 21st the dwelling house in course of construction for J. M. Lawson, corner of William and Forest streets, was discovered by G. J. Morton to be on fire in the attic. The fire originated from what is known as a "salamander," a brick oven used for drying plaster with coke. The floor had caught on fire and had burned through to the ceiling of the second floor. The firemen were quickly on the ground and the flames were extinguished by a stream from a hydrant. The damage was confined principally to the upper story. The loss was covered by insurance.

Gideon Fells' house, on the Scott road, near Salmon River, was burned to the ground early in the evening of the 21st December, caused by an overturned lamp. No insurance.

1898.

The dwelling house on Brunswick street, occupied by John Trimble, foreman of the Burrell-Johnson Iron Co.'s machine shop, was discovered to be on fire about 9.15 on the morning of the 7th February. The fire started in a small room over the kitchen, and had run up the partition into the attic before the firemen succeeded in drowning it. Considerable damage resulted to the building, both by fire and water. The furniture was also badly damaged. The building, which was owned by W. Lloyd Porter, was insured in the Liverpool, London and Globe. The furniture was uninsured.

About 6 o'clock on the morning of the 14th February the barn of Capt. William H. Cook, at South Ohio, was totally consumed by fire, together with its contents. One of the family had fed the horse and cow, and returned to the house for breakfast, leaving a paraffine lantern burning. Shortly afterwards the fire was discovered. The cow was rescued, but the horse perished. No insurance. The neighbors succeeded in saving the house after the most strenuous exertions.

The dwelling of Mrs. Sarah Landers, at Port Maitland, was considerably damaged by fire on the evening of the 21st February, the result of a fire in a bedroom.

An alarm of fire was pulled in from box 13 at 2.15 p. m. on the 15th April, caused by a slight blaze in the stable of E. W. B. Moody, South End. The fire was extinguished before much damage was done.

The house of Charles Pinkney, at Arcadia, was burned to the ground, together with its contents, on Friday afternoon, April 22d. Mr. Pinkney left his home to go into the woods, about a mile distant, accompanied by a friend. Some time afterwards he observed that his house was on fire, and both men ran as quickly as possible to the spot, but were unable to save anything from the building. The family were not aware of the fire until the roof was a mass of flames, and they had barely time to make their escape. No insurance.

A few shingles on fire on the roof of the house of Elkanah Williams, on Clark's Hill, caused an alarm of fire to be pulled in from box 12 on the evening of the 3d May about 9 o'clock. The services of the firemen were not required, as a bucket of water quenched the flames.

About 3 o'clock on the afternoon of the 24th May the dwelling house of George R. Earl, on Bond street, was discovered to be on fire, and three alarms were pulled in from box 14. When seen the flames had complete control of the interior, and it was impossible to save much of the furniture, which was then badly damaged by smoke

and heat. The building and its contents were practically ruined. Mr. Earl had $700 insurance on the furniture, and $200 on the piano. The building was owned by Joseph B. Stoneman, and was insured for $1600. The origin of the fire was unknown. Mr. and Mrs. Earl had left for a drive to Tusket Lakes about an hour previous to the discovery of the fire.

A fire in the milkroom on the premises of Capt. Ellery Scott, Church Hill, on the morning of the 25th May caused three alarms from box 13. The flames were extinguished before the engines could reach the spot. No damage.

About 9 o'clock on Saturday evening, May 28th, the double dwelling house on Kirk street, occupied by Mrs. Robert Brown and E. S. Matheson, superintendent of streets, was discovered to be on fire, and an alarm from box 21 was sounded. Mrs. Matheson had smelled smoke for some minutes, and Mr. Matheson had succeeded in locating the flames, which originated in the ceiling of the bathroom in Mrs. Brown's apartments, which ignited from the heat of a gas heater. Mr. Matheson worked with a will for some minutes to quench the flames, but was compelled to give it up, and the firemen were called to assist. The flames ran up into the tarred roof and were difficult to get at, but after half an hour they were put out by a few Babcocks. Considerable damage was done to the building, and also to Mrs. Brown's furniture and carpets, which was covered by insurance.

Mrs. Michael Rodgers, who lived over the harness factory of J. Harvey Eldridge, Jenkins street, left home about 8.30 o'clock on the morning of July 6th, leaving her two children at home. About half an hour later the building was discovered to be on fire by employees of the Herald office, who attempted to quench the flames without an alarm being sounded. This was impossible, and an alarm was pulled in from box 22. The fire originated from some clothes igniting in Mrs. Rodgers' rooms, and spread rapidly to the woodwork and to an apartment filled with straw used in stuffing horse collars. Before the flames were extinguished they had burned through the roof and the building was badly damaged. Mr. Eldridge's stock was removed. Building insured for $500 in the Northern office and the stock for $350 in the Commercial Union.

An old house, formerly occupied by the late Mrs. Abbie Hemeon, at Kelley's Cove, but which had been vacant for some time, was burned to the ground about midnight on the 10th July. Doubtless of incendiary origin. No insurance. The alarm was given by the lightkeeper at Cape Forchu, from the fog whistle.

The dwelling house owned by George Cleveland, Salem, was burned to the ground about 4.30 o'clock on Tuesday afternoon, July 26th. The fire was not discovered until the attic was a mass of flames. It was caused by children playing with matches. The building was occupied by Elkanah Williams, who had no insurance on his effects. The Co-Operative Deposit & Loan Society had a claim on the property, which was insured for $450.

A slight fire in the dwelling house of Philip H. Warner, Main street, caused an alarm to be sent in from box 25, at 7.15 on the evening of the 28th November. During the temporary absence of the family from the sitting room a lamp exploded or upset, setting fire to the window curtains, and before being discovered the house was filled with smoke. The flames had burned the woodwork around the window and broken out the glass before they could be put out. The plastering and woodwork of the room were also badly discolored by smoke. House owned by the estate of the late W. K. Dudman. No insurance.

At 1.45 o'clock on the morning of the 1st December one of the policemen discovered a box of rubbish on fire in the basement of the Boston Marine building, occupied by Wm. Law & Co. As the cellar was all aglow from the blaze he pulled in an alarm from box 21. As soon as the cellar doors were broken open a few buckets of water extinguished the flames before any damage was done.

A few minutes past 6 o'clock on the evening of the 1st December the house of William Henry Nickerson, James street, was discovered to be on fire. The fire originated in a closet adjoining the chimney, into which the pipe from the hall stove was inserted. Mr. and Mrs. Nickerson left the house at 2 o'clock. Some of the neighbors observed smoke issuing from the building and endeavored to put out the fire, but as it had run up the partition they did not succeed, and then gave the alarm. Before being extinguished the flames had burned through the roof, and with the water had about wrecked the house. Some of the furniture was saved in a damaged condition. The wind was blowing almost a gale at the time, which made the work of the firemen very difficult. Insured $800 with Job Hatfield and the furniture with George C. Lewis.

An alarm of fire during a heavy gale on the evening of the 14th December turned out the whole department, which had a long and unnecessary run to Church Hill. The alarm was caused by a small fire around the stovepipe in the old Tooker homestead. The flames were put out before any damage was done.

Fire was discovered in the basement of the new dwelling house of Robert W. Williams, corner Brunswick and Baker streets, about 9.15 o'clock on the evening of the 28th December, and an alarm was pulled in from box 32. When discovered the flames appeared to be centred around the cold air box and hot air heaters, but quickly spread over the entire cellar and rapidly ran up the partitions, making the work of the firemen a most difficult one. After about two hours' battle with smoke, heat and the heavy gale that was prevailing, the flames were subdued, leaving the interior of the building a complete wreck. So dense was the smoke that none of the furniture could be saved before it was ruined. Mr. Williams went to the house about 7 o'clock and kindled a fire in the furnace, and after remaining a few minutes he went to his father's house, where he and Mrs. Williams were spending a visit. Upon hearing the alarm he found the cellar a mass of flames. The building was insured $1200 with Corning & Chipman and the furniture for $600 with George C. Lewis. Mr. Williams was awarded by the adjusters $675 damages on his house and $600, the full amount insured, on the furniture.

1899.

The most dangerous and destructive fire that occurred in Yarmouth for many years broke out on Sunday morning, January 15th, at 11.45 o'clock, and it appeared at one time as if the town would meet a fate similar to that of Windsor and Bridgewater, which were fresh in the minds of the inhabitants. But fortunately our water system, aided by intrepid and persevering firemen, proved adequate to the demands made upon it, and the fire was confined to the buildings in which it originated. At the time above named smoke was seen issuing from the third story of the large wooden structure on Main street, known as the Victoria buildings, owned and occupied by T. B. Dane & Son and by J. H. Hurlburt as a restaurant and dwelling house. The contiguous store to which it was attached was occupied by Moody & LeBlanc, tailors, and by the S. C. Hood Co., jewelers. An alarm was immediately pulled from box 21, which brought out the fire department, and upon a second and third alarm being sounded the churches were emptied and the services dismissed. To add to the excitement the wind was blowing half a gale from the northwest, which carried the smoke up John street and over a large portion of the residential portion of the town. The firemen got quickly to work, lines of hose being run from the nearest hydrants, and the steamers taking water from others farther away. When the firemen entered the building the northwestern room on the upper flat was a

mass of flames, and the smoke was so dense that all efforts to save the stock, which had been stored in this flat, pending repairs on the lower floor, were useless. Consequently the entire stock was ruined. The firemen were not long in discovering that they had a fierce battle before them, and, determined not to be conquered, entered into the contest and came out victors. Never did men work more coolly, determinedly and persistently. Inch by inch they fought the flames, deluging the lofty roof and upper story with streams, for hours exposed to the biting wind and cold. Lines of hose were run up over the roof of the Baker brick building to the northward, and from Bingay's brick block to the southward, and from these constant and powerful streams were poured into the burning buildings. After the roof fell in people breathed more easily, as the danger greatly diminished with its fall. The attics of the Dane and Sullivan buildings were without division, and the flames early spread into the latter, and it, too, became a prey of the fire and was practically ruined. As the fire was chiefly in the upper stories the services of the "pulpit" (used by the street railway for repairing their trolley wires) were brought into requisition and made an efficient water tower, from which a steady stream was played directly upon the ruins. When the flames were extinguished, after five hours' incessant labor, both buildings were badly gutted and roofless. The third stories were completely destroyed and the loss was almost a total one. During the progress of the fire the stock, in the burning and adjacent buildings were removed (except Dane's, which could not be saved.) The insurance was as follows: Victoria buildings, $4000 in Ætna and $2000 in Hartford; Dane's stock, $5000 in Quebec and $2000 in Liverpool, London and Globe. Sullivan building, $2400 in Imperial and $500 in Royal. J. H. Hurlburt, stock, fittings and furniture, $1000 in British America. Moody & LeBlanc, stock and fittings, $1200 in Phœnix of Brooklyn and $500 in British America. S. C. Hood Co., stock, $400 in Norwich Union and $400 in North America. Baker's building received some damage about the roof and eaves. As there was some suspicion of incendiarism an investigation was held, but after several days were spent in examining witnesses no conviction was made.

Policeman Palmer, on the south end beat, about 12.30 o'clock on Sunday morning, January 22d, observed a small light in the store of Charles E. Cann, butcher. Upon making a closer investigation, he aroused the proprietor, who, upon entering the store, discovered a dastardly scheme to fire the premises. A soap box had been filled

with chips and paper, saturated with lard and paraffine oil, and in the midst a cigar box had been placed, also filled with oiled chips and paper. Over the top of the cigar box was stretched a sheet of thin paper, also oil soaked, through which a candle was inserted. The candle had been lighted, and had been burning about half or three quarters of an hour. The box had been placed under the shelves in one corner, and surrounding it were large sheets of wrapping paper and shelving paper. Had Mr. Palmer not discovered the light when he did, the building would have been on fire in less than half an hour, and the town again disturbed by an alarm. As the building was a small one, and adjacent to St. George engine house, the flames would readily have been extinguished before much damage had been done. Mr. Cann left the store at 11.20, so the box must have been arranged shortly after his departure. The back door of the shop had been broken open. Mr. Cann had $300 insurance on the building and $200 on the stock.

About 3.15 on the morning of the 14th February policeman Holmes observed a bright light in the freight shed of Wm. Law & Co., situated on the extreme outer end of their wharf. At first he thought it was a vessel's light, but upon investigation it turned out to be inside the building. Calling on night watchman Moses, on Cann's wharf, they found it impossible to put out the fire or gain entrance into the building, and so pulled an alarm from box 24, which refused to respond, owing to disarrangement of the wires during the heavy storm. An alarm was at once sounded on the bells, and the firemen assembled as quickly as possible under the circumstances, but not before the whole centre portion of the town was illuminated from the reflection of the flames, which now had control of the building. The snow on the streets had rendered them almost impassable, and to make locomotion more difficult a slight rain had fallen, which had frozen and formed a stiff crust on the top of the snow. This impeded the progress of the hose reels, engines and other apparatus, but nevertheless several streams were playing upon the building without loss of time. Before the flames could be extinguished the entire building was a mass of ruins, together with all its contents, except about 50 barrels of oil, which were removed before the flames reached them. The steamer LaTour occupied a portion of the building as a freight and coal shed, and in this portion was stored a quantity of freight shipped by Yarmouth merchants for shore ports. About 150 tons of coal were also stored in the shed, which was more or less destroyed. Nothing was saved from this part of the building. There

was no insurance on any of the burned property. The fire is supposed to have originated from a cask or more of lime becoming wet from the overflowing of the wharf and igniting the woodwork of the building.

About 5 o'clock on the afternoon of the 14th February, Mrs. Leslie Trask, residing on Cann street, left her kitchen for a few minutes to do some work upstairs. She left her baby in a cradle near the kitchen stove. Hearing an unusual cry she ran downstairs and found the kitchen full of smoke. She snatched the baby from the cradle and gave an alarm of fire. The neighbors rushed in and succeeded in extinguishing the flames, which were confined to the woodbox near the stove. Very little damage was done.

A house, occupied by Abijah Hurlburt, of Tusket Lakes, was burned to the ground on Sunday night, March 5th. All the furniture was saved.

Policeman Killam, at 2.45 on the morning of the 10th April, discovered St. George engine house to be on fire, and pulled an alarm from box 15. When the front doors were broken in the rush of hot smoke and flames prevented the removal of the hose reel, engine or any other apparatus from the building, and they were all destroyed. There was no insurance. With the burning of this building there passed out of existence an engine, round which many associations clustered with almost pathetic fondness by its old members, several of whom are still alive. To recount the many thrilling scenes enacted around this faithful old "tub," as she was familiarly called, would be too voluminous for our purpose at present, but it was the means, with the assistance of the other companies, of saving and protecting many of our houses from destruction in days gone by. There were also consumed in the upper hall many of the trophies won by the company, many excellent figures, mottoes and emblems, used in parades, which were fondly cherished by the members. No. 1 was formerly "Emerald No. 4," of St. John, N. B., and was purchased many years ago by the Fire Wardens of Tusket for use in that village. As the engine was too heavy for them, it was "swapped" for old "St. George," of Yarmouth, and the latter engine is still in commission in that place. The "Emerald" company in St. John had a falling out with the authorities in that city when steam fire engines came into use there, and as the "Emerald" company was a volunteer one, and each member had contributed to the purchase of the engine, upon the disbanding of the company each member took a piece of the engine home. Thus the machine was scattered all over the city. When J.

Lyons Hatfield went to St. John the members were got together with the pieces of the engine, the wheels and body were placed upon a vessel, the machine put together, and the vessel then started for Yarmouth. The purchase turned out to be a most excellent one, as the engine was a substantial and powerful machine, and met all the requirements expected of it. It was burned beyond repair.

On the afternoon of the 19th May the house of Thomas H. Doucette, at Quinan, was destroyed by fire, together with a portion of its contents. Frank Muise occupied a portion of the building as a store, and most of his stock was saved. The fire was caused by Mr. Doucette's little boy playing with matches in the attic, and which had made such headway when discovered that all efforts to save the building proved fruitless. No insurance. Loss about $800.

Heavy forest fires raged in the vicinity of Plymouth, Tusket, Belleville, Reynard's Falls and at Eel Brook during the week of the 15th-22d May. The mill of Dickie & McGrath at Tusket was in great danger on the 16th, and was saved by the utmost exertions of the employees of the firm. A barn belonging to a Mr. Melanson was destroyed and his house was threatened, but was saved. A pile of railway sleepers, about 15,000 in number, at Tusket, caught fire and about 3000 were destroyed. An engine was despatched from Yarmouth, and water was thrown on the fire, which was finally extinguished. The telegraph and telephone lines suffered considerable damage.

About 9 o'clock Sunday morning, June 11th, the southern end of the roof of the Queen's Row was discovered to be on fire and an alarm pulled from box 16. The flames originated from a spark from a chimney, and had run up from the eaves to the ridgepole for a width of 10 or 12 feet before they could be extinguished. The loss was covered by insurance.

The roof of the ell of the Queen Hotel caught on fire at 4.45 p. m. of the 22d June, from a spark from a chimney. A few holes were burned through the roof before the flames could be extinguished. Damage covered by insurance.

George Samuels' (colored) house, on Moody lane, was discovered to be on fire about 9.15 on the evening of the 7th September, and an alarm pulled from box 15. The building was destroyed before the flames were extinguished. No insurance.

About 10.30 o'clock on the morning of the 26th September the dwelling house of James Salvage, jr., better known as the Ranald McKinnon house, at Salem, caught on fire by a spark from a chimney

alighting on the roof of the barn, which was joined to the house, and the flames rapidly caught the main building. Before assistance could reach the spot both buildings were a mass of flames and were totally destroyed. There was no well available and the efforts of the firemen were devoted to the rescue of the neighboring buildings. A small portion of the furniture was saved. Insured for $500 with Corning & Chipman. No insurance on the furniture.

A few shingles on the roof of Lovitt's building were discovered to be on fire about 10.15 on the morning of the 4th October, and an alarm was pulled from box 22, followed almost immediately after by a second alarm. The firemen were promptly on hand, but before they could get to work a few buckets of water thrown on the burning shingles from a hatchway in the roof were sufficient to put out the fire. The damage was trifling.

About 8.30 o'clock on the evening of the 20th November the old Weston house, on the Melbourne road, beyond Arcadia, was burned to the ground, together with the barn adjoining. It was unoccupied. It was owned by R. S. Eakins and was uninsured.

The old Crosby house, owned by Ellery Scott, on the west side of Main street at the extreme southern limit of the town, was burned to the ground about 11 o'clock on the night of the 24th November. The barn in the rear was saved, but was badly damaged. The premises were unoccupied, and the fire was doubtless the work of an incendiary. Insured for $500 and the barn for $135 in a Halifax office.

About 1 o'clock on the morning of the 27th November policeman McMellon detected smoke issuing from the store of Sheldon Lewis & Co., grocers, South End, and at once pulled an alarm from box 15, which failed to respond. He then ran up the street, shouting "fire," to box 16, which also failed to respond. He then rang the south end engine bell. William G. Duncan, hearing the alarm, ran to the central engine house and rang that bell. In the meanwhile the vivid glare of the flames had lighted up the southern section of the town. The firemen were quickly on the move and soon had effective streams on the flames. There was a light air from the westward and cinders were flying over the long row of buildings known as Grantham's block, formerly Moody's Row. In a few minutes the whole of the Lewis building was a mass of flames, which at once communicated on the north with the extensive warehouse of A. F. Stoneman & Co., and to the building to the south owned and occupied by William Churchill, dealer in stoves, tinware, &c. These buildings were also

soon beyond saving, and as the flames leaped higher and higher in the air, and the cinders were flying over the buildings across the street threatening their destruction also, the scene was an appalling one. Yet the firemen never flinched, but bravely stood to their work. The flames spread to the building adjoining Churchill's on the south, owned by James Rozee and occupied by him as a restaurant and bakery, and by David S. Cook as a meat market. The greater portion of the contents of these stores was saved. The upper story was occupied by Mrs. George Doane, who lost nearly all her furniture, without any insurance. This building soon became a wreck, and the flames then made an onslaught on the building on the corner of Main and Huston streets, owned and occupied by Alfred R. Crosby. This building was fortunately saved from total destruction, but it, too, was almost a complete wreck. Had it succumbed, the extensive block owned and occupied by H. & N. B. Lewis, across Huston street, would have caught and then a widespread conflagration would have resulted. But, honor to the firemen, aided by a copious supply of water, this calamity was averted. The building to the north of the Stoneman building, owned and occupied by Clarence Rogers as a grocery, was only 15 feet away, but by persistent effort was saved with very little damage. His stock and household effects were removed, more or less injured by smoke and water. During all this time Mr. Grantham's block was repeatedly on fire, and it took careful watching and wetting to prevent it from burning. The building on the opposite corner of Main and Argyle streets, owned and occupied by Butler & Haley as a furniture warehouse, was not so fortunate. The roof of this building was constantly covered with large cinders, and one stream was devoted to its preservation, which was all that could be spared at that time. There were now nine heavy streams at work, six from the steamers and three from the hydrants. Notwithstanding this, this building finally yielded to the flames, the roof and upper stories were burned, and it, too, stood a wreck. The stock in the lower story was removed, badly damaged by smoke and water. All on the upper flats was destroyed. The firemen were kept steadily at work until 7 o'clock pouring steams of water upon the ruins, and at this hour the scene was one of desolation, nothing but blackened walls, smoking ruins and obstructed streets remaining. The wires in the vicinity were torn down by falling walls. R. A. Sims, carpenter, had a contract with A. P. Lewis to erect a warehouse in rear of his store, and had made considerable progress with the work. His loss was over $100. A. F. Stoneman & Co. were allotted the full amount

of their insurance, viz., building, $2000, stock, $4000. James Rozee and William Churchill likewise received their full insurance, viz., the former on building, stock and furniture, $1000; the latter on his building $600, on his stock $400, and on tools $200. A. R. Crosby, on building, $1100 and $175 on stock. Butler & Haley, $1200 on building and $1725 on stock. All the parties burned out commenced at once to rebuild, and these stores, being chiefly of brick, are substantial and attractive in appearance. The building in which the fire originated—that of Sheldon Lewis & Co.—had quite a history. It was erected about the year 1842 by the late James McNutt, general dealer, who occupied it for several years. He bought the land from Major Robert Huston for £100 in September, 1842. The building was subsequently occupied by Quigley & Teed, grocers, who put a new front in the lower story. This was the only change of any consequence made in its outward appearance until the fire.

A man passing up Main street about 5.45 on the morning of the 14th December observed a large volume of smoke crossing Main street from Store lane. Running down the lane he discovered that the small tenement house, occupied by Thomas Carr, to be on fire, the flames having complete control of the back end of the building. He saw Mrs. Carr fall beside a window just as he reached the premises, but it was utterly impossible to rescue her from the flames. One or two attempts were made, and the window smashed out, but all in vain; the unfortunate old lady perished. How the fire originated no one could tell. Mr. Carr had been absent at work at the Cape for two or three days and Mrs. Carr was left alone in the house. She was out about half-past nine on the previous evening, and that was the last seen of her until the discovery of the fire. It is supposed that in some manner she accidentally set the house or the bedding on fire, and becoming confused attempted to escape and had about reached the door when she succumbed. Nothing was saved from the building. The flames spread to the house to the eastward, occupied by Arthur Smith, which was badly damaged. The Carr house was totally destroyed. Both belonged to the Burrell-Johnson Iron Co., and were uninsured. Mr. Carr at once returned to the house, and succeeded in finding in the ruins over $100 in cash and his bank book, which were enclosed in a tin box and escaped destruction. The remains of Mrs. Carr were carefully carried out of the ruins and taken in charge by Fire Warden Morton, and conveyed to the central engine house by the Salvage Corps. She was about 68 years of age, a native of Ireland, and left a husband, three sons and one daughter.

1900.

About 5.45 on the afternoon of the 6th February the new engine house of St. George No. 1 was discovered to be on fire and an alarm pulled from box 16. The doors were opened and the flames extinguished by a few pailfuls of water. The fire originated in the lavatory, the flames having run up the wooden partitions, which were entirely destroyed, and were spreading to the upper floor when discovered. Damage $100, covered by insurance.

About 8.30 o'clock on the evening of the 20th February a telephone message was received from Hebron stating that the barn of Knowles Crosby was on fire, and as the fire was a dangerous one assistance was asked from the town fire department. Fire Warden Morton immediately pulled an alarm from box 22, and steamer Neptune was despatched to Hebron with a hose reel and a number of firemen. The engine arrived in good time, the horses being covered with foam from their unusual exertions. It was learned that Mr. Crosby about 7.30 o'clock repaired to his barn with a lighted lamp and turned the cow outdoors to get a drink of water. He returned to the house, leaving the lamp on the top of a barrel. Before many minutes the barn was seen to be on fire, and an alarm was sounded on the Baptist church bell. The neighbors ran to the scene and worked like heroes, but their efforts proved unsuccessful in saving Mr. Crosby's house, which was quickly consumed with the barn. Very little of the furniture was saved. The clothing of the family and $200 in a purse belonging to Mr. Crosby's mother were burned. The houses across the street and that of G. W. Phillips alongside, as well as the candy factory, were in imminent danger and were on fire several times. By the utmost bravery and unflagging exertions of the neighbors these buildings were saved, with but little damage. Mr. Crosby had $1200 insurance on his house, barn and grapery, the latter being saved. The furniture was insured for $400. The fire, no doubt, originated from the fact that the cow returned to the barn, upset the barrel and lamp, which set fire to the hay. Upon the arrival of steamer Neptune it was immediately set to work and soon drowned out the remains of the burned buildings. The men and engine returned to town about 11.30. The roads were in a bad condition, bein ; blocked with snow in many places.

About 4 o'clock on the afternoon of the 6th March hot ashes carelessly thrown into a bin in the rear of Huestis' big building, Brown street, set fire to the shingles on the side wall, which were quickly fanned into a blaze by the high wind that was blowing. A

dense smoke soon made things lively, but a few bucketfuls of water drowned out the fire.

Two boys passing along the highway at Eel Brook about 10.30 o'clock on Friday night, March 23d, observed that the church of Ste. Anne was on fire. They ran to the presbytery and gave the alarm. One of the young ladies ran to the church and rang the bell, which quickly brought the inhabitants of the village to the spot. Efforts were at once made to extinguish the flames, but in vain, as they were beyond reach, and soon the edifice, round which so many hallowed associations centred, was completely wrapped in flames from sill to roof, and from roof to lofty spire. The tower and spire carrying the bell fell with a loud crash at 10 minutes past 11, and in a few minutes nothing but a few embers remained. In the meanwhile the presbytery and school house opposite were in imminent danger of burning, and in fact were on fire several times, but were fortunately saved, with but little damage. Only a few of the fittings and vestments of the church were saved. Many of these were of solid silver and were of ancient date, some being used in the time of the late lamented Abbe Sigogne. Rev. Fr. Crouzier left the church about 10 o'clock, with two fires burning—one in a stove in the main building, and one in a stove in the vestry. It is thought that the fire originated from the latter, as the pipe ran through a wood partition. The church contained a valuable pipe organ, which was destroyed. Ste. Anne's was among the largest wooden churches in the western part of the province, and it was also one of the oldest. It was insured for $3000 with E. K. Spinney. The reflection of the fire was plainly seen in Yarmouth. Arrangements to rebuild were commenced at once. The corner stone was laid by His Grace the Archbishop on the 4th July, 1900.

A bunch of hay in an old box lying beside the barn of George Moses, on Cumberland street, was set on fire about 7.15 on the evening of the 26th March, and an alarm pulled from box 21, which was unnecessary. No damage.

An alarm of fire from box 21 on the morning of the 3d April was caused by some rubbish in a rear shed of the Millen building on Main street having ignited in some unaccountable manner. A second alarm followed, turning out the whole department. No damage.

About 9 o'clock on the evening of the 9th April the dwelling house of William Waite, South Ohio, was discovered to be on fire, the flames issuing from the ell near the kitchen chimney. An alarm was sounded, the neighbors quickly gathered and the work of removing the furniture undertaken. The live stock in the barn, carriages, etc.,

were saved, but the greater portion of the furniture in the house was destroyed. Both buildings were quickly reduced to ashes. Insured $1100 with E. K. Spinney. The houses of Rev. J. H. Saunders and James Allen, on the opposite side of the street, were on fire several times, and were saved through the efforts of the neighbors.

The eastern end of the shed in rear of the dwelling house of Mrs. Henry W. Crowell, Prince street, was observed to be on fire at 1.45 on the afternoon of the 26th April, and an alarm sounded. The firemen were quickly on hand, but their services were not required, as the fire was extinguished with a few buckets of water. Damage trifling, and covered by insurance. The fire originated by children playing with matches.

About 11.15 on the forenoon of the 1st May flames were discovered on the roof of the large double dwelling house on Parade street, occupied by R. S. Eakins and George Bingay. An alarm was pulled from box 23, and the firemen soon had two streams playing upon the flames. The shingles on the north side of the building were badly burned and a few holes made through the boarding, and some damage resulted from water. The loss was covered by insurance with T. B. Flint.

About 4.30 o'clock on the afternoon of the 24th May the roof of the house of Leslie M. Trask, Cann street, Milton, caught on fire from a spark from a steam engine in his yard employed in sawing wood. An alarm was pulled from box 35. The firemen soon quenched the flames, but not before the shingles on the west side of the roof were completely destroyed. The loss was covered by insurance with Capt. J. W. Boyd.

The dwelling house of Horace Cann, at Ohio, was destroyed by fire on the morning of the 14th June. The fire originated from sparks from the kitchen chimney igniting the roof, which spread rapidly to the main building. The family was engaged in removing to another house, and only one boy was on the premises. He ran for assistance, but despite all efforts the building could not be saved. Most of the furniture was also destroyed. The barn was saved, but the agricultural implements in an adjoining shed were consumed. No insurance.

The barn and workshop of Frederick Perry, at Central Chebogue, were destroyed by fire on the evening of the 6th July. The fire originated from a spark from the kitchen chimney. Loss about $300. No insurance. The house, which was only a few feet distant from the burning buildings, was saved.

A deliberate and dastardly attempt was made on Friday night, July 13th, to again burn the South End school house. About 10.40 o'clock Ralph Hazelton, whilst passing along the street, observed a bright light, as he supposed, showing through one of the rear windows of the building, and as it appeared to be something out of the ordinary, ran at once to the building and found flames issuing from the top of the south eastern stairway, and which were running up the doorway. Mounting the steps he threw off a bunch of burning rags, but as the fire had made too much progress he was unable to put it out and ran for assistance, lustily calling "fire." He made his way to the Temple church, but someone pulled an alarm before he reached the box. Retracing his steps, he obtained a bucket of water and went to the school house and dashed it on the fire. Others had preceded him and had succeeded in stifling the flames. The fire had burned through the door and floor of the steps, and was running up the door casings, eating its way rapidly to the inside finish. It was discovered just in time to save the building from destruction. The damage, fortunately, was trifling. A reward of $500 was offered for the perpetrator, but in vain.

About 4 o'clock on the afternoon of the 16th July smoke was seen issuing from the roof of the double house on the south side of Pearl street, owned by B. A. Preston and occupied by Charles and James Meuse. The fire originated from a defective chimney in an enclosed attic, and had run along the ridge, burning through to the outside in several places. It was difficult for the firemen to reach the flames, but in about half an hour "all out" was sounded. The building was considerably damaged by fire and water. The furniture in both houses was removed, and was uninsured. Damage to the building was covered in Capt. Boyd's agency.

About 10 o'clock on the evening of the 16th July the Kemptville steam saw mill was discovered to be on fire, and was totally destroyed, together with its contents. It was formerly owned by Spinney & Prosser, but latterly purchased by Harry P. Prosser. The fire originated from a furnace. 300,000 feet of deals, belonging to Dickie & McGrath, Tusket, were destroyed. No insurance. Loss on the mill $4000, aside from the loss of the lumber.

During a gale on the 12th September, about 5.30 p. m., fire was discovered in the dry room of the Arcadia mills at Arcadia. Fortunately there was a large number of men in the neighborhood, who, by assiduous exertions, quickly put out the flames. The ends of

some two or three thousand feet of lumber were burned and smoked. Loss about $10 or $15. The fire originated from the furnace.

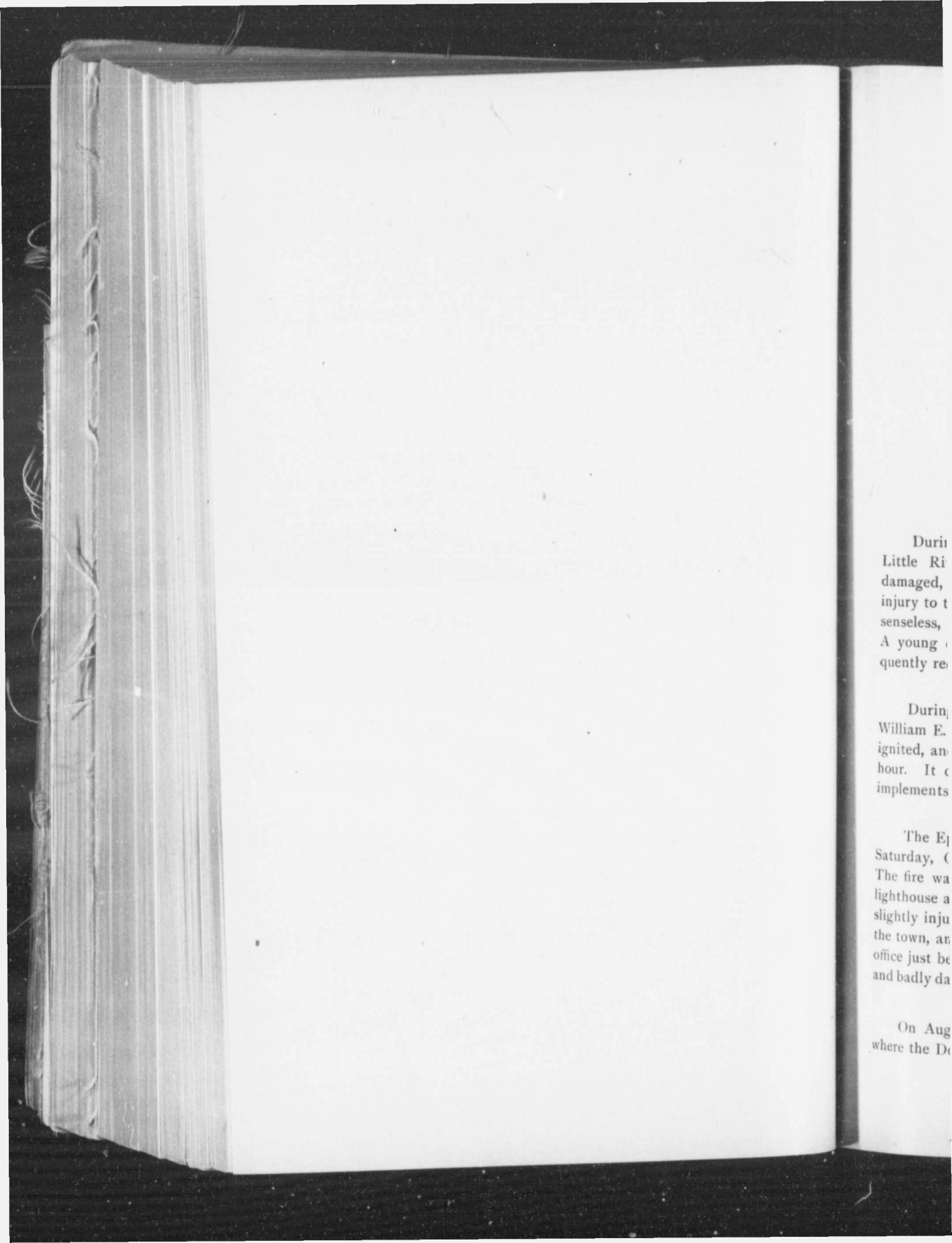
The house of Mrs. Charles Vienot, at Tusket Hill, was burned to the ground on the morning of the 4th October, together with a portion of the furniture. A 4-year-old child set fire to a bed with matches, and the fire had made considerable progress when discovered. Mrs. Vienot had six children.

The dwelling of Norman Deviller, at Pinkney's Point, was found to be on fire at noon on the 10th November, near the floor of the sitting room, and before the flames could be extinguished the building was much damaged, together with a portion of the furniture. The fire originated from the chimney. No insurance.

The dwelling house of Israel Hersey, at Melbourne, caught on fire on the evening of the 26th November by clothes hanging near the stove igniting from the heat. The family were at tea at the time, and the flames had run up a partition before being discovered. Everything in the room was destroyed. The flames were extinguished after the most strenuous efforts. No insurance.

The premises of the Yarmouth Light were discovered to be on fire at 1 o'clock on the afternoon of the 11th December, and an alarm sounded. The fire originated by some of the employees thawing out the steam heating pipes, the water in which had become frozen while the boiler was being retubed. The flames had run up between the walls of a partition and filled the attic with smoke. Albert Horton and others, with a Babcock, extinguished the fire. Considerable damage was done by the office being flooded with water, and by the partitions being ripped up. The loss was covered by insurance.

LIGHTNING STORMS.



LIGHTNING STORMS.

1840.

During a storm on the 5th March the house of Israel Doane, Little River, was struck by lightning at the chimney, which it damaged, and running down to the lower floor did considerable injury to the building and furniture. All the inmates were rendered senseless, and it was some time before they recovered consciousness. A young child was supposed to be dead for some time, but subsequently recovered.

1841.

During a storm at Argyle on the 5th September the barn of William E. Abbott was struck by lightning. The straw and hay were ignited, and the building was burned to the ground in less than an hour. It contained 4 tons of hay, 35 bushels grain and farming implements. Loss £50.

1846.

The Episcopal church on Butler's hill was struck by lightning on Saturday, October 24th, at noon, and set on fire in the steeple. The fire was soon extinguished by St. George No. 1 Company. The lighthouse at the Cape was also struck at the same time, but was only slightly injured. Previous to the lightning a heavy cloud settled over the town, and it was so dark that candles were used in the Herald office just before noon. The lighthouse was again struck by lightning and badly damaged (although not set on fire) on the 19th August, 1848.

1854.

On August 2d the new house of Capt. Oliver Healey (situate where the Dominion Atlantic Railway station now stands) was struck

by lightning, shattering some clapboards and splitting a beam. It was unoccupied and just finished. It is now the residence of Alex. S. Murray, Argyle street.

On August 13th the house of John Spinney, sr., Argyle, was struck by lightning and badly damaged. Inmates escaped injury.

1858.

The residence of Mrs. James Baker was struck by lightning on June 10th, ripping off shingles, splitting a door post and other small damage. The inmates were stunned by the concussion.

1859.

On August 5th, during the night, the dwelling of Israel Kelley, Kelley's Cove, was struck by lightning and badly damaged. The family escaped unhurt, although the lightning played several strange pranks. Yarmouth was also visited with the storm, but no damage was done.

1861.

On July 30th the building owned by Whitten & White, (now known as the Salvation Army barracks) occupied by that firm, T. V. B. Bingay, Western Union Telegraph office, Herald office, armory of Volunteer Rifles, Mason's hall, etc., was struck by lightning. The lightning struck the flagstaff, completely destroying it, and passing into the cupola shattered several panes of glass, ripped up the floor of the hall, knocked Mr. Holly (the janitor) senseless and did considerable damage to the second and lower stories. A bundle of rags in the armory was also set on fire, and an alarm of fire being raised the entire department was brought out in a drenching rain, but their services were not required. A house at the South End, owned by Mrs. T. Purney, was also struck about the same time, splitting the chimney, ripping up the floors, etc.

1862.

On the afternoon of February 24th the barn of Abram Weston, Chebogue, was struck by lightning, killing a valuable yoke of oxen and a horse in one end of the building and a cow in the other, and badly damaged the building.

The house of Daniel Crocker, Plymouth, was struck by lightning on the night of August 1st, doing but slight damage. The same night three cattle—a cow, a heifer and a steer—owned by Seraphim Porter, Wedge, were killed by lightning.

1863.

On Saturday night, August 1st, the houses of Capt. Asa B. Trask and Capt. Eleazer Richan, Church Hill, were struck by lightning and considerably damaged. At Arcadia the shop of William Currier and the barn of Elijah Cleveland were also struck and considerably damaged. Schooner Liberty, Capt. D'Eon, of Pubnico, lying in Yarmouth harbor, was also struck, badly damaging the mainmast.

Monday forenoon, August 10th, the lightning struck the house of George Sollows, Beaver River, and did much damage. Miss Sollows, who was passing upstairs at the time, carrying a tin pan, was knocked senseless to the lower floor, and pieces of the pan were scattered in all directions. The house was completely shattered; no less than 70 panes of glass were broken. The lightning also struck the doorway of the Baptist church at Deerfield, completely destroying it and smashing the lamps in a chandelier, suspended by iron standards over the pulpit.

1869.

During a thunder storm on the night of June 22d the lightning struck the lighthouse at Cape Forchu, doing considerable damage to the building, which it shook throughout, starting some of the timbers, boards and shingles, and breaking some of the glass in the windows, but without injuring the lantern. The lightning also struck the dwelling house of Mrs. Jacob Utley, at the southern end of the town, damaging the chimney, breaking the plaster in one of the chambers and scattering fragments of the ceiling on a bed in which were Mrs. Utley's daughter (Mrs. Lyman Kelley) and child, breaking a lamp in another room, upsetting a stove, splitting a post, and shattering some panes of glass in one of the windows. Fortunately none of the inmates were injured.

A lightning storm occurred between 1 and 3 o'clock on Monday morning, September 20th, causing a melancholy catastrophe at Pleasant Valley. Mr. Raymond, who arose about 4 o'clock for the purpose of preparing to visit Yarmouth, discovered the house of Job Hamilton in flames, and proceeding to the spot, without seeing anyone, or receiving any answer to his calls, he supposed Mr. Hamilton and his family had gone to a neighbor's. He then aroused the settlement, and efforts were made to extinguish the flames, but without avail. When the burning fragments were cleared away, the remains of Mr. and Mrs. Hamilton were found on the embers of their bed lying side by side, with their limbs and the tops of their heads nearly burned

off, and their daughter was found in the cellar burned to a crisp, her head having fallen through the burned floor. It is almost certain from the circumstances that Mr. and Mrs. Hamilton were killed by a stroke of lightning, which also set fire to the building, and that the death of the daughter was caused by suffocation. Splinters of one of the corner boards were found scattered at some distance from the building, and in that corner the bedroom of Mr. and Mrs. Hamilton was situated. They were aged people, Mr. Hamilton being about 70, and Mrs. Hamilton a few years younger. Their daughter was about 25 years of age.

1870.

The house of James C. Cann, Overton, was struck by lightning on Monday evening, June 20th, but was not much damaged. A cotton window blind in a window in an upper chamber, where three children were in bed, was set on fire and the flames immediately extended to some clothing hanging on one side of the window near the bed. The eldest of the children attempted to extinguish the fire, but being unable to do so, raised an alarm, and escaped with the other children from the room. Mr. Cann being absent, Mrs. Cann ran to the nearest neighbor's, Isaac Killam, for assistance, but in the meantime James Jeffrey, who happened to be passing, ran in and extinguished the fire.

1872.

During a storm on the night of the 29th July the barn of Samuel Vickery, Deerfield, was struck by lightning, which shivered one of the rafters and a post and tore off a quantity of shingles. The cows were standing at the barn door, which stood open, but they were not injured.

1877.

On Saturday morning, July 14th, between 11 and 12 o'clock, a severe storm of lightning, rain and hail visited Kempt, Yarmouth County, destroying everything in its wake. A large black cloud made its appearance in the northeast, and in a few moments the heavens were covered with blackness. Balls of fire were seen in the distance, dreadful peals of thunder were heard, and a roaring wind followed. Suddenly the heavens appeared to be in wild commotion, and a furious storm of rain and hail descended, destroying the crops, breaking trees and carrying all before it. The house of J. W. Morton was badly damaged by the lightning and two of the inmates were stunned. The storm spread over seven farms.

1878.

The dwelling houses of John Moses and Jacob K. Crosby, at Lake George, were struck by lightning on Sunday night, June 30th. Mr. Moses' house was struck near the chimney, and was considerably damaged. A little boy was stunned by the shock, and he received some slight injuries to his face and eyes from falling plaster. Mr. Crosby's house, about a mile distant, was only slightly damaged. Milford Hersey's house, at Little River, was also struck and damaged during the same storm, and two oxen belonging to Israel Hersey, in a pasture about half a mile from Mr. Hersey's, were killed.

1881.

On Monday evening, May 30th, lightning struck a barn on Butler's hill, owned by Robert Reid, badly damaging the building and killing a cow. The barn of Lyman J. Rogers, Forest street, was also struck, and badly damaged, the cow escaping.

The house of Capt. William Hayes, Argyle, was struck and badly damaged by lightning about 4 o'clock on the morning of June 29th.

1882.

On Sunday morning, June 25th, Yarmouth was visited with a severe lightning storm. Schooner Angeline, lying at anchor in the harbor, was struck, splitting the mainmast and rendering it useless. At Port Maitland the new Baptist church was struck and seriously injured. The spire was completely destroyed, and the roof, corner posts and corner of the tower twisted, splintered and otherwise damaged. The whole building was badly shaken, the plaster in twenty places being broken off. The vestry had to be stripped and replastered. Many pieces of the church were thrown a distance of 200 yards.

The house of Randolph Earle, at Riverdale, was struck by lightning on the 9th August and considerably damaged. Mrs. Earle, with a child in her arms, was precipitated into the cellar and was seriously injured. There were four or five other persons in the house, who escaped injury. The lightning passed from the house to the barn, where Mr. Earle was milking a cow. The cow was killed and the pail knocked out of Mr. Earle's hand and a hole made in his hat. A number of hens in the yard were also killed.

1883.

A heavy storm of lightning, thunder and rain visited Yarmouth on Friday night, July 13th. The house of Capt. Edward Hilton, Chebogue Point, was struck and badly damaged. Two of the rafters

were broken and doors, windows and plastering shattered. Mr. Hilton was stunned by the shock, but soon recovered. At Central Chebogue the house of James Cain was struck, some shingles ripped off, plaster torn down directly over a bed in which three ladies were sleeping, without injuring them, and an unoccupied bed in another room torn to pieces.

During a lightning storm on the 21st August the chimney of the Kinney-Haley Manufacturing Co. was struck on the southwest cornice of the top, and passing round to the northeast it followed that angle of the chimney down to the roof of the building, where it disappeared. The chimney was split open for about a quarter of an inch in width for its entire length, a number of bricks at the top having been loosened and thrown down. The same discharge struck the foretop-gallantmast of the bark George Peabody, on the marine railway, shattering it so completely that it had to be replaced.

On Friday night, November 9th, the house of Andrew LeFevre, at Eel Lake, was badly damaged by lightning. The inmates escaped injury.

1884.

About 6.30 o'clock on the morning of May 9th the dwelling house of John Jeffery, at High Head, was struck by lightning, and considerably damaged. The chimney had to be taken down and rebuilt. Sixty panes of glass were broken, and the north end of the building was so badly shattered that it had to be reboarded and reshingled. Mr. and Mrs. Jeffery escaped uninjured. Telephones at Arcadia and in the office of the Nova Scotia S. S. Co. in town were burned out.

At Moose Point, near Tusket Wedge, on Sunday morning, July 13th, the dwelling of Anselm Bouchie was struck by lightning, but only slightly damaged. Mrs. Bouchie, who was in the hallway, was struck in the back of the head and instantly killed, her hair being completely burned off that part of the head. She was a daughter of Luke Meuse, of Eel Brook, and left a husband and large family.

The dwelling of Vital Richard, of Tusket Wedge, was struck by lightning on Sunday morning, July 13th, and every room badly damaged. The roof had to be rebuilt. Chairs and tables were overturned. None of the inmates were injured.

During Monday night, December 22d, the dwelling of George Trask, Clements avenue, was struck by lightning, damaging the roof and floors. No one was injured.

1885.

A severe lightning and thunder storm visited Yarmouth on July 6th. Very little damage was done in the town, one of the ventilators of the Western Counties Railway engine house and a few boards being split. Two houses were struck at Salem. One belonging to James Landers had a few shingles torn off. The other, belonging to Nathan Huestis, was struck in the ell, the roof of which was badly shattered, as was also a chimney. Damage about $30. Martin Carroll, keeper of the Mountain Cemetery, was stunned, and a man at work with him was knocked down by the force of the lightning, but sustained no serious injury. A sailboat, belonging to Capt. James Cain, lying in Chebogue river, was struck, the jibstay melted and the bow split. Telegraph poles on Starr's road were shattered, and telephone instruments at Tusket, Eel Brook and Argyle were injured. The house of Capt. Jeremiah Goodwin, at Argyle Sound, was struck, the lightning following down the chimney and passing out through a door, ripping up portions of the floor and carpets, tearing the boots from Mrs. Goodwin's feet, and rendering her and other inmates temporarily insensible. The barn of Jeremiah Murphy, Pubnico Head, was struck and damaged.

Yarmouth and vicinity were visited with an extraordinarily severe lightning, thunder and rain storm on Wednesday, August 5th. Rain began to fall about 10 o'clock the previous night, and by 1 o'clock it fell literally in torrents. The appearance of the streets in town was somewhat remarkable, many of them being submerged and impassable, gullied and torn up. Albert, Prince, William and other streets in that neighborhood were submerged until 10 the next morning, and Parade and Forest streets, near Broad Brook, were badly overflowed. The water rose so high in the Mountain Cemetery that the western avenue was under water, and the garden of Mr. Alder, adjoining the cemetery, was overflowed. Starr's road was submerged and the road at Arcadia near the Baptist church was under water during the whole day. At the corner the freshet covered the road and bridge and a portion of the floor of the factory. All travel over the highway to Tusket was suspended. Many of the bridges throughout the county, as well as other roads, were badly damaged. The Methodist church at Arcadia was struck by lightning, at the tower, tearing off about 10 feet, thence running down two of the corner posts of the cupola, entering the roof on both sides, making a hole large enough to admit a man, and tearing off a number of shingles. It then passed through the ceiling and followed a stovepipe wire down to the stove, and

ripping up the floor as it passed through to the ground. The school house at Sandford was also struck and slightly damaged. The rainfall was by far the largest ever known in this quarter. The apparatus in the meterological office was inadequate to gauge this unparalleled downpour, so that no definite measurement could be had. Large washtubs that stood in yards, clear of buildings, which were empty the previous evening, were overflowing early in the morning, two or three hours before the torrents ceased to fall.

On Saturday morning, August 22d, the barn of Capt. Charles W. Bent, at Sandford, was struck by lightning at the cupola, and in a few minutes was a mass of flames, which quickly communicated to the dwelling house, and both buildings were consumed. Everything in the barn, 10 tons of hay, farming implements, etc., and a large portion of the furniture in the house were destroyed. Mr. and Mrs. Bent were absent at the time, only one of the children being at home. Loss about $2500, on which there was no insurance. The traphouse of Parker, Eakins & Co., at the Bar, was also struck and one end of the building badly damaged.

The barn of George A. Woods, at Rockingham, was struck by lightning on the 5th November and badly damaged. It struck on the roof and passed down one end of the building, splintering the timbers and tearing off the boards. Two cows were killed out of four in the building.

1886.

There was a brief but heavy lightning and thunder storm in Yarmouth on the 31st May. The lightning struck the lightning rod on the spire of Trinity church, and followed it down until it met with some broken insulators about 30 feet from the ground. The lightning passed inside the tower, splitting some floor joists and ripping up the flooring of the second story. It broke the globe of the gas fixture in the main corridor, and smashed out a pane of glass over each of the entrance doors. Damage about $25.

On Sunday night, September 19th, an unusually severe storm of rain, lightning and thunder visited Yarmouth. The lightning struck the barns of James Trask, Hebron, and John Churchill, Middleton, both of which were totally consumed, with their contents. In Mr. Trask's barn were three cows, a pig, about twenty tons of hay and farming implements, his loss amounting to about $1200. Mr. Churchill's cattle were in the pasture, but his loss was a serious one. The house of Farnham Hibbert, in the same neighborhood, was

struck and badly damaged. An alarm of fire was sounded in town, caused by the reflection of these fires.

1888.

During a lightning storm on the 17th August the house of Thomas Wetmore, at Woodstock, Yarmouth County, was struck and considerably damaged. It entered at the top of the chimney, knocking off some of the bricks, and passing down the roof ripped off quite a number of shingles and the saddle boards. It then passed inside, tearing out the mantelpiece in the front room, and scattering the furniture about. It passed into other rooms, doing considerable damage. No one was in the house at the time. The damage was about $20.

During a heavy lightning, thunder and rain storm on the 15th October the top of the spire of the Temple church was struck, and the shingles on one side torn off the whole length of the spire, but no serious damage was done. The lightning also struck the roof of the house of Edmund Gammon, corner of William and Tooker streets, tore off the saddle board, and did considerable damage to the interior of the building.

1889.

The house on Commercial street, owned by John W. Trefry, and occupied by Freeman D'Entremont, was struck by lightning between 5 and 6 o'clock on Sunday morning, July 14th, and badly damaged. One of the children had the hair of his head burned off and the skin lacerated, but otherwise all escaped injury.

1890.

George F. Pitman's house, at Hebron, was struck by lightning on the morning of the 16th July, and a room occupied by two young ladies was badly damaged. The plaster was scattered, the bed injured and some clothing set on fire. One window of the room was torn out, and another in the lower part of the dwelling, as well as the sill of the front door, were badly damaged. The young ladies had left the room only a few minutes previous. Some papers in the Hebron post office were ignited, but Mr. Cahan speedily quenched the flames. At Hartford John Patten's house was struck and damaged. W. D. Herkes' dwelling, near the railway station at Hebron, also received some damage, and a barn belonging to James Butler, on the Ohio road, was injured. At Chebogue a cow belonging to Rev. Mr. Davis was killed in a field.

1892.

The house of George A. Hatfield, at Tusket, was struck by lightning during a storm on the 23d July. Entering the gable end, it ripped off some shingles, shattered one or two rafters, passed down the posts, and entered about every room in the house. The family were in the kitchen, and were all more or less shocked. One little boy, (Lyons) sitting on a couch, was paralyzed for a time. The house was set on fire, which was easily extinguished. The house of Mande Boudreau, at the Wedge, was struck during the same storm, destroying the plastering, splitting doors, injuring the chimney and doing other damage. No one was hurt. The house of Benjamin McLarren, at Lower Argyle, was also struck, and damaged to the extent of from $75 to $100.

The house of Louis A. Surette, at Eel Brook, was totally consumed by fire, together with its contents, on the night of the 24th August. No insurance. Loss $500.

1893.

During a heavy storm on Saturday afternoon, August 12th, the house of Calvin Rogers, Argyle street, near Broad brook, was struck by lightning and seriously injured. All the family were absent, except Miss Rogers, who escaped injury. The barn of Edward Ryerson, at Brooklyn, was struck during the same storm, set on fire and totally consumed. It contained 17 tons of hay and a number of farming implements, which were also lost. No insurance. An unoccupied house at Little River, belonging to W. A. Andrews, was also struck and badly damaged. Mathurine Godet's barn, at Melbourne, was struck and set on fire. Mr. Godet, being home, the flames were quickly put out. A bull belonging to Edgar LeCain, Bunker Island, was instantly killed. The dynamos of the electric street car service were burned out.

During a lightning storm on the morning of the 6th September an electric light pole on the corner of Albert and Pearl streets was struck, and it with four others on that street, one on Cliff street and one at Salem corner were shattered. Several panes of glass in the houses of James E. Huestis and John G. Richards were broken.

During another storm on the next morning a shed and carriage house belonging to Mrs. Nathan Butler, situate about midway between Hebron and Ohio, was struck, set on fire and destroyed. The house of Amos Pitman, at Brooklyn, was also struck, the chimney and two rafters being injured. The lightkeeper's dwelling at Cape Forchu was

badly damaged. Miss Doane was rendered insensible for twenty minutes. The mantelpiece was torn from the wall, set on fire and destroyed, and furniture was also ignited. Mr. Doane succeeded in putting out the fire, although it had gained considerable headway while he was upstairs attending to his daughter's injuries.

A small barn belonging to Maurice Forbes, at Argyle, was struck by lightning, set on fire and burned to the ground on the evening of the 9th October. A fine mare perished.

1894.

The house of Dominique Meuse, Comeau's hill, was struck by lightning on Sunday morning, August 24th, every room in the building receiving more or less damage. Although there were eleven persons in the kitchen at the time none were injured. The clothing of one of the daughters was set on fire, but the blaze was immediately extinguished.

1895.

During a lightning storm on Sunday evening, August 18th, the barn of Thomas Cleveland, Forest street, was struck and considerably damaged, the cupola being completely destroyed, the roof split open, shingles ripped off, etc. The barn of Capt. Welsh, a short distance from Mr. Cleveland's, was also struck and received slight damage. A colt, belonging to Capt. Elijah Phillips, in a pasture near these houses, became frightened, ran against a barbed wire fence, and was somewhat injured. A flagstaff on the barn of Charles E. Johnson, Prospect street, was struck and shattered into kindling wood, and several boards ripped off and broken.

About 11 o'clock on the forenoon of the 11th September Yarmouth was visited with a sudden squall of wind, rain, lightning and thunder, which lasted only for a few minutes. The atmosphere was so dark that stores, offices and factories were obliged to utilize the gas to carry on their operations. The barn of Reuben Scovill, at Pembroke, was struck by lightning, set on fire and consumed. The flames quickly communicated to the workshop and dwelling, which were soon reduced to ashes. A portion of the furniture and effects were saved. Mr. Scovill's loss was a heavy one, as he had only $650 insurance on the property.

1896.

The building occupied as a dwelling and store, at Tusket Wedge, belonging to John M. Coutreau, was struck by lightning early on the morning of the 18th May and burned to the ground. Mr.

Coutreau and family had barely time to escape, saving only a few articles. The stock in the store was totally consumed. Loss about $1000. No insurance.

During a lightning storm on the 13th July the barn of Nathaniel Allen, at Richmond, was struck, set on fire and destroyed. Mr. Allen was not aware of the fire until the building was enveloped in flames. No insurance.

1897.

The large double barn of George H. Burrill, at Brooklyn, was set on fire about 1 o'clock on the afternoon of the 29th July by lightning, and was totally destroyed, together with its contents, consisting of 40 tons of hay, a large number of tools and materials and three calves. The flames spread to the piggery, suffocating four pigs. The persistent efforts of the neighbors saved the house from destruction. Loss between $1200 and $1300. Insured for $150.

1898.

About 4 o'clock on Sunday afternoon, January 23d, a violent thunder and lightning storm prevailed in Yarmouth and vicinity. The house of Capt. Nathan C. Trefry, Sand Beach, was struck and rendered untenantable. Every pane of glass in two rooms was shattered, ceilings torn down and other serious damage done. The family were seated in the sitting room and two of them were seriously injured. Capt. Trefry was seated by a window and the lightning stripped the clothes from his knees to his feet, every vestige of slippers, stockings, drawers and pants being destroyed. His legs were badly burned. The chair on which he was sitting was shattered, the seat being removed. His eleven-year-old daughter Kate was much more seriously injured. She was also sitting near a window and received a severe shock, during which she became dazed and made her escape through the window. One of her legs was broken and the sole of her foot was split from her ankle joint to the end of her toes. It appeared as if the lightning had branched off from the ankle and ran through every tendon to each toe. She crawled to the street, where she was seen by a neighbor and taken to Capt. Hibbert's house and Dr. Farish summoned. It required 22 stitches to close the wound, but subsequently the foot had to be amputated.

The new dwelling house of Harry K. Lewis, Argyle street, was struck by lightning about 7 o'clock on the morning of the 15th July, entering the main chimney, knocking off about 25 bricks and splitting it to the roof. It passed down in two directions—one following a

rafter on the western side and escaping under the eaves; the other, and more serious, following along the ridge spreading the two sides of the roof open about two inches until it reached the other chimney, which it slightly damaged. No one was hurt.

1899.

About 5 o'clock on the afternoon of the 5th June, at Plymouth, Miss Purdy, daughter of John Purdy, drove into the yard and alighted from the carriage during a severe lightning storm. Whilst waiting for her brother, who was standing at the door of the barn, she was holding the horse by the halter, with the other hand resting upon the end of one of the shafts. There was a sudden flash and a tremendous crash. Miss Purdy's hand that was resting on the shaft was considerably burned, and she was dazed for some minutes. Her brother was knocked down by the shock, and the horse was startled. No further damage was done, but it was a narrow escape.

Yarmouth was visited on Sunday morning, June 25th, with a severe lightning storm. At Port Maitland the storm began at 2 o'clock. The rain poured in torrents, the lightning was most vivid and incessant, and the thunder one continuous roar. The house of Charles Forbes, situated on the street leading to the shore, was struck on the cornice of the roof, ran down the post of a window, tearing off the cornice and splitting the post. Two children were sleeping in the room, and were stunned, but both escaped injury. The lightning then passed to a front room, breaking a mirror, ripped up the floor and did other damage. Capt. Manning Peters' house, directly opposite, was struck at the same time, and was considerably damaged. Mr. and Mrs. Thomas Curry, residing in the next house to Capt. Peters, were startled at the concussion, so much so that Mrs. Curry did not recover and died as a result. Mrs. Jonathan Harris' house, at Sandford, was also struck and was somewhat damaged.

A severe storm of lightning visited Yarmouth on the 21st July, but no damage resulted, except a temporary derangement of the telegraph, telephone and street car service. At 2 o'clock in the afternoon so dark did it become that lights were brought into requisition until 3, in the stores and other places of business. A hay cock in the field of Israel Pitman, Starr's road, was struck, set on fire and consumed.

On Sunday morning and evening, November 12th, two of the heaviest storms experienced at that season of the year, visited Yarmouth and vicinity. Rain fell in torrents, lamps had to be

brought into requisition after daylight, and the flashes of lightning were very vivid. During the storm the stable of William L. Lovitt, Hillside, Milton, was struck and considerably damaged. Partitions were shattered, the flagstaff splintered, and two carriages damaged. Another storm came up about 7.30 in the evening, the wind changing to the northwest and blowing a gale, driving the snow into heaps. The electric light, telephone, fire alarm and telegraph services were interrupted. Two stacks of hay belonging to Mr. Earle, Pleasant Lake, near the bridge, were struck by lightning and consumed.

1900.

About 3.30 on the morning of the 15th May lightning struck the dwelling house of Ralph MacDonald, on South East street, knocking off one side of the kitchen chimney and splitting it down to the cellar. A few shingles were stripped off the roof and others were set on fire, but the rain extinguished the blaze. The lightning ran along the roof to the northeast corner board, down which it passed, splitting it and tearing it from the corner post. Inside the rooms were filled with soot and other damage done. Mrs. MacDonald and her two children were alone in the house, and she quietly remained in bed with her little ones until about 6 o'clock.

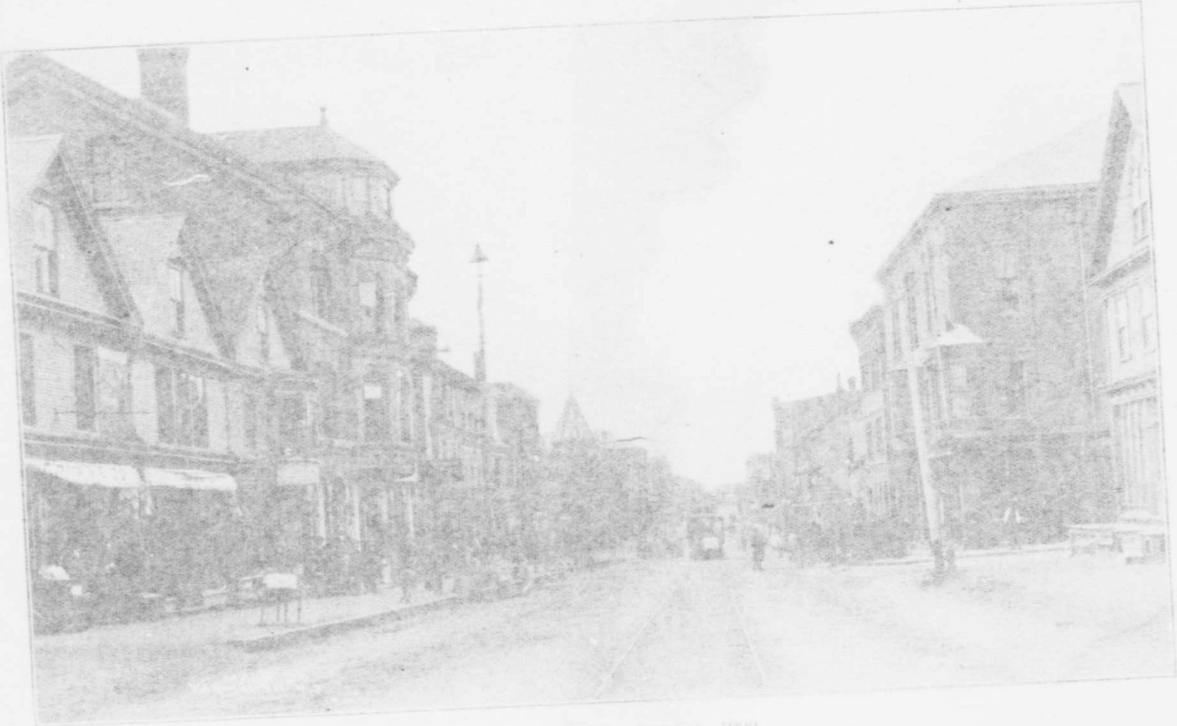
MAIN STREET—August, 1902.

Looking north from the former site of the Farish Homestead.

MAIN STREET—August, 1902.

Looking north from the former site of the Farish Homestead.

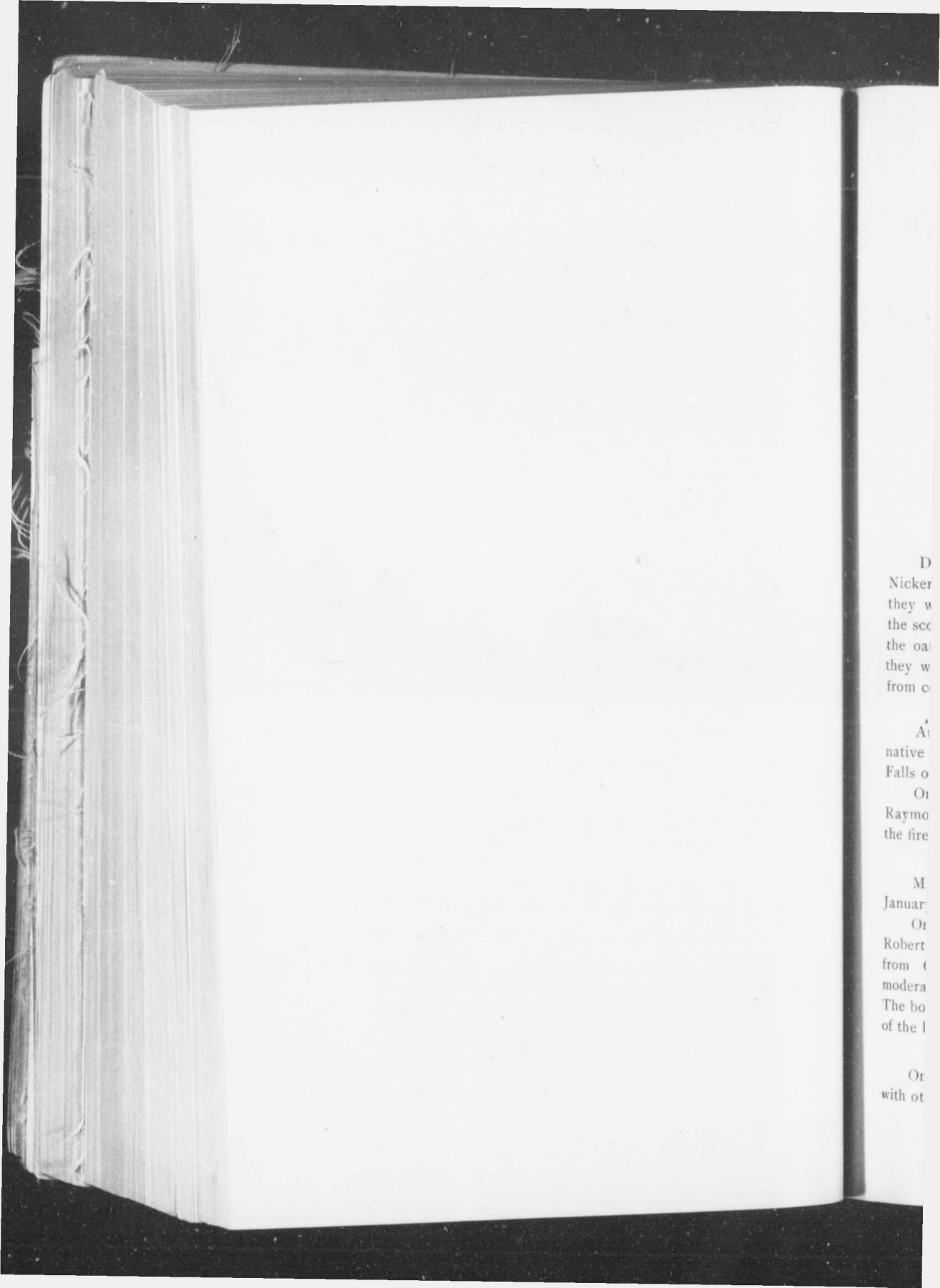
ACCIDENTS.



MAIN STREET—August, 1902.

Looking north from the former site of the Parish Homestead.

ACCIDENTS.



ACCIDENTS.

1831.

During the last week of November, as Elisha, Asa and Samuel Nickerson were on their way from Barrington to Argyle in a scow they were overtaken by a squall off Pubnico Point, which swamped the scow, and the youngest was drowned. The other two clung to the oars and were carried by the tide on to Brothers Island, where they were rescued by Mr. S. D'Entremont, being almost exhausted from cold and fatigue.

1833.

Andrew Geddis, aged 18, of Clyde River, and John Walker, a native of London, England, aged 30, were drowned at Clyde River Falls on the 11th September.

On Tuesday, October 1st, a little girl, aged 3 years, of Richard Raymond, was burned so badly by her clothes coming in contact with the fire that she survived only a few hours.

1834.

Miss Mary Bethune was drowned at Beaver River on the 3d January by falling through the ice on a lake.

On April 13th four young men, John Corning, Dudley Porter, Robert Rose and William Smith (an English seaman) went out to sea from Chegoggin Bay in a boat, and although the weather was moderate, by some unexplained accident, they all met watery graves. The boat came ashore two days afterwards near the Cove, but none of the bodies were recovered.

1835.

On July 24th, Zachariah Patten, son of Jonathan, whilst bathing with other young men at the Second Pond, got beyond his depth, and

being unable to swim and his companions to rescue him, was drowned. He was in his 17th year.

Jacob Hatfield, of Tusket, was thrown from his wagon by his horse taking fright, on Friday, August 14th, and striking on his head on a rock his skull was fractured. He died on the following Sunday. He was about 60 years of age.

1836.

Alexander White, son of John White, of Eel Brook, was drowned on the 2d February while crossing Eel Lake on the ice. He was 12 years of age.

John Miller, a carpenter, was drowned on the 18th March, by falling through the ice, near the head of Chebogue River. He was in the 22d year of his age.

Jonathan Harris Teaplod, about 13 years old, son of Andrew Teaplod, was drowned on the 20th August, at Milton lower pond, while bathing with some other boys.

Capt. Horace Baker, whilst returning home from a friend's house on the evening of the 7th December, missed the road and fell near the bridge, not far from his house. He struck on a rock and received such serious injuries that he died next morning. He was in the 70th year of his age.

1837.

A little girl, 6 years old, daughter of Timothy Wetmore, residing at the corner of Wellington road, on the 21st January, was so severely burned by her clothes igniting from the fire that she died in a few hours. It appears that her mother had gone to a meeting in the neighborhood, leaving the girl in charge of her brother, about 12 years of age. In replacing a brand on the fire, in the absence of her brother, who had gone out contrary to the directions of his mother, her clothes, which were of cotton, caught fire. The child ran to her father's blacksmith shop enveloped in flames, but no aid of his could save her.

Thomas Henry Lent, aged 7 years, son of James Lent, of Tusket, was drowned in the river on the evening of the 2d June.

A son of Simon Donovan, about 4 years old, was missing on the 6th November, and after diligent search his body was found on the bank on the south side of Lewis wharf. It is supposed that early in the afternoon he fell, in attempting to get on board a vessel lying at the wharf.

1838.

Thomas Nickerson, of Argyle, was so badly hurt while at work in the woods on the 6th January, that he died the next evening. He was discovered endeavoring to make his way home after the accident, but so deranged that he could give no account of it. His only reply to the enquiries put to him was that he was a dead man. There was every reason to believe that in felling a tree he was struck by some part of it, and thus mortally wounded. He was in the 64th year of his age, and left a widow and large family.

A child, about 3 years of age, daughter of John Rogers, Chebogue, fell into the fire on the 6th January, and was burned to death. The parents were both absent at the time.

James T. C. Enslow, who for eleven years was mail courier between Yarmouth and Shelburne, left Yarmouth with the mail on the morning of January 20th, and arrived at Shelburne on the evening of the next day. He delivered the mail and then proceeded homewards. Not arriving at home, his wife concluded that he had been detained by the storm. About an hour before daylight next day his horse was found at the door with the saddle on, but without a bridle. Mrs. Enslow at once gave an alarm, and after diligent search Mr. Enslow's body was found in a brook about 100 yards from the house. It appears that he had urged his horse into the brook, where he was thrown off and was probably stunned and perished. He was about 41 years of age, and left a widow and three children.

At the launching of the brig Loyalist from the yard of E. W. B. Moody, on the 6th October, two seamen of the brig Pratincole, named Lemuel Dane and John Laughlan, alias Charles Tresscott, who had ascended to the foretop, by a sudden lurch of the vessel at the moment of starting, (caused by a portion of the bilgeways giving way) were precipitated headforemost to the deck, by which they were dreadfully fractured and mutilated. Laughlan's skull was so severely fractured that he died about midnight.

1839.

On the morning of the 7th February Maria Helen, daughter of Foster Crosby, Chebogue, was so badly burned by her clothes catching on fire from the stove that she survived only 19 hours. She was 3 years and 6 months old.

Capt. Nathan Kinney, of the St. John bark Sarah, lost his life at Liverpool, G. B., on Her Majesty's birthday, by the bursting of a swivel, a piece of which penetrated his skull. He was on board the

Yarmouth bark Norman, of which vessel his brother, Capt. Robert Kinney, was master, who was also slightly injured in the leg. The deceased was a son of Capt. Nathan Kinney, of Yarmouth township, and left a large family.

Cecil Corporong, of Tusket Wedge, fell from the masthead of schooner Frances, between Spectacle and Holmes islands, on the 19th June, and was drowned. Body not recovered.

A son of Nathan Hilton, of Temperance (Carleton), was drowned on the 23d August, whilst swimming with two other boys in the river in front of his home. He was about 13 years old.

Brig Isabella, from Liverpool, G. B., whilst coming up the Sound on the 8th September grounded on the Sandspit. A boat with five men was despatched to carry out a kedge anchor, but in the act of dropping it the boat was capsized and sank. Three of the men were rescued by another boat from the Isabella. The other two perished. They were: Ansel Crosby, of Yarmouth, and William Watson, of England. The latter left a widow and one child.

1840.

A serious accident occurred on Friday, June 12th, at the raising of the frame of the new Baptist church at Chebogue The frame was all up, to the last pair of rafters, in raising which the beam on which the workmen, about 30 in number, stood, broke in the centre, precipitating them in a heap to the ground. They fell about twenty feet, when they came in contact with the lower sleepers and loose boards, which fortunately broke, allowing them to fall below, thus avoiding being crushed by the heavy pieces of timber. Upwards of twenty of the men were seriously injured, but all recovered.

Ebenezer Landers, of Cranberry Head, fell overboard on the 17th July from the fishing schooner Bee, whilst some miles from land, and sank before assistance could be rendered him.

1841.

A son of Capt. Servant, of Tusket, about 12 years of age, went into the river to bathe, on the 17th June, and was drowned. The body was recovered.

A little girl, 4 years old, daughter of William Murphy, fell off the bridge near her father's house on the 10th September, and was drowned. The body was found half an hour later.

George Wellington Baker, 13 years of age, only son of Stephen Baker, residing near the entrance of the harbor, on the 11th September, got into a boat for the purpose of catching lobsters, and unfortunately

fell overboard and sank, a few rods from his father's house. He was soon found, medical aid procured, and every means made to restore animation, but in vain.

A little boy, named Robert, only son of A. Lawson, whilst amusing himself in the kitchen, about 6 o'clock on the evening of the 24th November, unfortunately upset a pot containing hot water, which was thrown over the greater portion of his body, scalding him seriously. He lingered until the next evening, when he expired, it being the third anniversary of his birth.

1842.

Harvey Eldridge, mate of schooner Albion, Capt. Kinney, was washed overboard, with one of the crew, an Englishman, on the 13th January, on the passage from New Edinburgh to Yarmouth, and drowned.

A child, 2 years old, son of Mr. Mosher, residing near the Long wharf, on Sunday afternoon, August 21st, fell on his face into a tub, having about six inches of water in it, and was found shortly afterwards a corpse.

James Raymond and Lemuel Raymond, of Beaver River, started from Yarmouth on the afternoon of the 14th September in a boat loaded with flour, iron, etc., for their home. It is supposed that in the tide rip off the South West Cape the boat sank and both were drowned. The boat drifted ashore at Chegoggin and oars and flour were found along the shore. Lemuel Raymond's body was found on the 3d October on the shore at Chegoggin, and that of James Raymond was found on the 14th October at Chebogue Point.

Dennis Lennehan, of Pubnico, went into the woods on Saturday morning, December 24th, to examine a moose snare. Up to the next Tuesday he had not returned and nothing had been heard of him. His dog returned home on Saturday afternoon. A number of persons started in search and found a live moose in the trap. It is supposed that Mr. Lennehan, discovering the moose, started for home to get his gun, and to make a short cut attempted to cross the lake on the ice, which gave way and he was drowned. A hole was found in the ice by the searching party. The dog was very wet when he returned home on Saturday.

1843.

William Porter was killed at Beaver River on the 16th April by the falling across his body of a part of a frame, which he was assisting in raising.

1844.

A little girl, 5 years old, daughter of Andrew Goodwin, of Pubnico, on the 31st March, was left by her mother with a sister two years older, whilst she went to see a sick neighbor about fifty rods distant. She had scarcely got seated before she heard the children screaming, which also attracted the attention of the inmates of the house. They ran at once, and at the door were met by a boy who told them that little Jane was burned to death. The child had fallen into the fire immediately after the mother had left, and her cotton frock ignited. She ran out of doors for the nearest house, not more than twelve or fifteen rods off, but the wind being fresh the fire soon consumed all the clothing and burned the child so badly that she died immediately. The sorrow of the mother when she beheld her child that she had left only a few minutes before in excellent health can better be imagined than described.

A boat in which Mrs. Robert Hewitt and five children were rowing was capsized near the falls in Tusket River on the 9th July, and two of the little girls—one aged 6 and the other 9 years—were drowned. The mother with the other three succeeded in reaching shore safely.

John McNeil and three boys—two of them his own children—were rowing down to the Sound in a boat on the 19th July. When a short distance below the Narrows they met a vessel sailing up having a boat in tow. They rowed up to the boat and attempted to put one or more of the boys on board, and in doing so laid hold of the boat, which by some sudden jerk, caused by the motion of the vessel, upset the boat in which the boys still remained, precipitating them all in the water. The crew of the schooner immediately started in their boat, and by great exertion succeeded in rescuing the boys, who from their helplessness claimed their first attention, but Mr. McNeil was drowned before they reached him. His body was recovered twenty days later.

1845.

On Friday evening, January 31st, an infant child, about four months old, son of William Poole, was found dead in the cradle with a large pet cat lying across its breast and neck, which undoubtedly caused its death.

A child, 2 or 3 years old, son of a Mr. Thompson (colored), at Salmon River, was left in care of an elder brother on the 31st January, while the mother went to a neighbor's. The little child was put to

bed by the brother, who then went out for a few moments. On his return he found the bed on fire, and the child standing at the side of the chimney in a blaze. The brother ran out to give the alarm, and the first persons who came found the little sufferer standing outside the door—a frightful and distressing spectacle. He died in about three hours. It is supposed that there was fire about his clothes when put to bed, and that when it reached his body he jumped out.

Norman and Loran McKinnon, brothers, put off from Ellenwood's Island on the 28th August, in a boat, for Chebogue, where their father, Robert McKinnon, resided. The wind was blowing fresh, and there was a rough sea. When near Murder Island the boat upset and sank. Both were drowned. They were 20 and 16 years of age. The boat was found a few days later in nine fathoms of water and raised. Loran's body was found at Crawley's Island on the 5th November, the head separated from the body.

1847.

Two young men—Isaiah Smith, of Woods Harbor, and John Jones, of Carnarvon, Wales,—left one of the Mud Islands on the 8th February, in an open boat, for Seal Island. The next day the boat was found, not upset, with the corpse of Jones and the cap of Smith near it. The young men were in the employ of Mr. Hutchins, keeper of Seal Island light. Smith's body was recovered a little later.

1848.

Amial Rogers, 5 years old, eldest child of Benjamin Richards, of Chebogue, was drowned in the well on his father's premises on the 18th May. It is supposed he was endeavoring to draw a bucket of water and fell in.

A little son of Josiah Beals, at the east side of Chebogue, whilst playing among some logs on the 19th November, was instantly killed by one of the logs rolling and striking him on the temple. He was 6 years of age.

1851.

The barn of Capt. Valpey, at Kempt, was blown down during a gale on the 15th November, and three cows and a yoke of oxen were killed.

1852.

On the evening of December 23d, two lads, 14 or 15 years of age, one a son of John Weston, the other a son of Richard Foote, while skating on the lake at Chegoggin River, fell through the ice. Their cries were heard by Mrs. Bain, who sent her son to their assist-

ance. He succeeded in getting Foote out, apparently lifeless. He was resuscitated after some time, when it was first learned that the Weston boy was with him. Returning to the spot Weston's body was found about an hour later, too late to save his life.

1853.

On the 8th April a little girl, 9 years of age, youngest daughter of the late John McNeil, was walking along the street, carrying a small tin kettle, when she stumbled and fell. She was so seriously injured that, on rising, she could scarcely reach the store of Mr. Challen (corner of what is now Main and Jenkins streets), a few yards distant. She was speechless, but made gestures with her hands, and Mr. Challen started to take her home. Before proceeding far the little girl fell, when Mr. Challen carried her in his arms, but before he reached the house she was dead. Upon examination it was ascertained that she had ruptured the stomach by falling across the kettle.

Capt. Robert Sims, of Plymouth, accompanied by two young men, were engaged, on the 2d April, in bringing seaweed in a flat-bottomed boat from one of the neighboring islands. They had landed one load and were returning with the second, when a heavy sea overturned the boat. Capt. Sims and Joseph Johnson, aged 14 years, son of Joseph Johnson, were drowned. The other young man, George R. Johnson, son of Silas Johnson, held on the bottom of the boat, and was rescued by a boat from the shore. It is supposed that Capt. Sims and the other young man became entangled in the seaweed and were unable to do anything. Capt. Sims was 35 years of age and left a widow and thirteen children.

1854.

On the 15th July, whilst a little girl, 3 years old, daughter of Benjamin Pitman, of Lake George road, was engaged kindling a fire in the hearth, her dress caught fire and she was so badly burned that she died three hours later.

1855.

James Goodwin and his eldest son George, aged 22 years, of John's Island, left their homes on the 19th February for the purpose of raising an anchor that had been left by a vessel that had been driven from her anchorage by a heavy gale the previous fall, about half a mile distant. By means of a "purchase" attached to a pole laid across two boats they succeeded in raising the anchor to the water's surface, when the pole broke and the boat in which they were at work instantly capsized. Mr. Goodwin clung to the boat only for

a few minutes, when he sank. George remained in the boat about an hour and a half, when he was rescued in a state of insensibility, and was with difficulty resuscitated. Mr. Goodwin was 41 years of age, and left a widow and ten children.

John Mallett, a native of Montegon, a seaman belonging to bark Acadian, lying at Commercial wharf, was found dead on the flats near the edge of the channel on the morning of the 11th April. It is supposed he fell overboard during the night.

Charles Randall, an employee of Huestis & Moulton, got his arm entangled in a belt whilst the machinery was in motion in their establishment, on Main street, on the 29th June, and being wound around the shaft several times the limb was torn off at the shoulder. His injuries were attended to by Dr. Farish and he recovered from the shock.

Lavinia, youngest daughter of John Holmes, of South Yarmouth, having been left alone for a few minntes in the kitchen, on the 1st September, came in contact with the fire, which ignited her clothing. The flames and smoke suffocated the child so that her cries were not heard by her mother, who was in another room, nor by her aunt, who was at the door. The child was not discovered until so severely burned that she survived but a few hours. She was 15 months old.

1856.

George Eldridge, son of Eleazer Eldridge, while bathing in Killam's Lake on the 25th June, with a number of companions, was drowned. He was about 20 years of age, and the spot where he disappeared had only four feet of water. His body was found twelve hours later in twenty feet of water.

On the 3d December John G. Hamilton, of Pleasant Valley, whilst chopping in the woods, about a mile from his house, with his son, 12 years old, teaming the logs out as fast as cut, felled a large beech tree, which in falling fouled two others. When cleared it came down with a crash striking Mr. Hamilton on the head with tremendous force, laying his skull open. When his son returned he presented a horrible spectacle, covered with blood, and was speechless and motionless. His son ran for assistance, and Mr. Hamilton was carried home, where he died about five hours later. He was 36 years of age, and left a widow and six children.

1857.

The roof of Mason's Hall (Whitten & White's building) now the Salvation Army barracks, whilst being gradually raised for the purpose

of adding a third story, came down with a tremendous crash about 6 o'clock in the afternoon of the 15th May. Several of the workmen narrowly escaped injury.

On the evening of the 22d December a little son of J. Whitman Crosby, of Wellington, about a year old, while his mother was in another part of the house, took hold of a fluid lamp that was sitting on the table and which had two tubes, only one of which contained a wick. The fluid poured out over the child and ignited, burning the little one so badly that he died the next morning.

On the 16th December Henry Churchill, son of James Churchill, of Chegoggin River, whilst skating on Duck Pond, broke through the ice and was drowned. His body was recovered.

1858.

John Mallett, son of Samuel Mallett, of Cheticamp, Digby County, fell from a staging in Horton's shipyard, a distance of fifteen feet, on the 15th June, and received such injuries to his head and other parts of the body that he was rendered speechless, in which state he continued until the next day, when he died. He was about 18 years of age.

On Saturday afternoon, September 11th, near Broad Brook, Thomas Turner, 15 years old, telegraph messenger, son of John Turner, was shot by the accidental discharge of a gun which he was taking from the hands of another boy. The ramrod passed through his hand and into his breast. He ran a few yards, uttered an exclamation and in a few minutes ceased breathing.

On the 28th October Waitstill Hemeon, infant son of Capt. Charles Hemeon, of Central Chebogue, was burned to death by coming in contact with the fire, during the absence of its mother from the room for only five minutes. When she left the room the child was on the opposite side from the fire, and was there when she returned. He lingered for only an hour and a half. He was aged 1 year and 8 months.

1859.

On the 13th March a son of Samuel Trefry, of Cranberry Head, aged 6 years, broke through the ice of a lake which he was crossing. Two little girls—one of them his sister, the other a daughter of Mr. McCrae—went to his assistance, but they also broke through. E. Baker and A. McCrae hastened to the scene, but the ice gave way beneath them. The neighbors were quickly at the spot, and succeeded in rescuing the two men and one of the girls, but the two children of

Mr. Trefry were drowned. Mr. Baker was so exhausted when taken from the water that he scarcely showed signs of life, and it was some time before animation was restored. The bodies of the two children were recovered and an inquest held.

On Saturday, April 30th, three young men—Charles Redding, James Redding and James K. Crosby, aged respectively 20, 13 and 17—went outside of the harbor in a small sailboat fishing, and were returning about 11 o'clock. The boat was seen standing in near the entrance of the Sound, and shortly afterwards was observed from the lighthouse to capsize and sink. Mr. Fox instantly apprised the neighbors, and a boat's crew composed of Ezekiel Baker, Norman Baker, John Baker and William Boyd started to their rescue. They rowed around the spot as closely as possible, and observed nothing, but returning a short distance picked up Crosby's cap, and in a few minutes found Charles Redding's cap. The body of James Redding was next discovered floating on the surface, but no trace of the others could be found. The boat was located a day or two later, and raised, when it was found that the mainsheet had been "belayed" with several turns, which no doubt accounted for the accident. Crosby's body was found on the 19th June, headless and with one arm gone, being identified by the clothing and articles found in the pockets.

The youngest son of Jonathan Crowell, of Kempt, 11 years old, went to the mill dam to catch trout on the 5th May, and fell off the dam. No one observed him, and the accident became known three or four hours later, when his lifeless body was found about 400 yards distant.

Mark Trefry, second mate of brig Napier, was fatally injured by the bursting of a swivel discharged from the bow of that vessel as she was being moored at the Long wharf on the 7th August. He was taken to a neighboring house and medical assistance summoned, but he expired on the following day. The gun was greatly overcharged and fragments of it were hurled in all directions. One piece, weighing 11 1-2 pounds, was thrown upon the dwelling house of Obed Smith, Hawthorn street, 300 yards distant, breaking through the roof and second floor to the lower floor. Another, of 84 pounds, fell near Mr. Kinney's stable (now Titus'); another fell into the hold of a schooner at Ryerson's wharf, and a smaller fragment barely missed some men employed on the Long wharf.

A son of Capt. Matthew Stanwood, 8 or 9 years old, was drowned in Yarmouth harbor on the 16th August. He was seen a little earlier

sculling a boat, and the first knowledge of the accident was the finding of his cap and oar floating on the surface.

1860.

On September 8th the steamer Lady Elgin, from Chicago for Lake Superior, was run into by schooner Augusta, off Waukegan, and so badly injured that she sank in half an hour. She had on board an excursion party of 300, regular passengers 50, and crew 35. Of these only 98 were saved. Mr. Ingraham, proprietor of the Illustrated London News, was drowned. It was one of the most sorrowful and awful sacrifices of human life by water up to that time ever recorded.

George Fletcher Brown, little son of George Stayley Brown, was drowned in the artificial pond on the grounds of that gentleman on Saturday afternoon, September 22d, about 4 o'clock. He had been missing only a short time when a search was begun, and his cap was discovered floating on the water, which led to the finding of his lifeless body at the bottom of the pond. He was 3 years and 4 months old.

1861.

On Saturday morning, June 8th, whilst John W. Moses and Fred Goudey were boating fish from a schooner on the harbor to Fish Point, the boat sank and Moses was drowned. His body was recovered. He was a son of Benjamin B. Moses, and was in the 20th year of his age. Goudey was saved by a boat from the shore. He was 16 years old, and a son of W. K. Goudey, of Beaver River.

Oliver Comeau, of St. Mary's Bay, on the 19th August, shot his son who had climbed into a tree unobserved after a robin's nest, near his father's house, in a dense fog. His younger brother, hearing a rustling in the tree, took it to be a hawk, and immediately called his father, who fired in the direction of the noise, with the above result. No hawk falling, he climbed into the tree and discovered the lifeless body of his boy caught among the branches. The lad was about 10 years of age.

1862.

On Sunday, July 27th, a lad named Amos White (son Hezekiah), while bathing in Tusket river, was observed by two boys to disappear. They immediately informed their mother, who could offer no assistance, except to send word to the father of the drowning lad. Before his arrival the lad had been in the water nearly an hour, and all hope of saving him was given up. His body was recovered the next day, and the coroner's jury rendered a verdict of "drowned by

the visitation of God," with a warning to all persons against the practice of bathing on Sunday, as well as other violations of the sanctity of the Sabbath.

An inquest was held at Clear Water Lake on July 31st on the body of Frank Burtrong, who had been chopping trees near the lake, in company with another man, and a few minutes before dinner time went to gather some pond lilies. His cries brought his companion to the stream, but the unfortunate man had disappeared. His clothes and axe were on the bank. His body was recovered a few hours afterwards. He belonged to Pubnico, and was 22 years of age.

An unmarried man named Charles Cornwell, aged 24 years, son of Adam Cornwell, of Salmon River, was drowned while running timber through the falls of East Branch of Tusket River, near Simon Cavanagh's, in July. His body was found several days after the accident at the foot of the falls in a hole 25 feet deep.

On the 4th December William W. Cook (son Francis), Chebogue Point, was killed by the accidental discharge of a gun at Crawley's Island. Deceased, with his father and younger brother, were getting wood on the island, and Mr. Cook had placed the gun, charged with duck shot, against a pile of wood, muzzle upwards, the hammer resting on the cap. After it had been there about half an hour deceased threw a stick of wood on the pile, which struck the gun, causing it to tilt over. In falling the hammer struck a stump and it was discharged, the charge entering the breast of deceased, causing instantaneous death.

1863.

On Tuesday evening, April 14th, two daughters of William Durkee, Hebron, whilst reading by the kitchen fire, fell asleep, and the clothes of the younger took fire, as is supposed, by coming in contact with a candle. Her screams aroused her brother, who was asleep upstairs, and meeting her at the head of the stairs, as she was running to him for assistance, he wrapped a quilt around her and stifled the fire, but her injuries were so severe that she expired on the following afternoon. She was in the 12th year of her age. Her parents were absent at the time.

One of the most notable and sad accidents that it has been our duty to record occurred in Yarmouth harbor on Friday afternoon, August 7th. On that afternoon a party of five lads went down the harbor in a large boat to enjoy a sail, when the youngest of them, named George F. Horton, between 6 and 7 years of age, (son of

Dennis Horton) was knocked overboard by the foreboom. His brother Wentworth, aged 13 years, who was steering the boat, at once jumped overboard to his rescue, and grasping him with one arm, sustained him at the surface of the water for 20 or 25 minutes, when, finding his strength failing, he told his little brother to let go his hold and try to keep himself afloat, and then sank to the bottom. The boat had been running with a fair wind and tide, and the three remaining youths, though naturally much confused, got the boat back to the scene of the disaster, in time to save George, whom they took on board in an almost insensible state, and conveyed, with all possible speed, to the residence of his parents, where his health was soon restored. Diligent search was made for the body of the noble Wentworth, and at 10 o'clock the same evening, after being under the water for about six hours, it was recovered and a coroner's inquest held, which returned a verdict, as follows: "That the deceased, Wentworth Horton, came to his death by drowning, caused by his heroic efforts in saving the life of his younger brother, who fell overboard from a boat whilst sailing in Yarmouth harbor." The other boys in the boat at the time of the accident were Hoxie Cook (son of Capt. David Cook) and William and Harry Churchill (sons of John Churchill), all under 13 years of age. The writer has most vivid recollections of this sad accident, as he was a fast friend and companion of Wentworth Moody Horton, and well remembers with what feverish anxiety he awaited, with hundreds of our townspeople, the result of the search after the body, and the feelings of boyish satisfaction he experienced when it was discovered lying on the edge of the channel, and the fact was shouted to the large number of boatmen, who, with lighted torches over the bows of their boats, joined in the search until low water. History abounds with striking examples of bravery and exalted heroism of those who have sought reputation at the cannon's mouth, and of martyrs who, at the stake, have sealed their testimony with their blood in defence of principles dearer to them than life itself. But the self-devotion displayed in the death of Wentworth Moody Horton never was surpassed. No applauding spectators were present to sustain the spirit of the drowning boy—no consciousness that in future time his name would be identified with heroic bravery and more than mortal love. His generous heart had but one object in view—to save his little brother's life, and that with more than Spartan bravery he accomplished, and then sank to rise no more. Although but a boy he has left behind him an immortal and imperishable renown, and Nova Scotia, and

Yarmouth in particular, may well be proud of such a glorious specimen of humanity as Wentworth M. Horton.

David F. Goudey, 1 year and 9 months old, infant son of Edgar Goudey, Hebron, came to his death on the 15th September, by drawing upon himself a pitcher of scalding water, which stood on a table in the room, during the temporary absence of his mother. He survived only a few hours.

An explosion of gunpowder in the store of Dennis & Doane, Victoria buildings, on the evening of November 17th, completely blew out the large plate glass windows in the front and the windows in the rear of the store, sending the fragments some distance off. Two clerks were severely scorched about their faces. A little boy who was in the store at the time was also badly injured. Providentially no one was in front of the store outside, although several were barely out of range of the debris thrown across the street by the concussion. It was caused by a package of six pounds of gunpowder having been purchased at 3 o'clock by a man who said he would call for it in a few minutes, being left on the counter, when a match, which one of the clerks tossed from him after lighting a lamp with it, ignited the package.

1864.

On Monday, December 12th, the spire of Wesley church, Milton, then in process of completion, with staging to its top, was blown over by a gale of wind and shattered to fragments. There were a number of workmen engaged in and about the building, but all escaped injury, except a young man named Isaac Heightley, who received a slight wound from a falling board. Loss to Mr. Boehner, the contractor, $600 to $800.

1865.

The frame of the South End school house was blown down and badly damaged by a gale on the 21st November.

On Tuesday morning, November 21st, a son of Frederick H. Hilton, of Yarmouth, 15 years of age, went on a shooting expedition at Clyde, accompanied by a son of William Greenwood, of the latter place. In passing through a thicket young Hilton unfortunately stumbled over a rock, causing his gun to go off. Startled at hearing the report of the gun, and perceiving that his companion was falling, Greenwood hastened to the spot, but Hilton's life was extinct—the back of his head being blown completely off. His remains were brought to Yarmouth for interment.

1866.

On Thursday afternoon, May 24th, Nathan, between 6 and 7 years of age, son of Nathan Moses, had hold of one of the wheels of a truck standing on the street, when the horse started and the boy was drawn under the wheel, which passed over his head killing him instantly.

1867.

On Saturday afternoon, September 21st, about 6 o'clock, a sad and fatal accident occurred at Brown's wharf (now Baker's.) It was arranged to have a public demonstration on that evening in honor of the victory of the Nova Scotia party at the polls. At the hour above named a salute was being fired from two cannons situated on Central wharf. On the eighth round a premature discharge of one of the guns took place whilst the gunners were in the act of ramming a cartridge, and the two persons engaged in this service were frightfully injured by the explosion. One of them, Manus Kane, had the lower part of his left arm and two of the fingers of his right hand torn away and the left arm broken in four places. The other, Frank Killam, lost a portion of his left hand and the arm was fractured above the elbow. The faces of both were badly burned. Mr. Kane was carried to his residence, and amputation of the shattered arm was performed by Drs. Bond and Harley, but he died the next morning. Mr. Killam was carried to the residence of James D. Horton, where his left arm was amputated above the wrist by Drs. G. J. and J. C. Farish. Although suffering intensely for many weeks Mr. Killam recovered. He had been married but a few days previous to the accident.

On the afternoon of October 16th a colored lad named Berry, in the employ of Charles E. Brown, took the horse to the pond to drink. The horse went into deep water and lost his footing. Berry then sprang from the carriage to the horse's back, when the animal plunged, rolled over and got entangled, and both were drowned before they could be extricated.

1868.

On the afternoon of the 23d April three men in the employ of John Crawley went to Crawley's Island from Chebogue Point for a scow load of seaweed, and on their return late the same night the scow was upset by the swell of the sea and sank. The men's names were: John Barraclow, Charles Cosman, son of Elias Cosman, and William Penton. The latter, who was steering, sprang into a small

boat used as a tender, and called to the other men to jump overboard to windward and he would rescue them. They however disappeared with the scow, and were not seen afterwards. Barraclow's body was recovered the next day.

James Huntington went duck shooting at Goose Reef, Smithville, on the 5th November, accompanied by a lad named Devillier. In firing a shot the gun burst, shattering Mr. Huntington's left hand in a shocking manner. The lad also received a wound in the temple from a fragment of the gun and was stunned. He recovered sufficiently, however, to row the boat, with Mr. Huntington on board, to the mainland (a mile distant) without much complaining and walked to his grandfather's house (near the landing), where he was shortly seized with vomiting, succeeded by drowsiness, from which he never awoke, expiring about midnight. Mr. Huntington was assisted to the house of Robert Newell, where everything was done for his relief. Drs. Harley and J. L. R. Webster were sent for from Yarmouth, when it was found necessary to amputate the arm at the wrist. Mr. Huntington was very weak from loss of blood, but recovered.

Two mulatto men, named Augustus Berry and Leonard Cornwell, residing between Brooklyn and Salmon River, were working on the 3d December on board a vessel lying at one of the wharves, and were seen the same evening about 8 o'clock at the corner of Main and Collins street, in a state of intoxication, after which they were not seen. They were brothers-in-law—Berry, 30 years of age, leaving a widow and six children, and Cornwell, about 27 years of age, leaving a widow. Every possible search was made for them, but without avail. On the 26th April, 1869, the body of Cornwell was discovered floating on the surface of the water at the foot of Lovitt's wharf. A coroner's inquest was held, but the body was in such an advanced state of decomposition that no facts as to the cause of death were discovered.

1869.

On the 18th January, while three boys were skating on the Salmon River, at Deerfield, two of them broke through the ice, and before assistance could be obtained they were drowned. Their names were Enoch Edson, son of Samuel Vickery, and Arthur E., son of Jacob Trask—each about 12 years of age.

A sad accident occurred on Friday, September 24th, at Little River, whereby three young girls were drowned. A man named Norman Handy, employed by William Kinney, was crossing from

Cook's Beach to Reef Island, with a cart drawn by oxen, in which were four Acadian girls named Mary Muise, Mary Jacquard, Julia Clement and Adeline Devillier. Instead of following the proper path to Reef Island, owing to the inexperience of the driver, a straight course was taken, and the oxen got beyond their depth, when the tide, which at that spot runs with great swiftness, swept all the girls out of the cart. By reaching out to them his whip the driver succeeded in drawing three of them on the cart again, but two of them were a second time thrown off and were drowned. The third, Mary Jacquard, clung to the cart, and along with Norman Handy, got safely to shore. A Mr. McKinney, and one of Mr. Kinney's sons had gone to the island shortly before the accident, and hearing the screams of the girls, hastened to the beach to ascertain the cause. Through the fog which prevailed they discovered Adeline Devillier clinging to some boards that had been washed from the cart; the other two had disappeared. They did what they could to rescue Adeline, who was struggling in the water, by throwing to her the wagon reins and pieces of boards within reach, but without avail. The dead body of Mary Muise was found three-quarters of an hour afterwards floating; the bodies of her lifeless companions were found seven hours later, not far from the scene of the disaster. An inquest was held the same day before John Tooker, coroner, when a verdict was rendered in accordance with the facts.

The Saxby gale of October 5th did considerable damage in Yarmouth County, although not so much as had been expected. A large number of trees were uprooted and a number of barns unroofed throughout the County. Gardner's mill was overturned and demolished. A considerable amount of hay was carried off the marshes at Argyle, the dyke gave way at Tusket Wedge, and out of 130 stacks of hay only about 15 were saved. At Pubnico several vessels were driven ashore, and 100 stacks of hay went adrift.

1871.

Joseph Surette, of Morris Island, whilst felling a tree on January 7th, was struck on the upper part of the back, near the neck, by a limb, which prostrated him headlong to the ground, inflicting a severe wound in the scalp. He walked to his home and medical assistance summoned, but he died 15 hours afterwards.

A little boy, between 4 and 5 years of age, only child of the late Edmund Sims, of Plymouth, whilst playing with another child about the same age, at Milton, on the afternoon of May 15th, fell through

the scuttle of the public well and was drowned. His cap was discovered on the platform and the alarm given, when his lifeless body was found and taken home. The scuttle fell into the well with the child.

A little boy, about 6 years old, youngest child of John Young, was drowned on Tuesday afternoon, June 6th, by slipping from the marsh bank into a creek connected with the harbor, near his father's residence at Milton. He had been left alone for only a few minutes by a person who had him in charge, and who on returning missed him. His hat was seen floating on the water, and his lifeless body soon recovered. Medical gentlemen were speedily in attendance, but their skill and efforts were unavailing.

On the morning of November 20th a little son of Walter Thomson, aged 5 years, went to the store of his father (who was absent at the time), and asked the clerk for a bottle of paraffine, which was given him. He was accompanied by another lad, 6 years old, named Reginald W. Wyman, son of Capt. Eleazer B. Wyman, who carried the bottle to Mr. Thomson's house, holding it with both hands, and as there was no cork in it some of the oil got on his pants. Going into the house with his companion he went close to the cooking stove to dry his pants, which almost immediately took fire, the flames running up over his chest and face, and probably being inhaled as he screamed. Mrs. Thomson instantly wrapped a blanket around him, but his injuries were so severe that he died the next afternoon, after 22 hours' suffering.

As the bark W. E. Heard was being placed on the marine railway, Yarmouth, on the morning of December 11th, and when nearly up to the head of the slip, the chain parted, allowing the cradle and ship to glide down the incline to the flats. Four persons were on the cradle, three of whom saved themselves by climbing up the framework. The fourth, Alvin Crosby, mate of the ship, failed in attempting to do so, fell into the water, was swept off by the tide, and drowned. His body was recovered at low tide near the foot of Commercial wharf. He was a son of Reuben Crosby, of Beaver River, and had been married only six months.

1872.

On New Year's morning a very serious and nearly fatal accident happened to Isaac Webster. He was at the residence of his brother, Dr. J. L. R. Webster, and was examining a pistol with which he had been shooting on December 30th. The doctor's eldest son, about 12

years old, asked to look at it. He thoughtlessly handed it to the boy, and the latter not knowing it was loaded, proceeded to cock it. The lock being out of order, the hammer fell, and the contents were discharged into Isaac Webster's chest. The bullet entered about an inch and a half to the right, and the same distance above the lower end of the breast bone, and passing through or by the lung, probably lodged in the back. Mr. Webster recovered from the shot.

On Wednesday morning, June 5th, as Samuel N. Archibald and two of his sons, Howard and Ernest, aged respectively 15 and 12 years, were returning from a small island opposite their residence at Chebogue Point, in a whaleboat loaded with manure, when nearly half way across the creek the boat sank. A son of Chandler Robbins, hearing cries of distress, which he recognized as those of Samuel Archibald, gave the alarm to his father, who at once launched a boat and rowed to the scene of the disaster. The youngest of the lads (Ernest) was the only one to be seen, and he was clinging to a board with a death grip, perfectly unconscious. Mr. Robbins divested himself of his clothing, swam to the spot, and with difficulty disengaged him from the board and carried him ashore. The bodies of Mr. Archibald and his other son were recovered at low tide. Ernest, though for some time unconscious, manifested signs of life in the afternoon, and gradually recovered. Mr. Archibald was a native of Upper Musquodoboit, Halifax County, and was about 50 years of age.

1873.

Whilst Capt. S. Ansley Patten was attempting to go on board his vessel, the schooner Digby Packet, on the afternoon of January 2d, near Bunker Island, he fell through the ice and was drowned.

Steamer Linda, from Boston, ran aground at the mouth of Salmon River, Digby County, on the afternoon of the 11th June, but got off without damage. In running out a kedge in a boat Stephen Durkee, one of the crew, of Lake George, fell overboard and was drowned. He left a widow and one child.

Elarion Comeau, one of the crew of schooner Sparkling Gem, fell overboard and was drowned while the vessel was beating out of the harbor on the 24th June. His body was recovered next morning on the flats and an inquest was subsequently held before John Tooker, coroner. He belonged to Meteghan.

On Friday, 6th September, George Gray, whilst driving a young horse in Rockingham, jumped from the wagon on account of the

animal becoming frightened and got entangled in one of the wheels. He was thrown violently to the ground, fracturing his collar bone and receiving other injuries, from the effects of which he died on the 9th. He was 83 years of age, and in feeble health.

On the 14th November, as John White, of Tusket Wedge, was proceeding homeward with a loaded ox team from Yarmouth, he fell off the cart at Plymouth, and one of the wheels passed over him, injuring him so severely that he died within an hour.

1874.

On the 8th April Nathaniel Hatfield, residing on the west side of Tusket river, was examining the lock of a gun. He placed one of his fingers on the muzzle of the gun (which proved to be loaded) when the charge exploded, tearing off a portion of the finger. Eight days subsequently lockjaw set in, and Mr. Hatfield expired in 30 hours.

On Friday, May 7th, as Capt. Leary, of steamer Linda, was running out a kedge anchor in a boat rowed by William Allen and Fred Barr, to pull the steamer off the flats near the lobster rocks, the anchor caught in the gunwale of the boat, which capsized. The three men were thrown into the water, and Mr. Barr succeeded in regaining the upturned boat. Capt. Leary sank before assistance reached him and was drowned. Capt. Oliver Haley put off at once in a boat from the tug G. W. Johnson and succeeded, by plunging his arm under water, in seizing Mr. Allen and rescuing him in an exhausted and unconscious condition. He was taken ashore and revived sufficiently to speak a few words, but expired about 4 o'clock in the afternoon. Mr. Barr was taken off the boat in a somewhat chilled condition. Capt. Leary's body was grappled the same day and was forwarded to St. John for burial. A purse of $929 was subscribed in Yarmouth and $132.50 in Annapolis, with which was purchased a comfortable house in Carleton, St. John, for Capt. Leary's widow and nine children.

On Monday afternoon, May 26th, Samuel Dunham had been at work in his field at Arcadia, and his little boy Thomas, 5 years old, got into the cart to drive the oxen home. The cart in passing through an opening in the fence struck against a bar post, which upset it. The boy tumbled out, and one of the wheels of the cart fell on his head, causing instant death. Just three years, to a day, from the time of this accident, Mr. Dunham lost two of his sons, Samuel and William, by the loss of the schooner Columbia.

On Sunday morning, October 25th, Harvey, a lad 10 years of

age, son of the late Charles Hamilton, was amusing himself whittling a ribbon block, which being round he rested upon his left thigh, the more readily to secure it from turning. The knife, which was long, narrow and sharp pointed, slipped from the block and pierced the inside of the thigh, inflicting a wound two inches deep, and completely severing both the main artery and vein. In spite of all efforts made by his mother the lad died from loss of blood, although medical assistance was summoned as speedily as possible.

1875.

On Friday morning, March 5th, William VanEmburg and James Morris went gunning down Yarmouth harbor. Finding no game at the Bar they proceeded in a dory towards Bunker Island, VanEmburg rowing and Morris sitting in the stern in readiness to use his gun, which he had pointed over the stern. Presently a bird was seen, and the gun was seized by Morris, but the bird disappearing, he uncocked the gun, and whilst in the act of swinging it round to its former position the hammer struck something, which caused the gun to go off, the charge entering VanEmburg's right arm and shattering to pieces all below the elbow. Morris at once rowed the dory to Fish Point, and a sleigh being at hand, the sufferer was immediately conveyed to his residence in a very weak condition from loss of blood. Amputation of the arm being necessary, the operation was performed by Drs. Webster and Kelley, but the patient survived the operation only about two hours.

On the afternoon of December 8th, whilst John Crawley, jr., was engaged, with an assistant, operating a cross-cut circular saw and cutting logs into blocks in his mill at Carleton, the saw burst, and the detached piece struck him with terrible effect, severing one hand from the arm, and making such severe gashes in the head and chest that he expired instantaneously.

1876.

About noon on the 10th August George Cook, son of Manasseh Cook, of Central Chebogue, was standing alone near the hatchway on the upper deck of steamer Dominion when, without apparent cause, he fell head foremost down the hatchway to the hatch of the lower deck—a distance of 15 feet—his head striking the ringbolt of the hatch. He neither spoke nor moved after the fall, and expired within a few minutes. His skull and jaw were broken, and he bled profusely from the mouth. The cause of the fall was uncertain, but may be accounted for by the fact that he was subject to fits.

A young man named James Crosby was washed off the yacht Secret, Capt. Benjamin Doane, at the South West tide rip, Petite Passage, on Sunday morning, October 15th, and drowned. His body was not recovered. He was about 22 years of age.

An accident occurred on the Western Counties Railway on the afternoon of Saturday, October 14th, by which James Fairn, brakeman, was killed. A construction train of fifteen cars, five ahead of the engine, left Weymouth for Yarmouth, and when near Saulnierville the train struck a large steel crowbar standing upward on the track. The forward car, on which Fairn and Kelley were standing, was thrown off the track and turned completely round. Fairn fell backward from the car and across the track, four cars passing over him. He was badly crushed and died instantly. Kelley lay down flat on the car and escaped unhurt. The second car jumped the track in the opposite direction—a man named Roy, who was on it, being thrown off, but only slightly injured. The third car also went off the track. Fairn's body was brought to Hebron, where his family resided. He belonged to Annapolis and left a widow.

1877.

On Tuesday morning, August 14th, William E. Gardner, while on a fishing trip in schooner Willie in the bay, accidentally shot himself. He descried a seal swimming near the vessel and called to one of the crew to pass up his gun from the cabin. Bending over the companion way for the purpose he seized the gun, and it is supposed the lock struck one of the steps, causing the gun to go off, the whole charge passing completely through his neck. He died instantaneously. The vessel was at once put about for Yarmouth and an inquest was held. Mr. Gardner was 43 years of age. He was a member of Hiram Lodge of Free Masons, which conducted his funeral services, and also of Milton Division Sons of Temperance.

A carpenter named Theophilus Saulnier, at work on the new ship Equator, building for N. B. Lewis at Salmon River, Digby County, fell down the hold on Tuesday, August 28th, and was instantly killed. The fall broke his neck. He left a widow and three children.

William H. Wyman, jr., marble worker, came to his death on the 13th November under very sad and distressing circumstances. He and his brother-in-law, Capt. Fred T. Horton, rode to Sluice Point for the purpose of shooting wild fowl. There they engaged the services of a man, named Jovite Jacquard, as a guide. In the afternoon all three were standing a few yards apart watching some

ducks—Mr. Wyman being last seen alive with one of his feet resting on a shelving rock, the butt of his gun on the rock, with one hand holding it at the muzzle, near his chin. A report was heard from his gun; he was instantly seen to fall, and when his companions reached him, a few seconds later, they found him dead. The whole charge entered his throat and lodged in his neck, completely severing the carotid artery, and thus causing instant death. His remains were conveyed to Yarmouth, and an inquest was held, resulting in a verdict in accordance with the above facts. He was a brother of Levi B. and Norman A. Wyman, and was 22 years of age.

Capt. James F. Durkee was lost overboard and drowned from schooner Ben Killam on the night of the 1st December, about 15 miles from Partridge Island, on the passage from St. John to Yarmouth.

The wife, two daughters and a son of David Hatfield, residing at Tusket Lakes, were drowned on Sunday, December 23d, under the following circumstances: The son Adolphus, aged 11 years, with another lad, his cousin (son of Abner Gavel), in crossing the lake on the ice, broke through. Mr. and Mrs. Hatfield and their two eldest daughters—Georgia, aged 19, and Elizabeth, aged 9—ran to their rescue, and they also all broke through the ice. Mr. Hatfield and young Gavel by great exertions succeeded in getting safely ashore. All the others perished. The bodies were soon recovered and were conveyed to their truly desolated home. Mr. Hatfield had two little girls besides those alluded to.

On the same day a boy, aged 14 years, son of George M. Melancon, off the Forks road, whilst skating on Eel Lake, broke through the ice and was drowned.

1878.

On the 23d January a lad named Lawrence Wade Miller, aged 9 years, son of John P. Miller, and another boy about the same age, son of Henry King, whilst skating on the pond below the mills at Carleton, broke through the ice. Young King got out and gave the alarm, but his companion disappeared beneath the ice and was drowned. His body was recovered.

Joseph H. Saunders, son of Enoch Saunders, of Ohio, whilst firing at a flock of ducks on the 27th March, the gun burst, nearly severing the thumb from his right hand. The wound was dressed by a doctor, but failing to heal, amputation of the hand was performed on the 5th April. After lingering until the 20th April, he died from the effects of lockjaw. He was 20 years of age.

Between 7 and 8 o'clock on the evening of August 21st a lad named Joseph Irving, aged 9 years, son of Robert Irving, moulder at the Burrell-Johnson Iron works, was fishing near the gas works, when he fell off the wharf. His brother Robert, who was at tea, on hearing the alarm ran to the wharf and jumped in. He succeeded in holding his brother above water until he was picked up by a boat, but sank himself, and although his body was immediately recovered all efforts to restore life were in vain. He was not more than five minutes in the water, but it was thought he was seized with cramps, as he was very warm while at tea. He was 16 years of age, and was an industrious and steady boy. This is the third time that a brother has been drowned in Yarmouth harbor while in the act of rescuing a brother from a watery grave.

The steam chimney of the mill of Blethen & Co., Tusket, fell down about 4 p. m. on the 29th August. It was 80 feet high. It fell across the engine and boiler house, towards the river, and set fire to the building. By the exertions of the fire company, who remained all night playing on the ruins, the mill was saved from destruction. Two men—Norman Earle, of Riverdale, and Daniel Bristow (colored), of Yarmouth, were severely injured about the head, but recovered. The damage was estimated at from $3000 to $4000. The property was insured.

James Cann, of Overton, was so severely injured in the left hand and arm by the explosion in a rock of a charge of powder on the 29th August, that amputation of the arm a short distance below the elbow was necessary.

During a storm on the evening of November 22d three brothers—Eli, Vincent, and Edward Frauten—and a son of Eli, 16 years old, (also named Eli) belonging to Morris Island, in attempting to cross Tusket River from their schooner near their home, in a sailboat, were drowned. The boat capsized in a squall and was found on Sunday on the shore bottom up. The brothers were sons of Eli Frauten, and each left a widow and five children. By this accident three wives were made widows, fifteen children rendered fatherless, and the aged parents deprived of three sons, a grandson, and their means of support.

On the morning of the 6th December a small schooner having on board Prince W. Hopkins and a Mr. Rood sailed from Yarmouth for Little River. When off Chebogue Point a dory got adrift, and in their efforts to secure it Mr. Hopkins lost his balance and fell overboard. Mr. Rood made several ineffectual efforts to save his

companion by throwing over planks and rope, but the tide and heavy sea, together with the shock, seemed to paralyze Mr. Hopkins, who took no notice of these efforts and rapidly sank out of sight. The body was not recovered. Deceased was a son of the late Paul Hopkins, of Barrington, and was about 21 years of age.

1879.

William Saunders, residing at Hectanooga, with his son, about 20 years of age, while felling trees in the vicinity of his residence on the 8th January, was killed by the falling of a tree about 11 o'clock in the forenoon. His son went a short distance off, leaving his father at work on a large tree. The tree was heard to fall, but as no further sounds of chopping were heard the son went home to dinner. When he arrived there he ascertained that his father had not returned. He at once went to the place where the tree fell, and found his father in a crouched position dead. His hat was on, there was no tree or portion of a tree resting on his body, and no marks of injury except a bruise on the head, although blood had been trickling from the nose. It appeared from the surroundings that the tree in its descent had given a lurch against a smaller one, which in its rebound knocked off a branch of a "stub," which struck Mr. Saunders on the head, inflicting the fatal wound. His body was taken home by the son, assisted by the neighbors. Mr. Saunders was about 50 years of age, and left a widow and five children.

Waitstill Hilton, merchant, fell dead on the sidewalk in front of his store, Main street, on the morning of January 22d, while jumping from the sleigh of Capt. George Jacques, of Arcadia, who had overtaken him on his way to town. He was 29 years of age, and left a widow.

Harry Iran, brakeman on the Western Counties Railway, whilst engaged in coupling a locomotive to a train of flat cars at Lake Jessie on the 19th August, was jammed between the tender and the front car. He was taken to his residence, near Whitehouse's corner, and the engine returned to Yarmouth for medical assistance. The services of Dr. J. L. R. Webster were engaged, and the injured man carefully attended to. He recovered slowly from the injury, but did not regain his usual health. He filled the position as station agent at Brazil Lake for some time, and subsequently removed to Annapolis, where he died several years ago. He left a widow, a daughter of Coleman Cann, of Lake George, and three children.

On the morning of October 3d, whilst a number of workmen

were digging in the side of an embankment, about ten feet in height, on the railway grounds below Milton, a large mass of earth suddenly loosened and fell, injuring two of the men so severely that one of them, named Adolphus Golding, expired about an hour afterwards, and the other, named George Hemeon, died early on the following morning. Golding was 23 years of age, a native of Upper Canada, and left a widow and one child. Hemeon was in the 16th year of his age, was a native of Yarmouth, and resided at Salem with his parents.

1880.

About 5 o'clock on the afternoon of the 8th April an infant daughter of James N. Harrison was left in the kitchen whilst her mother went to draw a pailful of water from the well. Although the mother was absent only a few moments she heard screams from the child, and hurriedly returning she found it had by some means set its clothing on fire in front, the flames extending over the face and head. The fire was quickly extinguished, but the little sufferer lingered until 5 next morning in great agony, when it died. It was 20 months old.

Amable Doucette, of Tusket Wedge, was drowned by his dory capsizing and sinking while he was engaged in tending his lobster pots near Gull Island on the 24th July. His cries were heard by persons on shore, but before they could reach him he sank. His body was recovered the next day, and an inquest held, which returned a verdict of accidental drowning. Mr. Doucette was a quiet, industrious citizen, and was highly esteemed. He was the sole support of an aged father, a young wife and four children.

On Sunday afternoon, October 31st, Bessie, the 5-year-old daughter of Dr. Edgar K. Kelley, was missing, and after the house was searched she was found in the water tank under the back kitchen. The trap door had been left open only a few minutes, when the servant girl closed it, ignorant of the fact that the little girl had fallen in during the interval. All efforts to resuscitate the little girl were unavailing.

1881.

Henry Tinkham was drowned in Tusket River, below Carleton bridge, sometime between the 28th April and the 3d May. He was last seen alive on a raft of timber on the first date, and his body was found on the latter date mentioned. As he was the only occupant of his house (being unmarried) it was not till the morning of the 2d that his absence was noticed. Search was immediately made for him in the pond near his residence, and his body was grappled up from the bottom.

On the evening of Friday, May 20th, Rufus N. Robbins, of Milton, in company with his daughter and her child, was returning from a visit to Charles Crosby's. When near the residence of Hezediah Porter the horse took fright, and turning suddenly to one side, Mr. Robbins was thrown out, his head striking on a stone. The horse ran on, when the daughter, with much presence of mind, succeeded in getting hold of one end of the broken reins, and turning him to the side brought him to a standstill without further damage. Mr. Robbins was so severely hurt that he died on the Monday night following.

William Prosser, for many years mail courier between Yarmouth and Kemptville, was thrown from a carriage near his residence on the 5th July, and received such severe injuries as to cause his death. He was 80 years of age.

At midnight on the 11th November Matthew Meuse, of Amiro's Hill, left home in company with two men from Pubnico to pilot a scow down the river. The scow was loaded with hay. Shortly after their departure they came to anchor off Bouchie's Island, when Mr. Meuse went below to make a fire. Noticing sparks and smoke among the hay just afterwards, he started aft, remarking that he knew where the pitchfork was, and was never seen afterwards. It is supposed that he was seized with an attack of heart disease, as he had been complaining for some years. He left a widow and four children.

As the steamer Dominion was turning at her wharf on Friday night, November 25th, to proceed to St. John, the quarter master, Mr. Gideon Hilton, was tending the fender at the bow. He was so absorbed in this duty that he did not observe the danger of his position until he got caught between the steamer and the pile on the wharf, and so severely crushed that he expired on the following night. He was 60 years of age, and left a widow and two or three children.

1882.

Samuel Marshall, of Central Chebogue, started on Tuesday morning, February 28th, for Yarmouth from his home in a cart drawn by two yoke of oxen, intending to return with a load of coals. The oxen started on a run, when the leaders became unfastened from the team. Mr. Marshall, in attempting to stop the team, was thrown down and the cart, a four-wheeled one, passed over the centre of his body. The accident was witnessed by one of the neighbors, who ran to his assistance and carried him into the house. One rib was broken, and he received such serious internal injuries that he died the next

morning, having been taken to his own home in the meantime. He was in the 60th year of his age, leaving a widow.

On Saturday evening, May 6th, a lobster smack, belonging to Capt. William McDonnell, of Argyle, and commanded by Capt. William Fenton, came to anchor in Chebogue harbor. Capt. Fenton took the boat and went ashore, leaving a boy named Thomas Green in the schooner. On Sunday Capt. Fenton's three sons—William, about 21 years old; Charles, 16 years, and John, 14 years—embarked in a boat to bring Green ashore. The boat capsized a few moments afterwards, and all were drowned except William, who clung to the bottom of the boat until she drifted ashore, where he lay for some time unconscious. The body of Charles Fenton was subsequently recovered about three-quarters of a mile from where the accident happened.

Whilst Armand LeBlanc, son of Remi LeBlanc, of Tusket Wedge, aged 15 years, in company with two other young men, was crossing from Big Tusket Island to Murder Island, on the 19th July, the dory upset. Before assistance reached them LeBlanc had disappeared, and was drowned. The others were rescued by Capt. Mande D'Entremont, of Pubnico, and his crew, who were in the vicinity in a lobster smack.

A little boy, aged 2 years, son of Charles Edwards, an inspector of the Western Counties Railway, was drowned at noon on Tuesday, August 1st, at the railway wharf in rear of the station. He was alone, and it is supposed that he fell over the foot of the wharf. On being missed by his parents, search was made, and in about half an hour the body was found floating between the piles of the wharf. He was lifeless. An inquest was held before Coroner Hilton.

Whilst Leon Doucette, of Morris Island, was returning home from Argyle in September, with his wife and two sons, the boat was capsized by a squall and the occupants were thrown into the water. The boat righted and they all got on board, the boat being full of water. The eldest son, Joseph, 12 years old, jumped into the water again, and being an expert swimmer, swam towards Bond's Island, which he almost reached, but becoming entangled in the eelgrass was drowned. The body was recovered.

1883.

The first fatal accident on the Western Counties Railway occurred near the foot of Commercial street, Yarmouth, on Tuesday morning, February 27th. Frank Dulong and William H. Baxter were walking

along Water street, when a train, proceeding north, passed them. Having no suspicion of danger, they stepped inside the track, and almost immediately the train, unobserved by them, backed down for the purpose of coupling a car. Beside the car stood Frank Whidden, who shouted to the men and signalled to the driver to halt. The signal was promptly obeyed, but the train could not be stopped before it reached the men. Baxter leaped to one side, clear of the track. Dulong attempted to jump off the other side, but failed, slipping on the ice, and the wheels of two or three cars passed over his body, mangling it horribly. He was carried into a building near by, where he immediately expired. He belonged to Eel Lake, and had only moved with his family to town two or three weeks previously. He left a widow and three children.

Charles K. Dowley, an employee of the woollen mill, met with a painful accident on the 18th March, which resulted in death. Whilst ascending in the elevator he thoughtlessly allowed one of his feet to project over the side of the platform. Upon reaching the second floor, the foot caught underneath, and the nails of all the toes were torn off and other injuries sustained. He lingered in great agony until Thursday, April 5th, when death ensued from lockjaw. He left a widow and four children. He was 38 years of age.

On Saturday afternoon, May 5th, a three-year-old son of Samuel Hayes, residing on the side of the pond at Milton, was missing, and on search being made a hat and a handkerchief worn by the boy were found floating on the surface of the pond. Grapnels were brought into requisition, and at midnight the body was found in about two feet of water, near the residence of Capt. Kimball.

On Monday forenoon, May 7th, George Archibald, formerly of Stewiacke, N. S., a nephew of E. E. Archibald, a dyer in the employ of the Yarmouth woollen mill, went off in a sloop sailboat, with Clarence Huestis, for an excursion. The latter was put ashore in a few minutes, and Archibald went off alone. There was a strong S. W. breeze, and the boat was under jib and reefed mainsail. When a short distance inside of Bunker Island the boat was upset by a squall, and sank, a portion of the mast remaining out of water. His cries for help were heard by Mrs. LeCain, residing on the island, who ran down to the shore and encouraged him in his endeavors to keep afloat until assistance came. He was a good swimmer and struck out bravely for the shore. He drew off his long rubber boots, and in spite of an opposing wind and rough water, swam 300 or 400 yards, or half the distance to the shore, when he disappeared beneath the

waves. Meanwhile Norman B. Baker, who had heard his shouts, proceeded in a dory to his rescue, with all possible speed, as did two other boats, but did not reach within 200 or 300 yards of the spot when Archibald gave up the struggle. When the tide fell his body was found on the flats, a short distance from the boat. He would have completed his 22d year the next day. James D. Archibald, who formerly owned Bunker Island, was his grandfather.

Albert Whitehouse, of Carleton, started on Thursday, 14th June, to cross the lake to chop wood. As his hat and dinner basket were found below the falls late in the afternoon, a search was instituted, and on Sunday his body was found in the lake.

1884.

The store of Uhlman & Annis, at Carleton, was badly damaged by a gunpowder explosion on Friday, January 25th. A keg, containing the powder, stood in the store, with the bung out. Some of the grains of the powder were on the top of the keg, and it occurred to a Miller boy to try the effect of a lighted match to them. Sparks found their way through the hole to the contents of the keg, and the explosion followed, damaging building and stock to the extent of from $300 to $400. The boy was considerably scorched and fled, but the other inmates escaped injury.

On Saturday afternoon, February 16th, two girls—Matilda Raymond, granddaughter of Richard Raymond, 6 years old, and Mary Durkee, daughter of Capt. Pearl R. Durkee, 7 years old—went with a sled to cross on the ice on the first pond at Milton. About 3 o'clock a boy skating near a hole that had been cut for the purpose of obtaining ice, observed a sled, and going nearer he observed a child in the water. The body was kept afloat by the arm having been passed through the string of the sled. In the first attempt to get the child out the string broke, but by this time another lad had come up, and they drew her out. With great thoughtfulness they put her body on the sled and skated with all speed to the nearest house. Every means were used to restore life, but in vain. Her little playmate being missing, search was at once made, and the hole out of which the first body was taken was dragged, and at 6 o'clock Mary Durkee's body was found on the bottom. Both bodies were taken to their saddened homes.

Mrs. Margaret Durkee, wife of Capt. Samuel Durkee, at Kelley's Cove, was so badly burned on the 21st February, in consequence of her cotton apron coming in contact with the fire, that she died the

next day. She was in the 76th year of her age, and had been in poor health for some time.

On Monday, April 21st, two young men, named Existe Boudreau and Stephen Cotreau, were proceeding from shore in a small boat loaded with sea manure to a scow anchored in the stream at Tusket Wedge. The boat was swamped, and both men were thrown into the water. Boudreau clung to the boat, but Cotreau attempted to swim ashore, and was drowned within twenty-five yards from shore. He was a son of Thomas Cotreau, and left a widow and three children.

Israel Whitehouse, with three or four other men, was standing on a flat car, in a train of seven cars and a van, which was slowly leaving Belliveau station, on the Western Counties Railway, on the 16th May. It was raining at the time, and Whitehouse said to the other men: "Let's have a race," and ran over the empty cars towards the van. After passing three or four of the cars he was seen to fall between the cars, and the car made a jump. Looking over the side they saw his body whirled by the force of the wheels a distance of four feet outside the rail. The train was immediately stopped, and the injured man carefully placed in the van and taken to Weymouth. A doctor was summoned, who dressed the wound, and Whitehouse was sent home to Brenton. His thigh was terribly crushed, and he lost so much blood that he died early the next morning, He was a sober, industrious man, and was in the 21st year of his age, son of William Whitehouse. An inquest was held.

Joseph A. Goudey, a brakeman on the Western Counties Railway, met with an accident on the 8th August, which resulted in his death. Whilst passing over the cars, as the train was leaving Digby for Yarmouth, to couple the bell cord, he missed his footing and fell over the side of the train, dislocating his neck. He expired in about ten minutes. He was 22 years of age, and a native of Yarmouth. His wife died at Chegoggin about three weeks previously. He was a member of Naiad steam fire engine company, and the members of the fire companies walked in procession from his late home to the limits of the town, the interment being made at Chegoggin.

G. Frank Gray, eldest son of Mrs. Bessie B. Gray, of Yarmouth, mate of schooner William Lancaster, was washed overboard and drowned whilst engaged in reefing the sails on the 13th October, the vessel being on the passage from Boston to Barton, N. S. He was 23 years of age, and left a widow.

Norman B. Baker had one of his eyes destroyed by the premature explosion of a charge of dynamite in blasting a rock near the Sand

Beach about the 15th November, was seized with lockjaw on the 19th November, and after much suffering died on the 25th. He was 50 years of age, and left a widow and one daughter.

1885.

Gabriel Meuse, jr., was shoveling salt on one of the wharves on the 19th March, when a lump fell from above and struck him on the left shoulder. He was taken home, where he expired on Monday. He was a native of Tusket Hills, was 35 years of age, and left a widow and four children.

On Tuesday, June 24th, Freeman Perry, a teacher at Arcadia, had a sailboat sent up to Carleton, intending to make use of it on the lake during his coming vacation. The next morning three young men—Frederick P. Perry, brother of the above, and two sons of Calvin Frost, named Charles W. and Frank, aged respectively 20 and 17 years, got the boat underweigh for a sail. Starting from Uhlman's Cove, they had not proceeded more than 100 yards when a squall struck the boat, capsizing her. She immediately sank, the stern floating level with the water. The two Frosts were in the bow and Perry in the stern. After capsizing, Frank Frost came aft with Perry, but Charles went down with the boat and was seen to rise but once. Neither Perry nor Frank being swimmers, could render him any assistance. Roland Richardson, who was on a raft of logs near by witnessing the accident, at once put off in a boat and rescued them. Charles' body was recovered shortly afterwards. An inquest was held, and a verdict of accidental drowning rendered. The remains were brought to Yarmouth for burial. He was an upright young man, a member of the Order of Good Templars, and the Lodge followed the remains some distance on the road to Yarmouth.

About noon on the 14th July two boys—Lawrence Durkee, aged about 10 years, son of William H. Durkee, of the Ohio road, and Richard DeWolfe, aged about 11 years, son of Professor DeWolfe—went down to the lake opposite the school house at Hebron, and Durkee got on a raft to cross over to an island opposite. DeWolfe remained on shore. When about half way across Durkee called to his companion that he was going to swim the remainder of the distance, and, being undressed, immediately jumped overboard. He swam a few yards, then called for help and disappeared. DeWolfe at once gave an alarm, and the neighbors hastened to the spot with a boat, but Durkee's body could not be recovered until it had been in the water for three-quarters of an hour, and life was extinct. An inquest

was held before James C. Farish, M. D., coroner, and a verdict rendered of accidental drowning.

Lovitt LeBlanc, of East Pubnico, on the 14th September, went sailing on the harbor, accompanied by a boy named William LeBlanc. When a short distance from shore a squall struck the boat and she capsized, and Mr. LeBlanc was drowned. The boy was rescued. Mr. LeBlanc's body was subsequently recovered. He was a son of Simon LeBlanc, and was about 24 years of age.

Two men, named Mark LeBlanc and Remi Clermont, were crossing in a dory loaded with wood from Morris Island to Abram's River on Saturday, December 19th, when the dory capsized and threw the men into the water. They were both unable to swim and perished. LeBlanc left a young wife and one child. Clermont was unmarried.

1886.

On Wednesday afternoon, May 5th, David B. Frost, of Argyle, and his step-brother, Robert Whitehouse, started in a large boat for the lobster factory, two or three miles below. When about a mile from home, the wind being strong, the tiller broke, and Whitehouse, who was sitting on the gunwale, steering, fell backwards into the water, and before the boat could be got round he had disappeared. He was in the 19th year of his age, a promising young man and highly esteemed. His body was recovered on the following Monday.

As Capt. Lemuel C. Goudey, of Port Maitland, was preparing to have a load of hay put in his barn on July 3d he fell from the loft to the ground floor, a distance of 13 feet. The members of the family, hearing the fall, ran to the barn and found Mr. Goudey lying on the floor in an insensible condition. He was carried into the house and Dr. Harris summoned, who found that the spine was fractured and dislocated, and that he had received other injuries. He remained in a paralyzed condition, but gradually grew better, and was able to go about the house with the aid of crutches until February, 1890, when he passed away.

On Saturday afternoon, August 21st, Mrs. Cornelius Rogers and Miss Janet Rogers took passage with Capt. Francis G. Cook, en route for their homes over Salem hill, in an express wagon. They stopped at the home of Miss Rogers, and Mrs. Cornelius Rogers got out. Miss Rogers attempted to jump to the ground, and in so doing the skirt of her dress became entangled in some way in the rail of the wagon, causing her to fall headlong to the ground, striking her head forcibly. She was taken up in an unconscious condition. Medical

aid was summoned, and it was found that she had sustained severe concussion of the brain. Early in the week following she partially rallied and some hope was entertained of her recovery, but on Thursday she became worse, sinking into total unconsciousness, and died on Saturday forenoon. She was the only daughter of the late James Rogers, and was a most estimable Christian lady, highly esteemed by all who knew her. A singular coincidence in connection with her death is that her mother some four years previous died after a week's illness from the effects of a fall on the head from a ladder to a haymow, about as long after her injury as her daughter.

A little boy, 4 or 5 years old, son of Desire Cotreau, of Tusket Wedge, was drowned in a well on the 19th November. His mother was away from home, having left the boy in his father's care. Mr. Cotreau went to a neighbor's with the boy, but the latter returned to the well, into which he fell and was drowned.

1887.

John Remi Bourque, (son of Louis, sr.,) of Amiro's Hill, was drowned near his father's house on the morning of the 5th April. He left home to go for rockweed, and was seen by his father endeavoring to push his boat off the marsh. It is supposed the effort brought on heart trouble, to which he was subject. His body was found in the creek next day. He was 39 years old, and left a widow and six children, the youngest three weeks old.

Two young men, named Placide Boudreau and Andrew Gilly, the latter a native of Marseilles, France, left Cook's Beach, Chebogue, on the 19th April in a sailboat, bound up the river. They were seen steering for Beals' Island. On the 21st their boat was discovered and the dead body of Gilly was found on the Island. The body of Boudreau was found in the vicinity on the following Monday.

During a gale on the afternoon of April 27th a son of Adolphus Harris, of Comeau's Hill, was drowned whilst lobster fishing off French Point, Big Tusket Island.

About 4.30 o'clock on the morning of May 12th Harvey G. Poole, of Arcadia, started in his boat for Harry's Island, where he had a canning factory in operation. His boat was seen under sail near Murder Island about two hours afterwards, and about 9 o'clock Freeman Crowell descried her lying on her broad side aground on the bar of that island. He at once put off to her and towed her ashore. Still later the oars and a trunk which Mr. Poole took with him drifted ashore. Mr. Poole's body was found on the following Tuesday

afternoon near the spot where the boat was discovered, and was brought to town, where an inquest was held. A verdict of accidental drowning was returned. Mr. Poole left a widow and four children. He was a native of Arcadia, was about 42 years of age, and was highly esteemed.

George B. McConnell, carpenter, fell from a staging of a new house of Mrs. Scott, Forbes street, about the 1st of August, and received such serious injuries that after lingering until the 10th he suddenly expired whilst conversing with Dr. Anderson, who had called to see him. He was 50 years of age, and left a widow and three children.

An 8-year-old lad, son of Elkanah Williams, residing opposite the Tabernacle, left home to go to school on Tuesday morning, 27th September, and as he did not return his parents became greatly alarmed and instituted a search, which proved fruitless until Thursday afternoon, when a cap was seen floating at Lovitt's wharf, which led to the search being directed to that locality. His body was found under the wharf. The family had recently removed to Yarmouth from Lockeport.

On the 26th October Frazier Corporong got on a cart which was being driven through Water street, at the South End, and the vehicle coming in contact with the railway track Corporong was thrown out backward to the ground. One of the wheels passed over and mangled his neck, killing him instantly. He was a French Ac.dian, about 60 years old, and a bachelor.

1888.

A fatal accident occurred at the mill of the Duck & Yarn Co. on the evening of February 14th. Frederick Churchill, one of the employees, was seen standing beside the elevator in the third story just as it was about to descend, and in a moment afterwards it was observed that his head was entangled in the iron brace of the descending car. The motion of the elevator was instantly reversed, but he did not move, and it was found that he was dead. On examining the body it was discovered that the neck had been dislocated. In the investigation which followed no clue could be found why the deceased should have put his head in so dangerous a position. He was about 14 years old, and a son of George Churchill, sparmaker. The jury brought in a verdict in accordance with the facts, stating that no one was responsible for the accident, and that

neither the plan, the machinery, nor working of the elevator were defective.

Between 5 and 6 o'clock on the evening of the 20th February John Abrams, an English lad of about 21 years, was engaged in unloading wood in the rear of Capt. Cotteau's house at Central Chebogue. He was alone at the time. Shortly afterwards Capt. Cotteau's son went out to call him to tea and found him lying on the ground dead, with a large pool of blood near his head. He was removed to the house, and on examination it was found that there was no external wound on the head or any other part of the body, but the blood had poured from both ears. It is supposed that he slipped head foremost from the top of the load, and as the ground sloped from the rear of the cart he fell with great force, striking the head and producing a fracture of the base of the skull, rupturing arteries and causing almost immediate death. Coroner Hilton held an inquest next morning and a verdict was returned in accordance with the above details. Deceased was a native of Liverpool, G. B.

On the 10th March Mark Boudreau, of Cheticamp, Clare, whilst drawing a pail of water from a well in the cellar, was seized with a fit and fell into the well. A cry which he uttered in falling was heard by the inmates of the house, but on account of the ice in the well, and the absence of his father from home, he could not be rescued, and was drowned. His body was got out after being in the water about a quarter of an hour. He was a son of Luxime Boudreau, and was 26 years of age.

Elias Banks, of East Pubnico, who had been in the employ of O. S. Davison for seventeen years, went to catch eels in a brook near his house on the 1st June. Shortly afterwards he was found dead on the margin of the brook, lying with his head in a tub which he had taken with him and which was partially filled with water. It was supposed that he died of heart disease, to which he had been subject for some time. He was about 60 years of age.

Albert Doucette, of Tusket, was lost from the fishing schooner Annie D., of Pubnico, on the night of the 10th August. He was the only man on deck at the time, but his cries being heard, a dory put off to his assistance, but too late, as he sank before it could reach the spot. He left a widow and eleven children.

Havelock Morton, 23 years of age, son of Wentworth Morton, of Kemptville, in attempting to cross the river near his father's residence on the morning of the 24th August, on a small raft, was drowned. A

search was instituted, and his remains were found in the river in the afternoon.

At Argyle Sound, on the 13th October, Margaret L. Nickerson, 8 years old, daughter of Robert and Melinda Nickerson, put some wood in the fire in the cooking stove, and while reaching over the blaze for the cover her clothes caught fire. Her mother being absent, her little brother, younger than herself, ran for aid to the nearest neighbor, who, on arriving, found her clothing entirely consumed. She lived about five hours in great agony, when death came to her relief.

1889.

On Friday evening, January 25th, a number of lads were skating on Lake George, among them Alfred Crosby, aged 14 years, son of the late Alexander Crosby, of Woodstock. About 9 o'clock he separated from his companions, saying that he was going to time himself skating across the lake to Capt. Scoville's landing. Two of the boys skated around the lake to the same landing, and not seeing young Crosby they raised an alarm and a search was instituted. Tracing his tracks, it was found that he had skated into a hole and was drowned. Next morning his body was grappled by Comfort Clements and other neighbors.

Prince Larkin left Mud Island in a boat alone on Saturday, July 6th, for his home in Arcadia. The boat was seen to capsize near Round Island, but no assistance could be rendered him. His body was not recovered. He was about 32 years of age, and left a widow and one child.

About 9 o'clock on Tuesday evening, August 6th, the community was startled by a loud explosion, followed by a report that a man had been killed in George Wilson's stable, Alma street. The fact soon became known that James Cosman, hostler, had been killed by a ball discharged from a cannon in the drill shed immediately in the rear of the stable. Mr. Cosman was attending to a horse in one of the stalls, and whilst in a stooping posture, placing pads on the animal's legs, was struck on the back across the shoulders, causing instant death. He was found a few minutes afterwards and carried into the office, where a coroner's jury was summoned by coroner Perrin. The verdict recited that the cannon was fired by Capt. T. R. Jolly, in the endeavor to remove a projectile which had been placed there by a party or parties unknown, in order to carry on practice in which the company was engaged. We further find that the evidence does *not*

show that the powder used or put into the breach of the gun was capable of producing sufficient force to propel a 36-pound shot through a mattress, six partitions and the walls of two buildings, aggregating twenty inches of wood, which was the result in this case, as shown by the evidence. We therefore find that Capt. Jolly was guilty of gross carelessness and neglect in attempting to remove a projectile from a gun in this manner in a crowded community, without first ascertaining beyond doubt that no other explosives had been put there, and in not following the directions laid down in the regulations by first drowning the charge; and the jurors aforesaid do say that the said James Cosman accidentally, casually, and by misfortune came to his death as aforesaid, and not otherwise. Samuel C. Hood, F. Peterkin, W. H. Kinney, William Kennedy, Charles W. Murphy, Z. A. Raymond, James McMellon, George Bell, M. D., Henry Jeffery, Theophilus Muise, Benjamin R. Holmes, Thomas K. Wilson, jurors.

Cornelius Hemeon, master shiprigger, employed on a new vessel building by W. D. Lovitt, at Belliveau's Cove, Digby County, on the afternoon of the 13th December, came to his death in a shocking manner. A heavy spar was being removed in the yard towards the ship. He was in front superintending the work, when his feet got caught among the chips and the spar rolled over his body from the knee to the chin, crushing him to death. He was at once conveyed to the railway station and brought to Yarmouth. He was 57 years of age, and left a widow, a son and a daughter.

Wesley Morton, of Kelley's Cove, accompanied by his uncle, Palford Morton, and Robert Jacquard, were on the Big Tusket Island, on the 27th December, shooting wild fowl. Wesley went out alone on the reef between that Island and Calf Island. After wounding a duck he sent his dog in the water after it, and was seen to reload his gun and run back towards the rocks. A second discharge of the gun was heard, and Wesley disappeared. Fearing some accident had happened him, his companions waded off to where he was last seen and found his lifeless body on the rocks. His gun was lying behind him. On examination it was ascertained that the charge had entered his head under the jaw and come out through the top of his head, causing instant death. It is supposed he tripped while running and struck the gun against the beach, causing it to discharge. His remains were brought to Chebogue Point. He was about 35 years of age, and left a widow and six children. He had recently removed to Kelley's Cove from Kempt.

1890.

A little boy, 6 years of age, son of Mr. Jacquard, of Arcadia, was drowned in the mill pond at that place on the 4th June.

On the 21st June two sons of Elkanah Travis, Kemptville—Amos, 18 years of age, and David, aged 15—were drowned in the river, a short distance from their home. They were seen in the forenoon by Mrs. Hatfield, a neighbor, attempting to cross the river on a log, which was the last seen of them alive. As the day advanced they were missed and a search was instituted. The hat of one of them was discovered on the shore, and the river was dragged until late at night, when both bodies were found.

On the 23d October, as a boat containing Vincent Muise, (son of Gregoire Muise, of Morris Island) his brother Ephraim and wife, were crossing from Argyle to Morris Island, it capsized and sank. Vincent was carried down with the boat and was drowned. The others were saved. Vincent was 18 years of age, and unmarried. The body was recovered.

The government steamer Newfield, whilst passing Chebogue Point southwardly on the 9th December exploded her magazine, killing one man instantly and seriously injuring six others. A large hole was blown through the side of the ship, and the hull forward was badly smashed up. The man who was killed was William McRay. He belonged to St. Peters, C. B. One of the injured men had an arm broken and was injured internally; one was badly burned and injured internally; two had their jaws broken, one was badly burned in the eyes, and one was seriously burned about the skull. The steamer at once put back to Yarmouth, and the injured men taken to the marine hospital. Daniel Morrison, of St. Peters, C. B., died during the night. The boatswain, Thomas Isnor, died the second night. He belonged to Halifax.

On the morning of the 26th December two little boys—Lewis, son of Forman Hatfield, M. P. P., and Adolphus, son of Evelyn Woods—were skating on Tusket River in the vicinity of J. Lyons Hatfield's wharf. Young Woods supposed that Hatfield had gone around the wharf and ashore. In attempting to go ashore he fell through the ice, but was rescued. On being taken ashore he inquired about his companion, and as the latter had not been seen a search was instituted, and it was ascertained that he had also fallen in and was drowned. His body was recovered about two hours later. He was 9 years of age.

1891.

On Monday evening, January 26th, three young persons of Quinan—a daughter of Sylvine Melanson, aged 16 years; a daughter of Samuel Muise, aged 17, and John Doucette, son of Maturine Doucette, aged 17 years—were crossing Dominique's Lake on the ice to visit a sick person. All broke through and perished. Their bodies were recovered.

On the morning of February 27th two men were crossing from East to West Pubnico in a sailboat. It was upset by a squall, and one of the men—George D'Entremont, son of Gervais D'Entremont—was drowned. The other was rescued. The deceased was about 22 years of age. His body was not recovered.

On Thursday evening, March 5th, a most discreditable affair took place at Eel Brook, whereby Henry White lost his life. It appears that Henry White, Sylvain Muise, William Porter, John B. White and John White had been in the house of Joseph Burke during the evening. William Porter, J. B. White and John White left shortly afterwards and were followed by Henry White and Sylvain Muise. A row began, and two other men joined in the melee. Sticks were used, windows smashed and several of the men were badly injured. Henry White and Sylvain Muise started to return home to Belleville about 3 a. m., but after starting saw two men coming after them with clubs, when Muise ran off and White went in another direction. This was the last seen of him until his body was found the next night. It supposed he broke through the ice in the lake and perished.

Capt. John W. Whitehouse, of Glenwood, started in a boat belonging to his brother about 8 a. m. on the 8th April to go a short distance around a point at the lower part of Roberts' Island, his intention being to take the boat to a cove and haul her up. He was seen by another brother, William, who had helped him to launch the boat, to go around the point all right, and it was supposed that he had landed in the cove or creek and gone home. About 11 o'clock Mrs. Whitehouse, thinking her husband should by that time have reached home, made enquiry, and William, running to the shore, discovered the boat bottom up, and supposing his brother was beneath her made an alarm. Friends gathered, boats were launched, and it was ascertained that when the boat capsized the anchor had gone overboard and held her there. Search was continued as the tide ebbed, without success, when two of the party who had seen the oars, which had drifted ashore, rowed in to pick them up, and on turning to one side

they discovered the body between the large rocks on the edge of the marsh, quite a distance from the overturned boat. The conclusion was that Capt. Whitehouse, failing to get upon the boat after she had capsized, had endeavored to get ashore to leeward, as the wind was blowing quite hard. It seemed remarkable that he swam so far, having on thick clothing and heavy boots, but no doubt he exerted himself to reach the rocks, when he perished, chilled and exhausted. He left a widow, a daughter of the late Robert Sims, of Plymouth, and ten children.

George Bowers, son of George P. Bowers, of Sandford, about the middle of April, stepped on a nail projecting through a board, which pierced his foot. He did not at first consider the wound a serious one, but a fortnight later lockjaw set in, resulting in his death three days afterwards. He was about 15 years of age.

A 2-year-old son of Samuel Hayes, of Milton, was drowned in the pond just below his home on the 1st May. His body was found half an hour afterwards in four feet of water, but life was extinct.

1892.

On Saturday forenoon, April 23d, John R. Nickerson, whilst engaged in running a large circular saw in Annis' mill, Carleton, was tripped up in some manner and fell towards the machine. His right hand came in contact with the saw, and several of his fingers were cut off. Being drawn gradually in by the machine, his arm was sawn in two up to the shoulder, when the saw penetrated into the right lung, which protruded from the body. An employee of the mill, seeing Mr. Nickerson's predicament, immediately rushed to his assistance and succeeded in freeing him from the machine, but too late to save his life. He walked a few steps towards the door and fell over, becoming unconscious in a few minutes, and expired in about an hour. He was a son of Huestis Nickerson, and was about 40 years of age. His wife died about a year previous, leaving no children. He resided at Pleasant Valley.

A bright and attractive child of Herbert C. Cook, of Hartford, aged 2 1-2 years, fell into a well on the homestead on the 11th May, and was drowned. Being missed by her mother, search was instituted, and it was found she had fallen therein. After two or three attempts Mrs. Cook succeeded in rescuing her just as several of her neighbors, who had heard her screams, arrived at the scene. They used every effort to resuscitate the child, and succeeded in restoring her to consciousness, when Dr. Hare, from Hebron, arrived. As feared by

him, inflammation of the lungs and heart trouble ensued, and she gradually sank until death ended her struggles on the 19th.

Capt. Arthur Wrayton, of Emerald Isle, was drowned on Sunday night, May 14th, while crossing from Shag Harbor to that island. His boat was found next morning bottom up, and at noon his dead body was picked up on the shore. He was about 42 years of age, and left a widow and nine children.

Robert Bent, of Darling's Lake, one of the crew of steamer Boston, whilst engaged in unloading the cargo on the morning of the 4th June, stumbled under the freight elevator, which descended on him and broke his back and several of his ribs. He lingered for about half an hour, when he passed away, retaining consciousness up to the last. He left a widow and adopted daughter, whom he had left at home only a few hours earlier.

Norman Kinney, son of Rev. Aaron Kinney, one of the crew of schooner Minnie C., Capt. J. N. Saunders, from Port Maitland for Yarmouth, was washed overboard, unseen, off West Cape, on the evening of the 14th June, whilst the remainder of the crew were busily engaged forward. He was not missed for some minutes. His body was not recovered. He was about 18 years of age.

A stranger named John Perrigo, hailing from Malden, Mass., whilst visiting at Belleville, was out shooting on the 5th September, and while driving a cartridge into a rifle, with the muzzle resting on his foot, the charge exploded, the ball passing through the foot. Dr. Landry was sent for and rendered the necessary assistance, but his instructions were not carried out. About ten days later lockjaw set in, and he died on the 16th.

An 18-months-old child of Leeman Trefry, residing at the corner of Main and Prescott streets, was killed at noon on the 17th November, by coming in contact with one of the electric street cars. The child passed out of the back gate and ran into the street just as the car was nearly opposite. The driver stopped the car as quickly as possible, but had not time to bring it to a full stop until it reached the child, whose head was struck by the car, fracturing his skull and causing death within a few minutes. The verdict of the jury was that the rate of speed of the car was not excessive, that the driver had used every possible precaution to avoid contact with the child, and that the accident, under the circumstances, was unavoidable.

On the 1st December, while several men were at work on the new iron bridge at Milton, a heavy stone from an old wall they were removing fell on the spot where they were standing. They saw it

start and ran. One of the number, Hilaire Thereau, who tripped and fell, was struck by the stone, crushing his skull, causing almost instant death. He was 26 years of age, and had been married only a few weeks. He belonged to Meteghan, and the remains were forwarded to that place for interment.

1893.

On the afternoon of the 7th February Willie A. Cook, son of Howard S. Cook, was attempting to cross Milton pond behind William Burrill & Co.'s store, when the ice gave way, and he was drowned. He was 12 years of age. His body was recovered the same afternoon.

Alvin Scovill, of Short Beach, went to the woods on the afternoon of the 20th March with an ox cart for a load of firewood. As he did not return before dark, his wife became uneasy and some neighbors went in search of him. His lifeless body was found in the road leading from the woods, lying under the cart with the wood piled on him and his back broken. As the ring-bolt of the cart was lying on the road near by, it is thought that he went underneath the cart to fix something, and that the oxen started, with the result mentioned. He was 40 years of age, and left a widow and two small children.

Louis A. D'Eon, son of Capt. Louis D'Eon, of Lower West Pubnico, whilst out attending lobster pots in a boat with his brother, in Lobster Bay, on the 3d April, was dragged overboard by the main-sheet as the sail gybed, and was drowned. He was 25 years of age and unmarried.

On the 1st May Melford Beals, son of Joseph Beals, of Little River, aged 19 years, was drowned by the upsetting of a dory while engaged in hauling lobster pots. His body was recovered.

Andrew Trott, of Cape Island, was seen in his sailboat in the afternoon of the 16th May, between Ellenwood's Island and Gannet Rock, shaking out a reef in the sail. A short time afterwards his boat was noticed behaving strangely, with the jibsheet to windward. A companion went to the boat, but Mr. Trott could not be found. It is supposed he fell overboard while attending to the sail. His body was not recovered. He was about 40 years of age, and resided at Stony Island, Cape Island.

A 2-year-old son of Charles K. Hatfield, Tusket, was drowned on the 15th August. Mr. and Mrs. Hatfield were absent from home, and the girl in charge missed the little fellow shortly after dinner. A search was at once instituted, and he was found floating on the surface of the water in a large hole in the swamp, which supplied the

mill of the Tusket River Lumber Co. with water. When found life was not altogether extinct, but all efforts to resuscitate him proved unavailing.

William H. Seeley was drowned from a dory in Yarmouth harbor on the evening of the 9th October. About 7 o'clock, in the height of a storm, the small schooner Little Joe was being warped from the steamer Edna R. to the LaTour. After attempting to throw a line to the latter steamer Mr. Seeley jumped into the dory and rowed to the LaTour. He called out to catch his painter, as his boat was filling with water, and the purser of the LaTour came on deck, but in the darkness could scarcely make Seeley out. He supposed he was holding on to the guard of the steamer standing in his dory. In a few minutes Capt. Goodwin, of the Little Joe, heard him shouting for help, and raised an alarm, but before any assistance could be rendered him he sank. In the noise and darkness of the storm he could not be distinctly seen or heard. He belonged to East Pubnico, was 51 years of age, and left a widow. His body was recovered two days later and forwarded to East Pubnico.

A little 4-year-old son of Roland Porter, residing on the premises of the late C. J. T. Fox, at Sand Beach, fell into a well on the 13th October, and was drowned. He was found about half an hour later.

On the afternoon of October 27th Prince A. Nickerson, 18 years of age, went searching for lobsters among the rocks at the back of the Bar, accompanied by two other young men. The latter returned, leaving young Nickerson some distance farther out. As he did not return at dark a search was instituted, but as the tide had flowed no trace of him could be found. His body was not recovered until the next day. It was thought he had been seized with a fit of apoplexy while among the rocks, and the tide had flowed over him before he recovered. He was the youngest son of William Nickerson, of Port Clyde, Shelburne County.

A son of Andrew LeFevre, of Belleville, while skating on Eel Lake, opposite his home, on the 18th December, broke through the ice, and before assistance could reach him he disappeared and was drowned. His body was recovered.

On the 28th December, whilst the schooner S. C. Hood was on the passage from Yarmouth to the Tusket Islands, one of the crew, Stephen Hersey, was at the helm, and the other men went below to kindle a fire. In a few minutes the vessel gybed, when the two men came on deck and found that Mr. Hersey had disappeared, having probably been knocked or fallen overboard. He was an old man.

1894.

About 8 o'clock on the evening of January 26th three boys—George Strickland, son of Mrs. Charles Strickland, George Perry, son of Nathaniel Perry, and Robert Hibbert, son of Robert Hibbert—were skating on the ice at Hebron. The ice between Bear Island and the mainland (across the channel) was very thin, and in attempting to skate over it they all broke through. Hibbert, the eldest of the party, who was behind, succeeded in reaching solid ice and immediately endeavored to assist his companions. He was successful in rescuing Perry, who was considerably exhausted; but on account of the weakness of the surrounding ice, upon which he lay prostrate, his efforts to save Strickland failed. Strickland's body was recovered the next morning. He was about 13 years of age.

On Friday, April 27th, a little girl, 6 years old, daughter of John Whitehouse, of Brazil Lake, was burned to death whilst at play in a field, where her brother, aged 14 years, had been setting fires. Her clothes caught fire as she was assisting him, and before help reached her she fell to the ground. Her screams attracted her father's attention, and he with a number of others rushed to her rescue. Her brother, in the meanwhile, tried to beat out the fire with his hands, but burning them, took his hat. With nothing but their bare hands, the father and his associates put out the flames and tore off the remaining clothing from the child, her father burning his hands fearfully in the act. They thought she was dead, but when near the house she gave signs of life. She lingered in great agony until midnight, when she expired. Her ears were burned to a crisp and her face was badly disfigured.

On the afternoon of the 11th July two boys, about 11 years of age—Charles Mahan, son of Edward Mahan, of the cotton duck mill, and Malcolm Andrews—started out on the harbor in a canoe near the railway depot. By some means the canoe upset, and both boys were left struggling in the water. The accident was witnessed from the shore and boats immediately put off. David Hubbard succeeded in grasping young Andrews by the hair as he was sinking, and brought him ashore. Mahan sank before assistance could reach him, and after being under water for about twenty minutes his body was grappled by Edward Murphy and George Edwards, who hastened ashore with it. Every possible effort was made to resuscitate him, but without success.

While Herbert Wyman, about 20 years of age, son of George

Wyman, of Sandford, was out boating on Rodney's lake with two young ladies on the evening of July 21st, he accidentally fell off the bow of the boat in which he was sitting, and was drowned. The young ladies did all in their power to save him, as did also Mr. Rodney, who, hearing the cries of the young ladies, hastened to the lake. Wyman did not utter a sound, nor appear on the surface of the water. Mr. Rodney and the neighbors searched for the body, but it was not recovered until some hours afterwards. A verdict of accidental drowning was returned by the jury.

About 10 o'clock on the morning of July 17th, Hugh, the 8-year-old son of H. Bradford Cann, was out on the harbor in a dory following his toy sailboat. By some means he fell overboard. The first intimation of an accident was the dory being seen adrift with no one on board. Search was at once instituted, and the boy's body recovered. Dr. Putnam was immediately summoned, but all efforts to resuscitate him proved fruitless.

Harry Meuse, son of Gabriel Meuse, of Quinan, was drowned whilst swimming on the 23d July. He was a deaf mute, but was a bright, intellectual young man, aged 19 years.

Mrs. Lunt, of Beverly, Mass., whilst on a visit to her brother, Alonzo Whitehouse, at Deerfield, was driving along the road on the 2d August, when the horse shied at some object, and she was thrown out over the back of the wagon. Her injuries were so serious that she died on the morning of the 6th.

On Thursday morning, August 26th, Jacob A. Roberts, of Kemptville, in going through a field, was attacked and torn to pieces by his bull, a vicious animal. His son, coming home some time later, and not seeing his father, went to look for him. He found the remains, with the bull lying down beside them. The bull attempted to attack him, but failed, as he made good his escape. The deceased was about 65 years of age.

A shocking and peculiarly sad accident occurred in the back woods of Kempt on the 2nd October. Charles C. Richards and James Rozee went on a moose hunting trip a few days previously, securing at Kemptville the services of Oran Forbes, an experienced hunter, as guide. David Forbes, a younger brother, also joined the party. They established their camp at Lake Dugas. On the morning of the 2d the Yarmouth party, about two miles from their camp, heard the sound through the bushes of an approaching moose, and at once crouched on the ground, side by side, preparing for a shot. Mr. Rozee was the first to fire. Oran Forbes sprang forward to fire. At

the same moment his brother David fired, sending the bullet through the head of Oran, whose death was instantaneous. Mr. Rozee immediately blew an alarm from his hunting horn, which speedily brought Mr. Keane, of Philadelphia, and his guide and assistant to the scene. Their camp was in the vicinity. Every possible assistance was rendered, but in vain. The body was placed in a team and conveyed home. The deceased was about 35 years of age, and left a widow and four children.

On the morning of the 5th November, while two men were engaged in blasting earth on the South Shore railway, near Glenwood, a frightful accident occurred, whereby one of them, named McCann, was instantly killed, and the other somewhat injured. McCann was engaged in filling a hole with gunpowder, and after the seventh keg had been placed he was "tamping" the charge with an iron rod. It is supposed the rod struck a stone, which emitted a spark, causing the charge to explode. McCann was thrown some distance, his arms blown off and his body otherwise mutilated. The other man was thrown about ten feet in the air, but escaped with slight injuries. McCann belonged to Ireland. He was buried at Eel Brook.

Hallet C. Trefry, whilst engaged in wheeling a load of tanbark from the Arcadia tannery on the 24th November, slipped and fell into a vat of boiling water. His screams attracted those at work in the building, but before assistance reached him he scrambled out and ran into the brook. He was carried into George Boyd's house and his injuries attended to. His legs, feet, arms and hands were badly scalded. He lingered until New Year's evening, 1895, suffering intense agony, when he passed away. He was 41 years of age, and left a widow.

As the steamer Alpha, bound for St. John, was about half way down the channel on the night of the 3d December, a fireman, George Cann, slipped on the deck and fell overboard. The steamer was at once stopped and every effort made to rescue him, but he was not seen after he fell. The steamer returned and procured further assistance, but in vain. Search was made with grapnels and tugboats for several days afterwards, but the body was not recovered. The deceased was a son of Capt. George E. Cann, was about 22 years of age, and unmarried.

John Goodwin, of Pubnico, whilst at work on the roof of a building in Brookline, Mass., on the 6th December, lost his footing and fell to the ground, 25 feet, striking on a heap of bricks, and was instantly killed. He left a widow and six children.

On the afternoon of the 19th December three little boys, sons of Justin Ellis, of Port Maitland, were skating on Corning's Lake. The youngest, Eddy, aged 5 years, broke through the ice, and Frank, the eldest, went to his assistance. In the meantime the other boy, John, also fell through, and Frank (supposing he had placed Eddy in a safe position) went to his assistance and saved him, but Eddy was drowned.

1895.

On the afternoon of the 18th February two little girls, each 4 years old—Freida Wyman and Dorothy Churchill—were coasting down the west side of the "white rocks," other children of a larger growth making use of another slope of the same hill. Freida was steering the sled, with Dorothy sitting in front facing her. About half way down the slope the sled upset, turning both girls off, little Dorothy striking her back heavily against a board projecting from a fence. The child began screaming at the top of her voice, while Freida was trying to comfort her, but to no purpose. Some minutes afterwards the screams of the child were heard by James Lent's daughter, who was among the other coasters, and who went to her and tried to soothe her, placing her on a sled and taking her home, not knowing what was the matter. The child continued to sob and moan, and a physician was summoned, who ascertained that two ribs had been broken and had penetrated one of the lungs. Everything possible was done for the little sufferer, who lingered until Thursday morning, when death came to her relief. The deceased child was the only daughter of George B. Churchill, who removed from Pembroke the year previous. The terrible blow to the mother completely prostrated her, she being in poor health.

On Wednesday forenoon, February 20th, two men—Anselm T. D'Entremont (son of Gervais) and John E. D'Entremont (son of William), of West Pubnico, started out in a boat for the purpose of gunning on the harbor. The weather became thick, and no trace of them was found. Anselm left a widow; John was unmarried.

About 6 o'clock on the evening of April 20th Mrs. Fenwick Dunn, residing on Argyle street, took a bucket of warm water and set it upon the floor, intending to use it in scrubbing. The water being too hot, she went out to the porch to obtain some cold water to put into it. Her little boy, Clarence, aged 1 year and 10 months, followed her to the porch, and observing his mother returning to the kitchen, ran ahead, and in some manner stumbled and fell upon his back, upsetting the pail of hot water upon him. He was so badly scalded

that he died the next evening, suffering terribly from his injuries.

On Wednesday afternoon, May 24th, James McMullen, son of Daniel McMullen, of Sand Beach, went off a short distance from shore in a small punt for the purpose of spearing flounders. He did not return at dark, and a search was instituted. The punt was found on the beach, bottom up, with one oar and the spear on the bottom. McMullen must have in some way capsized the punt, and thus met a watery grave. He was 15 years of age. The body was recovered on the Friday following.

During the absence of Mrs. Frank Doucette from her home at Quinan, for a few minutes, on the 4th June, her little girl, 3 years of age, fell into a small pool of water near the house and was drowned. The lifeless body was found by the mother a few minutes later.

The Wyoming Wild West Show and Menagerie arrived in Yarmouth at noon on Saturday, August 3d. It is described, taken altogether, as the worst show ever given in Yarmouth. So poor was the show that in the evening the price of tickets was reduced from 50 to 25 cents and again to 10 cents; and this price is said to have been more than the entertainment merited. During the progress of the after concert in the evening, one side of the seats, on which were about 300 persons, gave way and all were precipitated to the ground. The audience was then requested to take seats on the opposite side of the tent. Shortly afterwards there was a great crash and these seats fell to the ground, precipitating the spectators into a mixed up mess among the wreck. Several persons received severe injuries, two young men being picked up unconscious and carried to neighboring houses. Many ladies received bad abrasions of their limbs, and for some minutes the scene was one of wild confusion. As the teams were engaged conveying the tents and other paraphernalia from the cars on Water street to the field, corner of Albert and William streets, the driver of No. 3 team, which was drawn by six horses, was thrown off his seat as the forewheels of the wagon plunged into a deep ditch at the entrance of the grounds. He landed immediately in front of the forward wheels, which passed over his body obliquely, breaking his neck and crushing his chest and lungs. He expired immediately. His name was Edward Shanahan, and belonged to Chicopee Falls, Mass., where he left a widow and two children. He was about 30 years of age. The remains were buried in the Mountain Cemetery on Wednesday, Rev. G. R. White officiating.

On Saturday, August 18th, two little girls were playing on a raft at Brenton. The raft by some means broke adrift from the shore. The

eldest of the little girls jumped off and succeeded in reaching the shore in safety, although the water was almost beyond her depth. The other little girl, Alice, 10 years of age, daughter of Silas Pennell, also jumped off, but as the raft had drifted farther away the water was much deeper and she was drowned before assistance could reach her. The scene of the accident was almost a mile from any house.

On Wednesday afternoon, October 16th, one of the electric street cars in passing near the residence of George M. Ewan, Milton, accidentally struck and fatally injured his youngest child Isabel, aged 2 years and 4 months. Isabel was playing on the side of the street with some other children. Two of them ran across the street and car track, followed by little Isabel, who halted on the track, and before the car could be stopped was knocked down and her clothing became entangled in the brake-beam and chain. The car had to be lifted by jackscrews in order to extricate her. She was carried home, where she lingered until the next morning, when death came to her relief. Mr. Ewan was in Montreal at the time on business connected with the woollen mill, of which he was manager.

On the afternoon of the 14th September the schooners Salvador, of Pubnico, and Carrie May, of Cape Island, were beating up Pubnico harbor. They were frequently passing each other and came in danger of colliding several times. At last the Salvador ran into the Carrie May, almost cutting her in two and knocking two of her crew overboard. One succeeded in clambering on board, but the other, Simeon Smith, of West Head, Cape Island, was drowned. He was unmarried. The Carrie May was run ashore near the store of Henry T. D'Entremont, full of water.

About 9.30 o'clock on Friday evening, October 25th, Urbain B. Patten, only son of the late Benjamin P. Patten, went to the Y. M. C. A. reading room, as was his custom in the evening. At the request of a friend he took a walk, and the two passing down Main street entered the building occupied by A. H. Miller as a shooting gallery and merry-go-round. The shooting gallery was in the attic. Young Patten had never visited the place before and went in out of curiosity. He had been there but a few minutes, when he started to go down the steps. At this moment Henry Roy, a boy of about 16 years of age, who had been left in charge of the gallery by the proprietor, accidentally discharged the gun while loading it. The slug passed completely through Patten's head, entering behind the ear and coming out behind the other, near the base of the brain, killing him instantly, although the heart continued to beat for some fifteen minutes. Young

Roy stated that his hand slipped whilst in the act of loading the gun, which caused the premature discharge. It soon became known that a terrible accident had happened and a crowd at once assembled, including three medical men. Nothing could be done for the victim. His body was carried down stairs and conveyed home to the residence of his mother. An inquest next day brought in a verdict strongly condemning the gallery as unfit and unsafe, and that the rifle also was wholly unfit for the purpose. The funeral took place on Sunday afternoon, and was one of the most largely attended that ever took place in Yarmouth. The deceased was a member of the Yarmouth Volunteer Artillery, Southern Beacon Lodge, I. O. G. T., the Yarmouth Court of Foresters, all of which societies walked in procession, accompanied by the Band. In addition to these societies, the members of Willow Lodge, I. O. G. T., of Middleton; Eastern Star Lodge, I. O. G. T., of Brooklyn; Welcome Here Lodge, I. O. G. T., of Arcadia, and Beacon Light Lodge, I. O. G. T., of Sand Beach, joined in the procession. The employees of the Burrell-Johnson Iron Co. also attended in a body. After the services at the grave were concluded by Rev. J. H. Foshay, the impressive funeral service of the Foresters was rendered.

1896.

Walter Kenney, youngest son of Herbert Kenney, of Glenwood, was drowned in the lake near that place on the 15th July. He with another little boy had been paddling rafts across the lake, which is about a mile in length, each on a separate raft. The other boy reached home safely, but when Mrs. Kenney missed Walter she began a search and found his little straw hat on the opposite side of the lake. The body was found on the 25th. He was 9 years of age.

On Sunday afternoon, October 1st, little Georgie Cook, son of Hermon Cook, aged 2 1-2 years, strayed from his home into an adjoining field in which James Cook was pasturing his horse. The little fellow had not been gone more than ten minutes before his mother missed him and began a search. He was found lying in the field with his skull badly crushed. He was very fond of animals, particularly the horse, and it is supposed that while playing with the animal in the pasture he stumbled, the horse stepping upon his head. He was taken home and a physician summoned, but his injuries were so severe that he expired about midnight.

Joseph Crosby, of Ohio, got caught in the machinery of David Andrews' saw mill at Tusket Lakes on the 26th November, and

received such injuries that he died about 10.30 o'clock the next morning. The accident was caused by Mr. Crosby's overcoat catching in a belt, which carried him around the shafting, breaking several ribs, which penetrated the lungs, the latter causing death. He was 72 years of age, and left a widow and several children.

1897.

The body of E. Morton, of Moncton, N. B., was found at noon on the 27th April floating, head downwards, in the dock at Baker's north wharf, by some workmen. It was quickly taken ashore, when its identity was ascertained. Mr. Morton arrived in Yarmouth a few days previously, putting up at the Queen Hotel. He was about the hotel until Saturday afternoon, when he disappeared, until his body was found the next day. He was about 60 years of age.

About 8 o'clock on the morning of the 30th April, as the steamer City of St. John, Capt. Harding, was off Chebogue Point from Yarmouth, she struck and sank a sailboat containing two men, named Oliver Smith, son of John Y. Smith, and Gilbert Nickerson, only son of James A. Nickerson, all of Port LaTour. The boat was tacking under the bow of the steamer, and it was impossible to clear her. Every effort was made from the steamer and the boats in the neighborhood to rescue the unfortunate young men, but without avail. They were engaged in lobster fishing from Chebogue Point, and were highly respected. Both bodies were subsequently recovered and forwarded to their homes for burial.

Freeman Durkee, of Beaver River, was thrown out of his wagon near that village on Sunday, July 25th, on account of his horse shying at some object, and received such injuries about the head that he died on the following Saturday, suffering most excruciating agony. He was 63 years of age, and left a widow and five children.

A son of Peter Doucette, of Belleville, was drowned while bathing in Eel Lake on the 11th August. He was 10 years of age.

On the morning of October 13th Edward McClearn, an employee of the Mud Island Lobster Co., residing at the factory on the island, rowed out to his nets. There was quite a heavy sea at the time. As he did not return to breakfast his wife became uneasy and went to the beach in search of him. She found his boat bottom up among the breakers, and the oars were lying on the beach, which led to the conclusion that he had been drowned. The body was not recovered. He was about 35 years of age, and belonged to Clark's Harbor. He left a widow and four children.

Capt. John MacKinnon, of Chebogue Point, master of schooner Chlorus, of Yarmouth, became one of a party to endeavor to float the Gloucester schooner John J. Clark, ashore at Emerald Isle. On Tuesday night, November 23d, with a crew from the tug Wanda, he was engaged handling a hawser that was being used to pull the vessel afloat, when in some unaccountable manner he became entangled in it and was pulled overboard. All efforts to reach him proved fruitless, and he was drowned. His body was found the next morning and taken to his home at Chebogue Point. He was 62 years of age, and left a widow, three daughters and five sons.

1898.

Jacob J. Wood, of Gavelton, was killed on Friday afternoon, February 11th, by his horse running away. While turning into the lane leading to his house it is supposed that the sleigh struck a gate post, which startled the horse. Mr. Wood was thrown out, striking on his head, and breaking his neck. Death was instantaneous. He was about 60 years of age, and left a widow and two daughters.

Mr. James Giles, whilst at work in a Kemptville gold mine, was instantly killed on the afternoon of the 10th March by a discharge of dynamite. A hole had been drilled and charged. The fuse was lighted and all the workmen ran up the ladder to a place of safety. The charge did not explode, and after a seemingly sufficient time had elapsed Mr. Giles went down to examine. Before he reached the bottom the charge exploded. Mr. Giles was found a few minutes afterwards by his comrades lying dead at the bottom. He was a native of Halifax, but had been a resident of Yarmouth for some years. He was 28 years of age, was unmarried, and lived with his mother at Kemptville. He left two sisters and four brothers. He was a member of the Salvation Army.

Benjamin Meuse, 10 years old, son of Simon Meuse, of Amiro's Hill, was drowned on the morning of the 3d August. The body was recovered next morning.

The body of Samuel Brown was found floating in the dock between the Ryerson and Clements wharves early in the morning of the 12th December. He was last seen on Sunday evening on Water street. He was a son of the late Samuel Brown, was 62 years of age, and left three sons and one daughter. An inquest was held and a verdict was rendered that "in their belief the deceased came to his death from wounds received from an unknown source."

1899.

On Tuesday, January 3d, a most distressing and terrible accident happened at Kemptville, whereby Victor Stanley Baker, second son of Hon. L. E. Baker, was instantly killed. The deceased, in company with his brother Seymour and George H. Cain, had been in the woods above Kemptville for a week's shooting. They had good sport and spent a merry time, having with them Arthur Bower as guide. They left for home on the above day, embarking from John Bower's, where they had left their team, in an express wagon. As the road was heavy they left a portion of their paraphernalia in the camp to be brought out by the mail courier later on. Before leaving Mr. Bower's house their guns, with one exception, were taken apart and packed in their cases. By common consent the unpacked gun, which was a light, single barrel breech loader, was loaded with small shot to be in readiness in case any game should be seen on the road. This gun was placed in the back of the wagon, muzzle pointing to the rear. Mr. Cain and the two brothers were seated on the front of the wagon, Mr. Cain driving, whilst Mr. Bower sat behind. On reaching the base of school house hill, about four miles from Kemptville corner, Victor and the guide jumped out, the former saying that his feet were cold. The two walked behind the wagon for a short distance, when Bower started to climb in the wagon. He got one foot on the axle, and held on with his hand, and saw Victor grasp the back of the wagon with one hand and seize the loaded gun with the other. Instantly there was a report and the horse started on the run. When he was stopped Mr. Cain and Seymour looked back to see what Victor had shot, supposing that he had fired at something, but were horrified to observe him lying in the road with Mr. Bower bending over him. Mr. Bower jumped off the wagon upon hearing the report of the discharge, and instantly ran to Victor's assistance, but he was dead when he reached him. Upon examination it was found that the charge had entered Victor's lungs, causing instant death. His clothing was burned by the powder. Why Victor grasped the gun will never be known. It was thought by his companions that in going up the hill the gun was moved from its position and was in danger of falling out of the wagon, and he intended replacing it. As soon as his companions recovered from the shock of the awful tragedy a sleigh was procured, the body taken to the hotel at Kemptville, and the news telephoned to town. An inquest was held and a verdict rendered that "the deceased had accidentally come to his death from a wound from a gun in his own hands." The body was at once

forwarded to town, accompanied in another team by his sorrow-stricken companions, arriving about midnight. Victor Stanley Baker was the second son of Hon. and Mrs. L. E. Baker, and was born on the 18th April, 1879. He had recently returned from college. The funeral took place from Holy Trinity church on the afternoon of the 5th January, the church being packed to its fullest capacity, numbers standing in the aisles and corridors.

Two boys, aged 9 and 11 years, son of John Robert Meuse, of Tusket Forks, were crossing the lake on the ice to visit their rabbit snares on January 6th. They broke through and were drowned. The bodies were recovered.

Several boys from the South End were skating on the Milton pond on the morning of the 3d February, when one of them, Frank Bouchie, son of Severine Bouchie, residing on East street, broke through the ice. His companions immediately raised cries for help, when some men engaged in cutting ice came to his assistance and succeeded in pulling him out with ice hooks and boards. The ice was only about half an inch thick at this spot. The boy was apparently breathing when pulled out, but expired before a doctor could be summoned. All efforts to resuscitate him proved fruitless. He was 10 years of age.

The 10-year-old daughter of Norman Tinkham, of Canaan, in company with another young girl, were out on the barrens near their home on the 11th April. They made a fire in a large tin can, and by some means the clothing of the Tinkham girl caught on fire. Her companion tried to extinguish the flames, but could not, and during the excitement she fainted away. The Tinkham girl's clothing was completely consumed, but notwithstanding her terrible burns she walked to her home, a distance of nearly half a mile. Everything was done to ease her sufferings, but she died during the same evening.

Mr. Edward Robinson, of Central Chebogue, on the morning of the 12th April, took his boat and went out on the river for the purpose of digging clams. Nothing was seen of him until his body was found by John Haley, lying on the flats dead, on the evening of the 13th. It is supposed that he was taken with a fit, or with an attack of heart disease. He left a widow and large family of children.

On the morning of the 8th May Norman Harris, of Sandford, and his eldest son, went off in a boat to attend to their lobster traps. Not returning at the usual hour, and all the neighboring craft having come in, some uneasiness was felt, and his boat was seen from an eminence at anchor some distance off shore. A boat was immediately

sent off, when it was discovered that Mr. Harris' boat was lying at anchor bottom up. The boat was towed ashore and righted, but no trace of its occupants could be found. It is supposed that the boat was overturned by a squall and that the anchor was thrown out and held the boat in position. Mr. Harris left a widow—who was a Miss Dunham, of Arcadia—and nine children surviving. The son, who was drowned, was between 14 and 15 years of age. His body was found on the beach at Salmon River on the 8th July, badly disfigured. Norman Harris' body floated ashore at Saulnierville on the 16th August, and was identified by the clothing. It was forwarded to Darling's Lake, where it was buried by the Oddfellows the next day.

Sigfroi Surette, 10 years old, son of Nicholas Surette, of West Pubnico, was sent on an errand on Sunday morning, May 28th. He took two other boys with him, and rowed off to a sailboat, in which they embarked for a sail. On their return, and whilst anchoring the boat the mainboom swung over and knocked Sigfroi on the head, knocking him overboard, and he was drowned. The other boys rowed ashore and ran home telling the story, but it was too late. The body was recovered the next morning.

Randall Annis, 5 years old, son of Seeton Annis, of Carleton, fell off a log in the lake whilst playing with his brother on the evening of the 17th April. His brother pulled him out once, but he again rolled off, and was drowned before assistance could reach him. The body was recovered.

About 4.30 o'clock on the afternoon of June 30th Frank VanHorn was riding down town on his bicycle, having a small parcel attached to the handle bars. An electric street car overtook him at the junction of Main and Albert streets, and the driver kept continuously ringing the gong and slowing the speed of the car. VanHorn kept on the track, however, outside of the rail, and as he attempted to sheer off, his wheel slipped on the asphalt crossing and he was thrown under the car wheels. The accident was witnessed by one or two persons, who ran to his assistance. Before the car could be brought to a standstill VanHorn's head was dragged three or four car lengths, both legs had been severed from the body above the knees, one arm had been broken, the body badly crushed and the face disfigured. He was killed instantly. Hurried calls were made for a physician and Drs. Farish and Perrin were soon on the spot, but VanHorn was beyond all help. The remains were removed to Butler & Haley's, where an inquest was held on the following morning.

The jury brought in a verdict of accidental death, and exonerated the car driver from all blame. Mr. VanHorn had been married about two years and left a widow and a baby boy, born on the Sunday previous.

Rupert McLarren was drowned at Lower Argyle on the afternoon of the 30th June, whilst bathing. He was seen to dive from a wharf by some boys, and as he did not reappear they raised an alarm. About half an hour later he was found lying on the bottom by some searchers, and upon examination his head was found to be bruised and discolored. He, no doubt, struck the bottom when diving and became stunned, death ensuing before recovering consciousness. A verdict of accidental drowning was rendered. He was a son of Capt. Benjamin McLarren, was 24 years of age on Sunday, the day of the funeral.

Eben C. Porter, of Pembroke, was working in the hay field all day on the 7th August, and while returning on a load of hay he fell from it by the sudden turning of the wagon while entering the barn. He struck the ground upon his head and shoulder, sustaining internal injuries. He was picked up and taken into the house, where he expired three hours later. He was 78 years of age, was twice married, and left a widow and nine children.

Yarmouth was startled on Saturday afternoon, August 12th, upon the circulation of the news that a child had been drowned off Bay View Park pier. The child was Walcott Squires, 13 years old, son of William H. Squires, of Meriden, Conn., whose wife and children had taken up their abode in one of the cottages at the park. Little Walcott, with some other children, had been down to the end of the pier seeing the steamer Juno off, and were running towards the park when the accident happened. Walcott was running along the capsill of the pier, and had gone two-thirds of the distance when he lost his balance and fell off. The Juno at once turned round and ran to the pier, and Capt. Trefry told his son James to run up the pier and jump off, and hold the child up until they could reach them. This the boy did, and divesting himself of his hat and coat as he ran, looked over the side, but could see nothing of the child. Observing, however, some air bubbles floating up, he at once jumped off, but could find no trace of the drowning boy. Capt. Trefry and engineer Allen quickly came up with a boat, and without delay succeeded, with the aid of a gaff, in bringing the child to the surface. All efforts at resuscitation were unavailing, every known method being adopted. The little fellow had been in the water for only six or seven minutes.

Mrs. Squires was in town at the time, and the sad news was broken to her as she repaired to the Juno to embark. Mr. Squires came from Boston next day, and the family returned by steamer that night, taking the little casket along with them.

Yarmouth was again startled on the afternoon of the 15th August by the circulation of the report that Keith Pelton, son of Stipendiary Sandford H. Pelton, had been terribly burned at his home on Prince street, whilst preparing his wardrobe for a musical performance in which he was to appear as the star early in the evening. Keith had developed quite a talent for music, and had been the leader for some years in the forming of a juvenile group of performers who paraded the streets and gave open air concerts on holidays. He had been engaged in arranging an entertainment in honor of his brother and bride from California, which was to have been given that evening. The play was to be "Cinderella," and Keith was to play the title role. All the members of the family were absent at a picnic at the Cape, leaving Keith and his younger brother Guy at home with the servant. About 4 o'clock he began to make ready for the concert, and was in his bedroom arranging his costume. He had put on the "Olla Podrida" suit, having removed his ordinary clothing. Whilst heating a curling iron to curl his hair he turned round, and one of the "wings" of the dress caught the gas flame, and in an instant he was a mass of fire. He ran down stairs screaming at the top of his voice and fell on the front steps. The flames in the meanwhile had lighted the curtains and window blinds which, being destroyed, the blaze died out. The servant, hearing the cries, at once ran to his assistance, and grasping a large mat covered the suffering child with it, and succeeded in quenching the flames. Keith was most terribly burned, the lower portion of his body being charred to a crisp. Three doctors were hastily summoned, who did all they could, but Keith died at 4 o'clock next morning. He was conscious for a portion of the night and spoke of his passing away, and his allusions to his companions and family were most touching and pathetic. Word was conveyed to Mr. and Mrs. Pelton at the Cape, and they at once returned to their saddened home. Lionel Keith was the eighth son of Mr. and Mrs. Pelton, and was 13 years of age. He was a boy of remarkable talents, was well advanced as a scholar, and was a leader among his companions.

Another American family was plunged into deep grief on the 24th August by the drowning of their little son, Lavergne Ellis, 7 years old, son of Frederick Ellis, of Allston, Mass., who were

spending a vacation with Mrs. Ellis' parents, Mr. and Mrs. Robert K. Rose, at Hebron. The little fellow got into a punt, which he pushed off in the lake with a pole. His mother saw him and ran hastily down to the shore, called to him to keep still and she would send some one out and bring him ashore. She ran back for assistance, but in the meantime the little fellow became frightened, jumped overboard, and was drowned in about six or seven feet of water. The body was not recovered until 11 o'clock the same night. Mr. Ellis was a native of Cedar Lake.

On the 24th August Stillman Pothier, 13 years old, started out with two other boys in a dory for a sail on the river at Tusket Wedge. The dory was capsized, owing to too much sail being carried, and the boys were thrown out. Before assistance could reach them Pothier was drowned. The other two clung to the overturned boat and were rescued by steamer Ida Lue. The body was recovered. He was a son of Bonaventure Pothier.

While returning from gunning on Abram's River marsh on the 6th September, Frank Deveau, son of Octavius Deveau, aged 17 years, was instantly killed by the accidental discharge of his gun. He and another boy had been down the river, and were hauling their boat up the creek as far as it would float. Deveau then took hold of his gun by the muzzle, and in drawing it towards him the hammer caught on the side of the boat. The whole charge entered his right side and came out at the left shoulder. The boys were within 100 yards of their home at the time.

Stephen Boudreau went out in his sailboat on the 18th September, on his usual fishing trip, taking with him sufficient provisions to last him for two or three days. He was in the habit of remaining out about a week and then returning. On this voyage he intended calling at Pinkney's Point, where he had left a net and salt. He was seen in Yarmouth Sound the second day, lying at anchor, the sea being very rough at the time. Since then no tidings have been received of him, but his boat was found near Ellenwood's Island on the following Saturday. He no doubt perished on the second day out. He left four children.

A heavy stick of timber fell on Thomas Hemeon, whilst he was engaged at work at Charlestown, Mass., on the 30th September, injuring him so severely that he died shortly afterwards. He was a native of Yarmouth, and was formerly employed on the police force.

Judson Harris, of Pleasant Lake, was engaged with a number of men until about 2.30 o'clock on the morning of the 7th October, in

coaling the steamer City of Monticello at Clements' wharf. He had with him his younger brother, Thomas, from Digby, who was on a visit to his relatives. Thomas waited about the wharf for Judson to finish work, and then started up the wharf to go home. Thomas attempted to pass outside the gangway railing on the south side, and as it was slippery from the heavy rain and sleet, fell into the dock. Judson at once ran down the wharf steps, and in attempting to reach his brother also slipped into the dock. Upon hearing their cries for help the men on the wharf ran down with a boathook and succeeded in pulling Thomas out, but Judson could not be reached, and he perished. His body was found during the afternoon. He was 24 years of age, and left a widow and two children.

About noon on the 11th November Charlie, a 2-year-old son of Robert Meuse, Lewis street, was left, with its brother, in charge of a little girl about 12 years of age, whilst the mother went out to work at a neighbor's. The little girl was called out doors for a few minutes, when the boys began to light paper at the stove. Charlie's mother-hubbard dress caught fire, when both boys began to scream. Their cries were heard by some boys in the neighborhood, who succeeded in putting out the fire by some pailfuls of water, but not before the clothing was almost consumed. The child was terribly burned all over, but lingered in agony until the evening of the next day when it expired.

Thomas Corning Tedford, son of William Tedford, (formerly of Yarmouth) met with a terrible death at Milford, Mass., on the 15th November. He was engineer at Greene Brothers' bleachery, and whilst engaged in skimming grease off the surface of the water, slipped and fell into the vat. He extricated himself, but not until he was severely scalded. He lingered in terrible agony for about fifteen hours, when death came to his relief. He was in the 51st year of his age, and left a widow and three children. His remains were brought to South Ohio for burial.

Schooner Will-o'-the-Wisp, Capt. Alexander Shaw, of Sandford, arrived at Back Bay, N. B., about the 1st December, in search of lobster bait. On the evening of the 6th, the captain, accompanied by Josiah Smith and Mr. Bethel, went ashore in the boat, the vessel being moored in the stream. They attended a prayer meeting, and at its close, about 9.15, went into a store, where they made some purchases. They then went down to the wharf to embark for the schooner. Capt. Shaw and Mr. Bethel stopped near the landing for a few minutes, and Mr. Smith went ahead to the boat. He was

carrying a package of beans in his arms. He was observed by Capt. Shaw to strike his toe on the capsill of the wharf, and to pitch headlong into the boat, falling a distance of over twenty feet. He struck upon his head, breaking his neck. His companions ran at once to his assistance, and found him bleeding profusely, and lifeless. They immediately procured help. Next day his body was placed in a casket and the vessel returned to Sandford with the remains. The deceased was a son of Elias Smith, and left three small children. His wife died a few years previous. He was about 34 years of age.

On the morning of the 15th December George Deveau, in company with his father and uncle, were on their way down Abram's River for rockweed in a pinkey. When near Morris Island a squall upset the pinkey, and Deveau thought she was going over. He attempted to jump into a dory, but missed it. The oars were lost when the squall struck the boat. Mr. Deveau was powerless to go to his son's assistance and he was drowned. He was a brother to Frank Deveau, who was accidentally shot in September, 1899. The body was found on the beach at Roberts' Island on the 24th May, 1900.

At Argyle Sound, on the 15th December, an adopted son of Capt. Marc A. Surette, of West Pubnico, was drowned by the upsetting of a dory, while attempting to throw out an anchor. He left a widow and three children. The body was recovered two days later.

1900.

Rev. N. B. Dunn, pastor of the Baptist church at Pleasant Valley, met with a sudden and shocking death at the parsonage on the night of March 3d. Mr. Dunn had been a sufferer from asthma, and always kept a bottle of medicine in his bedroom in case of necessity. He was attacked during the night and arose in the dark and took a dose of medicine, but it turned out to be carbolic acid. Arousing his wife he made his error known to her, but before she could prepare an antidote Mr. Dunn passed away, suffering most excruciating agony. He survived only eleven minutes. He had been pastor of the Deerfield church for two years, and was formerly stationed at Osborne, near Lockeport. He filled the position of secretary of the Yarmouth and Shelburne quarterly meetings very satisfactorily. The deceased clergyman was about 47 years of age, and left a widow, one daughter about 15 years of age, and one son about 12. He was a most energetic and earnest minister, beloved by his congregation and all who knew him. A service was held at the parsonage, Deerfield, on the 6th, at which all the Baptist clergymen

of the county participated. The remains were forwarded to his native village, Inglisville, near Lawrencetown, for burial.

On the 17th March two little boys of Capt. William Brush, of tug Freddie V., were playing together, when one of them accidentally struck the other, Benjamin, with a bottle over the back of the neck. He did not seem to mind the blow very much, but on the next day became unconscious. He rallied somewhat during the next two days, but again grew worse and died on the 23d. He was about 13 years of age. His mother died a week previous.

David Hatfield, of Gavilton, went out on the river in a punt about 2 o'clock on the morning of the 28th May for the purpose of setting his nets. As he did not return a search was instituted, and the punt was found a short distance away, with the nets intact. It is supposed that in attempting to get hold of a net buoy he lost his balance and fell overboard. The body was found in about two feet of water on the other side of the lake. One of the oars was under his arm, proving that he had made a hard struggle for life. He was 68 years of age, and left a widow and one daughter. It was a sad coincidence that near this spot Mr. Hatfield's former wife and three children were drowned in 1877.

An accident occurred at Hebron bridge on the morning of the 3d October, whereby Joseph Amero received injuries that resulted in his death. The bridge was being filled in, and a ballasting train was at work. Amero was employed on the train, and it appears was in the act of setting the brake, when the wheel came off the end of the brake rod, causing him to lose his balance and to fall between the cars. The car wheels passed over his legs, mangling them in a shocking manner. He was conveyed to town on the train and medical assistance summoned, but he did not rally from the shock, passing away at 11 o'clock the same night. He was 29 years of age, a son of Isaac Amero, of Weymouth, and was unmarried.

On Christmas morning five men went shooting for ducks across Yarmouth harbor. They were: George Godet, Frank Ryan, John I. Higby, Charles Sherman and Charles Purdy. They returned home at noon, and again started after dinner in search of game. About 3 o'clock Purdy and Sherman started a flock of geese, which flew in the direction of the other three men, who were walking in single file, Higby ahead, Ryan next and Godet last. They were preparing to have a shot at the birds, when Godet attempted to raise his gun. His hands being chilled, he let the hammer go before it was at full cock, and it was discharged. The shot passed by Ryan, grazing his

arm, and entered the right thigh and liver of Higby, who died in a few minutes, speaking but a few words. His companions were horrified, and immediately procured a large boat from the bark Ontario, which was lying in the stream. They conveyed the body to town, when it was taken to undertaker Sweeny's warerooms and dressed for burial. A verdict of "accidental death" was rendered by the jury. The deceased was a son of John W. Higby, was 26 years of age, and left a widow and one child.

Dannie Robbins, 10 years of age, son of Adolphus Robbins, of Belleville, was drowned on the 24th December, whilst crossing Eel Lake. He was alone at the time, and was sinking beneath the surface when first seen.

Beacon at Entrance Yarmouth Harbor.

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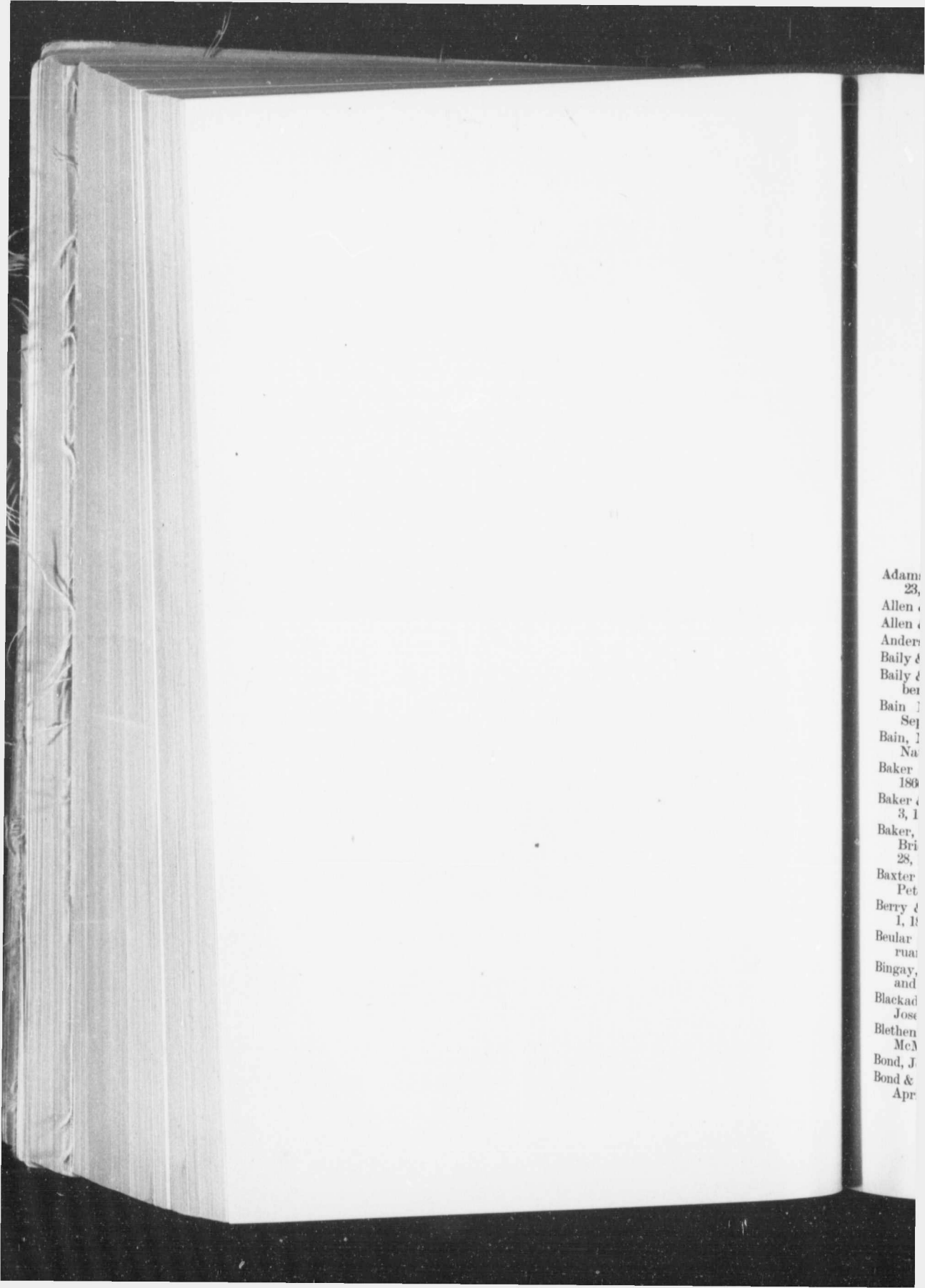


CO-PARTNERSHIPS.

Adams & Turner, sailmaking, James Adams, William H. Turner, January 23, 1869.

Allen & Brown, George Allen, George W. Brown, as early as 1837.

Allen & Crosby, dentists, E. S. Allen, F. D. Crosby, August 1, 1893.

Anderson & York, tailors, shop opposite B. Lewis', April 21, 1837.

Baily & Cann, dry goods, Francis A. Baily, James H. Cann, March 15, 1877.

Baily & Killam, dry goods, Francis A. Baily, William D. Killam, September 1, 1879.

Bain Brothers, general store, Hebron, S. A. Bain, Joseph P. Bain, September 2, 1875.

Bain, N. P. & Co., undertaking, general jobbing, Hebron, Asa P. Bain, Nathaniel P. Bain, January 1, 1876.

Baker & Poole, Arcadia, Joel Baker, Harvey G. Poole, previous to April, 1866.

Baker & Suttie, Yarmouth laundry, Henry Baker, Arthur Suttie, January 3, 1878.

Baker, Bridgeo & Brown, Arcadia factory, Thomas Baker, William Bridgeo, George F. Boyd, W. V. Brown, Ansel Robbins, jr., April 28, 1870.

Baxter & Fraser, saddle, harness, trunk manufacturers, John Baxter, Peter G. Fraser, July 1, 1855.

Berry & Byrne, W. W. Berry, Patrick Byrne, previous to November 1, 1867.

Beular & Trask, Milton, Charles Beular, James Trask, previous to February, 1856.

Bingay, T. V. B. & Sons, barristers, etc., T. V. B., James Wentworth and George, January 1, 1870.

Blackadars & Co., saw mill, Meteghan River, J. C. and J. A. Blackadar, Joseph N. Crosby, David Wetmore, December 14, 1876.

Blethen, N. W. & Co., lumbermen, Tusket, N. W. Blethen, Joseph McMahon, G. W. Johnson, H. G. Farish, November 12, 1877.

Bond, Joseph B. and Norman J., physicians, May 22, 1862.

Bond & McGill, dry goods, groceries, William M. Bond, William J. McGill, April 26, 1866.

Bond, W. M. & Co., general goods, W. M. Bond, October 22, 1866.

Brown & Donovan, boot, shoe makers, Robert Brown, James Donovan, May 12, 1837.

Brown & Churchill, dry goods, hardware, groceries, opposite jail, November 30, 1841.

Brown, W. S. & Co., boots and shoes, Robert and William S., October 1, 1866.

Brown & Killam, leather manufacturers, Hebron, Joseph S. Brown, Abraham Killam, December 11, 1845.

Brown, Charles E. & Co., Milton, Stayley and Charles Edward, January 10, 1854.

Brown, George W. & Son, Milton, George W. and George H., October 30, 1858.

Brown & Wetmore, hardware, R. Balfour Brown, Charles Inglis Wetmore, July 10, 1866.

Brown, Amiel R. & Co., wood factory, Arcadia, successors Baker, Bridgeo & Brown, July 25, 1866.

Brown & Smith, painters, etc., successors to Ritchie, Brown & Smith, November 21, 1882.

Brush & O'Donoghue, druggists, Alfred Brush, Sylvester O'Donoghue, June 14, 1864.

Burns & Corning, painters, etc., L. M. Burns, H. N. Corning, March 28, 1888.

Burrell, Johnson & Co., iron founders, Milton, Joseph Burrell, G. W. Johnson, February, 1867.

Burrell & Cann, meats, etc., W. J. G. Burrell, Arthur J. Cann, December 6, 1877.

Burrell-Johnson Iron Co., iron founders and machinists, Joseph Burrell, G. W. Johnson, N. W. Blethen, January 16, 1871.

Burrell & Nettles, meats and provisions, Joseph Burrell, jr., Thomas Nettles, May 11, 1876.

Burrill, William & Co., William, James, Israel L., January, 1869.

Burrill, William & Co., William and James, January 28, 1898.

Burton, David & Co., apothecaries and druggists, Homer's building, May 17, 1854.

Burton & Brown, general mercantile business, D. E. Burton, William Brown, November 21, 1855.

Butler & Kinney, hairdressers, R. D. Butler, jr., James Kinney, June 18, 1863.

Butler & Haley, undertakers, successors to B. R. Williams, R. D. Butler, John H. Haley, jr., February 5, 1890.

Cann, John & Son, John and John, jr., Milton, September 14th, 1850.

Cann & Williams, general goods, Milton, John Cann, H. G. Williams, May 9, 1855.

Cann, Allen & Co., grocers, Milton, James H. Cann, Edward Allen, September 25, 1873.

Cann, E. B. & Co., clothing, Edward B. Cann, Norman A. Wyman, May 21, 1874.

Cann, James H. & Co., successors to Cann, Allen & Co., James H. Cann, September 23, 1875.

Chambers & Harvey, dry goods, J. D. Chambers, E. C. Harvey, March 21, 1891.

Christie, C. & Co., bakers, Clarence Christie, Thomas Beville, March 1, 1873.

Churchill & Raymond, tailors, Milton, E. Churchill, T. W. Raymond, May 15, 1862.

Churchill, McKenzie & Co., carriages, Freeman Churchill, John McKenzie, Marsden Coaldwell, Israel Churchill, W. Parker Floyd, April 3, 1873.

Churchill, Davis & Co., commission merchants, Nathaniel Churchill, jr., James M. Davis, July 1, 1873.

Churchill & Wetmore, plumbers and tinsmiths, William Churchill, W. R. Wetmore, May 22, 1889.

Chute, H. E. & Co., pianos and organs, H. E. Chute, William F. Shaw, September 4, 1893.

Cleaveland & Raymond, Arcadia factory, Reuben Cleaveland, James D. Raymond, April 14, 1864.

Clements, Lewis & Co., crockery, R. Z. Clements, George M. Lewis, April 1, 1875.

Coaldwell & Hurd, Marsden Coaldwell, Abijah Hurd, December 15, 1870.

Coaldwell & Floyd, carriages, M. Coaldwell, W. P. Floyd, July 11, 1878.

Coates & Perry, Port Maitland, John Coates, Alfred Perry, January 1, 1889.

Cook & Haskell, hats, caps, boots, shoes, A. R. Cook, William Haskell, June 9, 1864.

Cook & Crosby, A. R. Cook, Thomas B. Crosby, March 16, 1865.

Cook & Hatfield, A. R. Cook, Forman Hatfield, October 5, 1865.

Cook, Howard S. & Co., shirt manufactory, Howard S. Cook, T. C. Trefry, August 22, 1898.

Cook, George L. & Co., stevedores, George L. Cook, James Long, Daniel Stewart, May 27, 1880.

Cook & Stoneman, dry goods, M. P. Cook, T. W. Stoneman, May 7, 1884.

Cook, Blauvelt & Co., carpenters, Manasseh A. Cook, John R. Blauvelt, November 27, 1873.

Corning & Gray, general goods, John R. Corning, George G. Gray, February 6, 1862.

Corning & Churchill, painters, Horatio Corning, Henry Churchill, June 24, 1875.

Cragg, C. J. & Co., bookbindery, J. M. Lawson, G. M. Ewan, C. J. Cragg, February 1, 1884.

Craig, J. A., purchases drug store of A. C. Hutchinson, September 1, 1884.

Crawley & Doty, carriage making and blacksmiths, John Crawley, jr., Zachariah Doty, May 29, 1859.

Crawley, W. & J., dories, Whitman J. and Joseph, March 28, 1867.

Crocker, R. H. & Son, groceries, R. H. and R. H., jr., April 16, 1868.

Crosby & Baker, shoe store, George G. Crosby, J. Wallace Baker, August 13, 1895.

Crosby, T. B. & Co., Tusket, Thomas B. Crosby, Benjamin Richards, November 1, 1865.

Crosby & Blackadar, boots and shoes, Isaiah Crosby, James A. Blackadar, October 22, 1868.

Crosby, Redding & Harris, boots and shoes, Hebron, R. T. Crosby, W. H. Redding, G. A. Harris, January 1, 1876.

Crosby & Ryerson, books and stationery, successors to Lawson Brothers, Nathan M. Crosby, Joseph S. Ryerson, March 1, 1876.

Crosby & Ryerson, S. M. Ryerson assumes J. S. Ryerson's interest after his death, May 24, 1876.

Crosby, Joseph F. & Co., boots and shoes, Arcadia, December 5, 1878.

Crosby, L. G. & Co., grocers, successors to Hilton & Crosby, L. G. Crosby, January 1, 1880.

Crosby, L. G. & Co., People's Grocery, George K. Hatfield enters August 11, 1881.

Crosby, J. A. & Co., boots and shoes, Ohio, January 22, 1883.

Crosby, J. T. & Co., shoe store, March 6, 1884.

Crowell, H. & J., blacksmiths, checkered store, Long wharf, July 1, 1855.

Crowell & Cann, dry goods, groceries, Milton, S. A. Crowell, William A. Cann, December 1, 1864.

Crowell, Sleeth & Co., blacksmiths, J. W. Crowell, Joseph Sleeth, David Wetmore, Joseph A. Reid, July 1, 1865.

Crowell, S. A. & Co., hardware, Samuel A. Crowell, June 30, 1876.

Currier, Wm. & Son, blocks, etc., William and Norman B., July 1, 1868.

Dakin & Quigley, general goods, G. W. Dakin, W. H. Quigley, April 1, 1865.

Dane & Brown, tailors, Thomas Dane, George M. Brown, September 1, 1862.

Dane & Butler, boats and dories, Norman J. Dane, Albert Butler, November 19, 1872.

Dane, T. B. & Co., tailors, Thomas B. and G. Murray Dane, February 25, 1875.

Dane, T. B. & Sons, tailors, T. B., G. M. and William H. Dane, January 1, 1884.

Dane, T. B. & Son, tailors, T. B. and G. Murray Dane, January 1, 1885.

Dane & Burns, painters, Thomas Dane, Lewis M. Burns, October 22, 1887.

Davis & Butler, landscape engineers, gardeners, George R. Davis, William Butler, June 9, 1873.

D'Entremont, Chas. & Co., West Pubnico, Charles D'Entremont, H. S. LeBlanc, April 1, 1894.

Dennis, Gray & Doane, general store, Victoria buildings, Freeman Dennis, George G. Gray, George B. Doane, April 1, 1859.

Dennis & Doane, Freeman Dennis, George B. Doane, February 1, 1862.

Dennis, J. D. & Co., dry goods, James D. Dennis, October 4, 1891.

Doane & Cann, carving, Benjamin Doane, Arthur J. Cann, April 1, 1872.

Dodds & Jolly, dry goods, Charles Dodds, Thomas R. Jolly, April 28, 1864.

Dominion Remedy Co., August 15, 1895.

Donovan & Durland, tinsmiths, George H. Donovan, Howard Durland, August 25, 1881.

Doty & Lent, blacksmiths, Z. C. Doty, A. Lent, Central street, November 18, 1857.

Doty & Bain, carriage factory, Milton, W. H. Doty, B. R. Bain, April 5, 1876.

Doty, Bain & Co., Amasa Redding admitted June 22, 1876.

Dudman, G. Bradford & Co., Milton, October 5, 1871.

Dudman & Fleet, Argyle, steam saw mill, W. H. Dudman, L. M. Fleet, November 14, 1878.

Durkee & Homer, general merchandise, Amasa Durkee, Andrew W. Homer, March 23, 1848.

Durkee, Amasa & Son, Amasa and George G., January 1, 1861.

Durkee Brothers, grocers, Prince H. and James F., March 1, 1871.

Earle & Corning, painters, Alvin Earle, H. N. Corning, April 8, 1891.

Elliott, J. R. & Co., boots and shoes, hats and caps, November 30, 1871.

Ellis & Co., Joseph A. Ellis, James Wyman, Levi Wyman, Hervey D. Ellis, May 1, 1861.

Ellis & Hibbard, country market, H. D. Ellis, F. Hibbard, August 2, 1866.

Ewan & McQuillin, bookstore, successors to Crosby & Ryerson, George M. Ewan, Rev. J. B. McQuillin, June 10, 1880.

Farmers' & Citizens' Co-Operative Co., grocers, July, 1888.

Farnham, E. K. & Co., dry goods, Hood's building, May 26, 1870.

Flagg & Mayberry, tinware, Eleazer Flagg, William Mayberry, May 8, 1835.

Flint & Hutchinson, dry goods, groceries, Long wharf, Samuel Flint, sr., James W. Hutchinson, May 10, 1847.

Flint & Gardner, successors Flint & Hutchinson, Samuel Flint, Reuben Gardner, May 1, 1850.

Flint, E. A. & Co., books, stationery and fancy goods, E. A. Flint, E. D. Moulton, December 27, 1877.

Forster & Rogers, tailors, James Forster, William Rogers, May 8, 1835.

Foster & Raymond, tailoring, South End, James Foster, W. H. Raymond, November 1, 1878.

Gardner, Freeman & Co., boat builders, Milton, Freeman and George H. Gardner, January 12, 1865.

Gardner & Hatfield, Tusket, Enos Gardner, J. Lyons Hatfield, general dealers, previous to November, 1853.

Gardner & Hatfield, Tusket, Nathaniel Gardner admitted January 1, 1857.

Gardner, Weston & Co., pianos and organs, F. C. Gardner, D. C. Weston, S. S. Poole, October 20, 1875.

Gardner, Steele & Co., F. C. Gardner, Israel B. Steele, Samuel S. Poole, June 10, 1876.

Garrison & Everett, druggists and chemists, George C. Garrison, George T. Everett, May 21, 1849.

German, Harding & Shehan, shipbuilding, Meteghan, George German, Thomas L. Harding, E. E. Shehan, November 15, 1870.

Godfrey & Mildon, grocers, Charles G. Godfrey, F. R. S. Mildon, December 4, 1873.

Godfrey Brothers, C. G. and W. A. Godfrey, grocers, April 2, 1877.

Godfrey Brothers, Charles G. Godfrey, A. M. Shaw, May 21, 1888.

Goldsmith, J. & H., Starr's Corner, general goods, May 29, 1855.

Goudey, Aaron & Co., Aaron Goudey, Robert Ellenwood, William A. Killam, March 11, 1867.

Goudey & Adams, sailmakers, Zebina Goudey, James Adams, January 1, 1871.

Goudey & Hilton, general goods, Moody's Corner, Israel H. Goudey, Waitstill Hilton, October 1, 1871.

Goudey & Crosby, Port Maitland, W. R. Landers, J. H. Crosby, March 10, 1900.

Grant & Harris, blacksmiths, John Grant, Benjamin Harris, January 1, 1841.

Guest, Robert & Son, Robert and Thomas, watchmakers, jewelers, February 20, 1862.

Guest, Thomas & Co., Thomas Guest, Samuel C. Hood, John Guest, January 14, 1875.

Guest Brothers, salt works, Robert and John, April 24, 1879.

Hatfield & Wyman, grocers, N. A. Wyman, F. L. Hatfield, July 22, 1869.

Hatfield, W. J. & Son, William J. Hatfield, F. L. Hatfield, February 9, 1871.

Hatfield & Murphy, coal dealers. Fred L. Hatfield, Charles W. Murphy, February 15, 1877.

Hatfield, Kinney & Co., successors B. Rogers & Son, James A. Hatfield, Joseph R. Kinney, A. F. Stoneman, August 1, 1879.

Hatfield, Kinney & Co., Joseph R. Rogers admitted January 2, 1882.

Haines & Page, saddles and harnesses, Charles W. Haines, Silas W. Page, Eli Page, December 3, 1840.

Harris & O'Sullivan, tailors, Vincent Harris, Dennis O'Sullivan, Milton, June 17, 1834.

Harris, John and Benjamin, blacksmiths, November 4, 1842.

Harris & Bain, dry goods, Charles A. Harris, Joseph N. Bain, March 29, 1866.

Harris & Horsfall, druggists, John H. Harris, Arthur Horsfall, November 13, 1889.

Harris & Guest, druggists, John H. Harris, Robert Guest, July 5, 1892.

Harding & Foster, tailoring and outfitting, Corning's brick building, Smith Harding, James Foster, January 1, 1874.

Harding & Fritz, dentists, A. C. Harding, J. R. Fritz, July 28, 1893.

Harvey, E. C. & Co., dry goods, E. C. Harvey, Caleb Cook, June, 1893.

Head & Wyman, fine arts, Alfred G. Head, John C. Wyman, May 1, 1865.

Hilton, Nathan & Son, boots and shoes, November 26, 1863.

Hilton & Sons, Chebogue, tanning and shoemaking, Thomas, Fred H., Stephen and Waitstill, March 10, 1845.

Hilton, F. H. & Co., Chebogue, January 28, 1861.

Hilton & Crosby, groceries, Howard S. Hilton, Lorenzo G. Crosby, March 13, 1879.

Homer & Allen, confectioners and bakers, Edward H. Homer, James M. Allen, November 7, 1855.

Homer & Davis, flour and groceries, A. W. Homer, James M. Davis, March 28, 1867.

Homer, A. W. & Son, A. W. Homer, William B. Homer, July 1, 1867.

Homer, A. W. & Son, confectioners, Fitz Henry Homer admitted July 23, 1889.

Hood & Williams, groceries and provisions, Henry A. Hood, H. G. Williams, December 18, 1856.

Hood, George A. & Co., general stock, successors Joseph Burrell, Milton, George A. Hood, W. K. Dudman, September 27, 1866.

Hood & Guest, S. C. Hood, John Guest, May 4, 1876.

Hood, S. C. & Co., Samuel C. Hood, John Guest, watchmakers, jewelers, Aug. 21, 1873.

Horton, D. & J., general business, Dennis and Jonathan, September 1, 1860.

Horton, Israel & Son, Israel Horton, James D. Horton, January 1, 1873.

Hovey & Raymond, dye works, L. P. Hovey, T. W. Raymond, about May 1, 1869.

Huestis & Moulton, Edward Huestis, John C. Moulton, housejoining and blockmaking, etc., February 13, 1852.

Hutchinson & Anderson, tailors, M. H. Hutchinson, James Anderson, Milton, August 26, 1836.

Hurlburt & Mood, Tusket, general store, Roland C. Hurlburt, Adelbert Mood, September 16, 1875.

Jenkins & Crosby, Beaver River Corner, shipbuilding and general business, George H. Jenkins, George G. Crosby, January 1, 1869.

Jenkins & Burton, George A. Jenkins, James W. Burton, undertaking and general jobbing, January 21, 1869.

Jenkins, Burton & Co., George H. Guest enters August 24, 1874.

Johnson, D. W. & Co. merchants, D. W. Johnson, George W. Johnson, September 1, 1855.

Kandy Kitchen, Misses S. E. & F. L. Bown, N. R. Jeffery, May 1, 1900.

Kelley, E. K. & H. L. physicians, July 13, 1865.

Kelley & Crowell, boots and shoes, L. J. Kelley, E. C. Crowell, September 1, 1874.

Kelley, L. J. & Co., successors Kelley & Crowell, L. J. Kelley, George Hilton, September 20, 1877.

Kelley & Jenkins, boots and shoes, R. C. Kelley, J. A. Jenkins, February 13, 1879.

Killam & Falt, Asa Killam, John P. Falt, previous to 1844.

Killam & Rust, B. Killam, A. D. Rust, previous to 1846.

Killam, Thomas & Co., Thomas Killam, George Killam, W. K. Dudman, shipchandlers, etc., January 15, 1849.

Killam Brothers, Thomas, Frank and John H. Killam, April 22, 1869.

Killam, Crowell & Co., hardware, Samuel Killam, Samuel A. Crowell, November, 1869.

Killam & Pitman, Milton, carriages and sleighs, John Killam, George Welton Pitman, April 1, 1879.

Kinney & Haley, James B. Kinney, William Haley, sashes, doors, blinds, etc., Salem, January 24, 1856.

Kinney-Haley & Co., James B. Kinney, William Haley, Joseph O. Haley, John H. Haley, Alvin Haley, Amos W. Allen, January 18, 1866.

Kinney & Corning, supplies for fisheries, Joseph R. Kinney, John R. Corning, February 17, 1866.

Kinney & McGray, groceries, Pearl D. Kinney, A. E. McGray, February 14, 1876.

Kinney, P. D. & Co., successors Kinney & McGray, March 1, 1880.

Kinney-Haley Manufacturing Co., E. K. Spinney, E. F. Parker, R. S. Eakins, jr., A. W. Eakins, Byron Robbins, G. F. Allen, A. W. Kinney, Samuel Haley, C. S. P. Robbins, John H. Haley, L. C. Haley, William H. Kinney, September 19, 1881.

Kinney, P. D. & Co., P. D. Kinney, W. Frank Brown, October 20, 1881.

Ladd, Porter & Co., auctioneers and commission, Byron P. Ladd, George H. Porter, August 1, 1870.

Lambert & Brush, marble workers, J. A. Lambert, Alfred Brush, January 29, 1863.

Law & Porter, general business, "Cheapside," Milton, William Law, George H. Porter, May 1, 1862.

Law, Porter & Co., William Law, George H. Porter, May 1, 1868.

Law, William & Co., George H. Guest admitted partner May 16, 1872.

Law, B. B. & Co., groceries, B. B. Law, October 7, 1875.

Law, William & Co., Ernest E. Law admitted February 1, 1883.

Law, William & Co., William B. Hamilton admitted May 20, 1891.

Lawson Brothers, books, stationery and fancy goods, James Lawson, William A. Lawson, July 1, 1874.

LeBlanc, M. M. & Co., dry goods and millinery, November 1, 1871.

LeBlanc & Co., Manchester House, dry goods, November 1, 1872.

LeCain & Scribner, American House, John M. LeCain, James R. Scribner, February 15, 1875.

Leizer & King, blacksmiths, William King, George Leizer, head Long wharf, April 9, 1841.

Leonard & Chadbourne, bakery, W. H. Leonard, jr., H. K. Chadbourne, November 5, 1884.

Lewis, William & George, January 1, 1859.

Lewis, George M. & Co., flour and groceries, George M. and Thomas M. Lewis, March 26, 1868.

Lewis, W. W. & Co., William W. Lewis, Thomas M. Lewis, September 23, 1869.

Lewis & Co., W. W., G. M. & T. M. Lewis, B. E. Rogers, October 1, 1870.

Lewis & Kelley, W. W. Lewis, Charles R. Kelley, successors Lewis & Co., March 15, 1875.

Lewis & Hatfield, dry goods, etc., Josiah B. Lewis, George K. Hatfield, March 15, 1876.

Lewis, Sheldon & Co., grocers, Sheldon Lewis, Alexander P. Lewis, February 28, 1878.

Lincoln, A. J. & Co., A. J. Lincoln, E. S. Williams, October 6, 1870.

Littler, E. & Co., dry goods, E. Littler, A. J. Hood, August 19, 1875.

Lonergan, R. K. & J., Saulnierville, Robert K. and John, May 29, 1862.

Lonergan & Hall, groceries and liquors, Robert K. Lonergan, John Hall, May 21, 1868.

Lovitt & Burrell, general goods, John W. Lovitt, Joseph Burrell, July 1, 1852.

Lovitt & Lovitt, wholesale grocers, J. Leslie Lovitt, J. Harold Lovitt, October 20, 1891.

McDowell & Co., wood factory, John McDowell, George F. Allen, June 11, 1868.

McGill & Brown, boots and shoes, Charles L. McGill, Charles R. Brown, May 21, 1863.

McGill, C. L. & Co., St. Crispin's Mart, William McGill, Charles L. McGill, April 18, 1872.

McGill & Clements, marble workers, Oliver McGill, Fred L. Clements, June 17, 1875.

McKenzie & Co., carriages, J. McKenzie, Marsden Coaldwell, W. P. Floyd, August 1, 1875.

McKinnon, John & Richard, Argyle, 1843.

McKinnon & Rodney, Chegoggin, Alexander McKinnon, Josiah Rodney, September 20, 1866.

McLaughlin Brothers, dry goods, Daniel, James and Alexander, December 16, 1869.

McLaughlin & Co., china and glassware, George McLaughlin, May 1, 1871.

McMullen & Williams, carding, Milton, James McMullen, Benjamin Williams, May 22, 1845.

Mack, Andrew & Co., lumber manufacturers, Tusket, Andrew Mack, J. H. McMahon, Kinney, Haley & Co., Joseph Burrell, G. W. Johnson, N. W. Blethen, H. G. Farish, May 10, 1873.

Marr, Hemeon & Co., carpenters, cabin furnishings, George S. Marr, Charles H. Hemeon, January 1, 1872.

Merrill & Haley, dentists, J. M. Merrill, Allan Haley, November 1, 1866.

Merrill, J. M. & Son, dentists, J. M. and James A., June 25, 1874.

Merrill & Harding, dentists, J. A. Merrill and A. C. Harding, January 1, 1883.

Mildon, F. R. S. & Co., successors to Godfrey & Mildon, F. R. S. Mildon, August 10, 1875.

Moberly, J. B. & Co., variety store, John B. Moberly, May 4, 1876.

Moody, Brown & Co., general goods, E. W. B. Moody, Robert Brown, et al, November, 1852.

Moody, W. H. & Son, general goods, W. H. Moody, W. H. Moody, jr., April 4, 1858.

Moody, W. H. & Sons, Thomas C. Moody admitted March 19, 1863.

Moody, W. H. & Co., William H. and Thomas C. Moody, March 1, 1872.

Morton, G. J. & Co., plumbers, G. J. Morton, John Borton, March 1, 1875.

Morton & Allen, plumbers, G. J. Morton, Charles D. Allen, April 18, 1879.

Morton, G. J. & Co., George J. Morton, Henry A. Killam, March 1, 1895.

Moses & Crosby, dry goods, W. Frank Moses, Nathan M. Crosby, March 23, 1871.

Moses & Sterritt, dry goods, W. Frank Moses, William T. Sterritt, March 19, 1874.

Moses, W. F. & Co., successors to Moses & Sterritt, August 20, 1879.

Moses & Ross, dry goods, Stephen D. Moses, William D. Ross, April 1, 1883.

Moulton, John C. & George K., previous to 1846; changed to Moulton Brothers, November 5, 1846, D. D. Moulton admitted.

Moulton & Utley, trunks, boxes, carpenters, E. D. Moulton, Fred Utley, May 20, 1893.

Muncey, William & Joseph B., dry goods, groceries, etc., previous to 1844, Moody's Corner.

Murphy, James & John, Pubnico, dry goods, groceries, December 1, 1851.

Murphy & Churchill, Tusket, general dealers, John Murphy, Nathaniel Churchill, October 3, 1856.

Murphy & Jeffrey, Tusket, John Murphy, Joseph Jeffrey, September 22, 1870.

Murray, Ryerson & Co., artificial stone workers, J. Alexander Murray, E. A. S. Ryerson, May 1, 1878.

Olive, James & Son, soap manufacturers, Milton, March 1, 1871.

Parker, Eakins & Co., general commission and wholesale groceries, Edward F. Parker, Arthur W. Eakins, February 20, 1874.

Parker, Eakins & Co., C. S. P. Robbins admitted, March 1, 1879.

Parker & Saunders, grocers, George F. Parker, W. H. H. Saunders, August 24, 1876.

Parr & Co., druggists, Henry A. Parr, Alfred Brush, December 1, 1865.

Patch & Rust, tin plate and sheet iron workers, John Patch, James H. Rust, Rialto, Lewis wharf, June 24, 1841.

Patten & Rose, Hebron, leather and shoes, previous to June 15, 1855.

Patten & Steele, Hebron, Zachariah Patten, Israel Steele, previous to 1860.

Patten, S. & Co., boots and shoes, S., N. E., and William H. Patten, September 20, 1866.

Patten, G. S. & Co., successors to S. Patten & Co., August 1, 1879.

Patten & Harris, boots and shoes manufactory, Hebron, G. M. Patten, Moses Harris, January 8, 1872.

Patten, S. & Co., (reorganized) Stephen, George M., William H. and John S. Patten, September 3, 1872.

Patten, Kent & Rose, Rialto, Milton, sashes, doors, etc., Joseph F. Patten, Charles I. Kent, William E. Rose, January 1, 1873.

Patten, Cann & Co., successors to Saunders, Patten & Co., Richard C. Patten, John R. Cann, Alfred L. Patten, August 3, 1876.

Pelton & Darby, barristers, Sandford H. Pelton, J. W. E. Darby, January 1, 1880.

Pelton & Clements, barristers, S. H. Pelton, Edgar N. Clements, February 27, 1884.

Pendrigh & Crawford, brass founders, William Pendrigh, Robert Crawford, November 18, 1872.

Perry & Landers, grocers, successors James F. Durkee, February 15, 1877.

Perry, H. & A., Green Cove, Harry H. and Alfred Perry, November 1, 1877.

Perry & Grantham, stamping mat patterns, E. N. Perry, A. K. Grantham, September 11, 1879.

Perry, H. & A., Port Maitland, H. H. and Alfred Perry, October 31, 1882.

Pitcher, Whittier & Co., iron founders, L. M. Pitcher, W. H. Whittier, N. W. Blethen, June 26, 1856.

Pitcher, Blethen & Co., Luther M. Pitcher, Nathan M. Blethen, Frank A. Pitcher, November 22, 1860.

Pitman & Trefry, general store, Arcadia, Charles I. Pitman, Norman L. Trefry, April 16, 1864.

Pleasant Valley Lumber Co., Edwin Crosby, George F. Allen, Caleb Cook, July 9, 1895.

Poole, William & Son, boots and shoes, Arcadia, Harvey G. admitted with father, William, January 1, 1864.

Potter & Robinson, blacksmiths, Alfred Potter, James Robinson, March 30, 1865.

Porter, Sons & Co., Eel Lake, Leon Porter, Frank S. Jacquard, John B. Porter, Louis Porter, Avite Porter, Theophilus Doucette, February 24, 1870.

Porter & Trefry, trunk manufacturers, J. B. Porter, George A. Trefry, August 8, 1878.

Powers & Carey, job printers, William Powers, Charles Carey, May 29, 1876.

Powell, William & Son, blacksmiths, Baker's Cove, South End, November 1, 1889.

Ray Brothers, Daniel C. Ray, Busby W. Ray, November 10, 1881.

Raymond, B., Sons & Co., Brookville, shipbuilding, Benjamin, S. P. and E. P. Raymond, Robert N. Beveridge, November 1, 1866.

Raymond & Quigley, J. A. Raymond, W. H. Quigley, August 31, 1865.

Raymond & Israel, dry goods, A. D. Raymond, E. H. Israel, April 25, 1870.

Raymond & McGill, marble workers, S. F. Raymond, Oliver McGill, January 12, 1871.

Raymond, S. P. & Co., Brookville, S. P. Raymond, G. N. Beveridge, G. A. Raymond, March 1, 1872.

Raymond & Durkee, dry goods, A. D. Raymond, Prince H. Durkee, February 7, 1874.

Raymond & Brown, Port Maitland, J. W. Raymond, George C. Brown, May 15, 1883.

Redding & Brown, groceries, hardware, etc., Benjamin Redding, Amos B. Brown, November 16, 1846.

Redding & Harris, boots and shoes, Hebron, W. H. Redding, G. A. Harris, July 1, 1874.

Redding, W. H. & Co., Hebron, January 11, 1877.

Redding & Bain, Milton carriage factory, successors Doty, Bain & Co., A. B. Redding, Benjamin H. Bain, April 12, 1879.

Richards, C. C. & Co., druggists, November 10, 1875.

Ritchie & Beular, tinware, etc., Milton, John E. Ritchie, John Beular, October, 1848.

Ritchie, T. & Co., furniture, Lovitt's hall, T. E. Ritchie, Charles L. Brown, October 13, 1870.

Ritchie, Brown & Smith, painters, T. Ritchie, Charles L. Brown, B. B. Smith, April 3, 1879.

Robbins, A. & W., Tusket, dry goods, groceries and shoemaking, Asa and William S., May 14, 1850.

Robbins, A. & B., Chebogue, Ansel and Benjamin C., April 18, 1861.

Robbins, Wm. S. & Co., general traders, Tusket, William S. Robbins, Zebulon Servant, April 1, 1857.

Robbins & Hatfield, W. J. Hatfield and Fred L. Hatfield withdraw December 16, 1882.

Robichau, J. A. & Co., general store, Moody's Row, April 4, 1855.

Robinson & Ray, carriages, George Robinson, Daniel C. Ray, September 20, 1866.

Robinson, Ray & Co., George Robinson, D. C. Ray, John Robinson, September 1, 1869.

Rogers, B. & Co., Benjamin and William, previous to 1849.

Rogers & Eldridge, saddle and harness making, John Rogers, J. Harvey Eldridge, November 27, 1862.

Rogers, B. & Son, Joseph R. admitted May 1, 1867.

Rogers & Smith, general dealers, William Rogers, George R. Smith, October 1, 1856.

Rolston & Bowes, publishers Times, J. Douglas Rolston, John Bowes, November 26, 1882.

Rust & Beular, Milton, wood factory, carpentering, etc., Samuel Rust, Charles Beular, May 6, 1850.

Ryerson, Moses & Co., John K. Ryerson, Nathan Moses, S. M. Ryerson, Benjamin Killam, jr., February 1, 1860.

Ryerson & Moses, J. K. Ryerson, N. Moses, S. M. Ryerson, May 18, 1876.

Sabean, S. C. & Co., boots and shoes, April 25, 1878.

Saunders, Patten & Co., Ohio shoe factory, Moses E. Saunders, Richard C. Patten, John R. Cann, Alfred L. Patten, June 6, 1876.

Sanders & Brown, daguerreotypes,, J. H. Sanders, Robert B. Brown, July 22, 1852.

Sanders & Goudey, grocers, Milton Emporium, Charles E. Sanders, George W. Goudey, March 24, 1879.

Simonson, E. C. & Son, Tusket, blacksmiths, E. C. and Harry R., January 1, 1891.

Sims, W. G. & Co., shipbuilding, Plymouth, Wilson G. Sims, Robert L. Sims, Milford Sims, September 1, 1873.

Sinclair & Wetmore, sailmakers, John Sinclair, George A. Wetmore, March 9, 1871.

Sleeth & Wetmore, Joseph W. Sleeth retires from Crowell, Sleeth & Co., May 10, 1866.

Smith & Raymond, dry goods, George R. Smith, Jacob A. Raymond, October 29, 1863.

Smith, Benjamin B. & Co., painters and glaziers, May 12, 1870.

Spinney, Kinney & Co., hardware, E. K. Spinney, Pearl D. Kinney, November 1, 1873.

Spinney, Eakins & Co., hardware, E. K. Spinney, R. S. Eakins, November 18, 1875.

Spencer, Richards & Co., shipbuilders, Salmon River, Digby Co., T. W. Spencer, H. K. Richards, J. S. Allen, September 20, 1866.

Starr, W. M. & J. A., auctioneers, commission merchants, November 3, 1837.

Starr & Bath, general goods, Milton, William Starr, Willoughby Bath, November 19, 1838.

Starr & Harris, blacksmiths, James Starr, John Harris, January 1, 1841.

Stoneman, A. F. & Co., A. F. Stoneman, N. J. B. Tooker, March 1, 1871.

Stuart & Porter, dry goods and groceries, James Stuart, J. B. J. Porter, Long wharf, June 14, 1849.

Suttie & Ritchie, formed some time previously, James E. Huestis admitted May 1, 1862, called Suttie, Ritchie & Co., Surprise foundry.

Thomas & Tucker, masons and plasterers, T. Thomas, J. H. Tucker, January 1, 1879.

Thomson & Co., successors to Harris & Guest, December 1, 1893.

Tooker & Moulton, John Tooker, G. K. Moulton, auctioneers and commission merchants, May 9, 1855.

Tooker & Raymond, auctioneers and commission merchants, John Tooker, L. D. Raymond, April 1, 1862.

Townsend & Dane, coach making, painting and glazing, W. H. Townsend, Thomas Dane, July 31, 1834.

Townsend, W. H. & Co., dry goods, hardware, cutlery, W. H. Townsend, Nathan Weston, April 5, 1838.

Townsend & Dodge, chaise making and painting, John A. Townsend, John B. Dodge, November 7, 1839.

Townsend & Robins, dry goods, hardware, etc., W. H. Townsend, Abel C. Robins, October 6, 1840.

Townsend & Brown, W. H. Townsend, George S. Brown, June 15, 1847.

Townsend, W. H. & Son, W. H. and William B. Townsend, January 1, 1859.

Treat, R. & J. M., potteryware, etc., May 1, 1854.

Trefry, J. A. & Co., painting, etc., J. A. Trefry, Edward Brown, N. L. Trefry, February 1, 1870.

Trefry & Earle, Norman L. Trefry, Alvin Earle, March 12, 1874.

Trefry & Trefry, N. L. and G. B. Trefry, March 24, 1896.

Trefry Brothers, G. B. and W. Reginald Trefry, March 16, 1897.

Tucker & Dakin, Montagon, Gilbert R. Tucker, Robert A. Dakin, November 22, 1838.

Tucker & Moulton, auctioneers and commission merchants, Gilbert R. Tucker, Dana D. Moulton, November 1, 1844.

Utley & Ellenwood, Jacob Utley, Benjamin Ellenwood, June 6, 1844.

Viets & Dennis, dry goods, Edward M. Viets, James D. Dennis, April 18, 1867.

Wade & Wyman, Misses, milliners, Alice Wade, Harriet A. Wyman, October 1, 1874.

Waterfall & Troop, Misses, milliners, Fanny Waterfall, E. Troop, December 15, 1870.

Waterman, Cann & Crosby, wood factory, Hebron, Lewis Waterman, Warren Cann, Thomas P. Crosby, March 26, 1874.

Webster & Croscombe, chemists and druggists, F. A. Webster, W. P. Croscombe, June 21, 1842.

Weddleton & Frost, sailmakers, William Weddleton, Calvin Frost, February 9, 1857.

Weddleton, J. & C., James and Charles Weddleton, sailmakers, March 1, 1861.

Weddleton, Frost & Co., William Weddleton, C. L. Frost, George A. Wetmore, Leonard C. C. Bailey, Wm. H. Nickerson, January 1, 1866.

Weddleton, Wm. & Co., sailmakers, William Weddleton, George A. Wetmore, William H. Nickerson, March 1, 1867.

Weddleton, J. & Co., sailmakers, James B. and Charles Weddleton, Lovitt's wharf, January 21, 1869.

Weddleton, Wm. & Co., sailmakers, William Weddleton, C. L. Frost, Wm. H. Nickerson, C. K. Weddleton, January 2, 1871.

Weddleton, Frost & Co., Charles K. Weddleton, C. L. Frost, February 25, 1875.

Weddleton, J. B. & Son, sailmakers, James B. and Harry F. Weddleton, March 6, 1879.

Weddleton & McGill, painters, H. D. Weddleton, E. McGill, March 27, 1879.

Weddleton & Turner, sailmakers, William Weddleton, W H. Turner, November 8, 1883.

Wetmore & Trefry, boot and shoe makers, Joseph C. Wetmore, jr., John Trefry, November 13, 1862.

Wetmore & Crosby, boot and shoe makers, Joseph C. Wetmore, jr., George C. Crosby, April 30, 1863.

Wetmore & Woodworth, blacksmiths, David Wetmore, Thomas O. Woodworth, February 1, 1871.

Wetmore & Poole, sailmaking, George A. Wetmore, Peter Poole, January 31, 1884.

White & Flagg, in existence October 1, 1833.

White & Skinner, tin and sheet iron workers, Charles White, Isaac A. Skinner, October 1, 1862.

Whitten & White, tinsmiths, etc., William Whitten, Charles White, previous to September 23, 1847.

Williams, B. R. & Co., carpentry and building, B. R. Williams, S. N. Scovill, A. Whitman, L. Waterman, March 5, 1879.

Wilson, Clark & Co., Milton Iron Foundry, Frank H. Wilson, John G. Clark, Hamilton Byers, A. H. Sanders, January 1, 1873.

Wilson, Frank H. & Co., Frank H. Wilson, A. H. Sanders, H. Byers, January 9, 1882.

Witter & Tupper, dry goods, etc., James S. Witter, Edward A. Tupper, previous to May, 1853.

Woodworth & Gridley, blacksmiths, T. O. Woodworth, J. E. Gridley, January 26, 1876.

Wyman & Tilley, chair and cabinet making, Melzar J. Wyman, February 1, 1853.

Wyman & Haley, Calvin Wyman, —— Haley, cabinet and furniture factory, Yarmouth and Carleton, September 1, 1857 .

Wyman, James & Levi, butchers, May 1, 1861.

Wyman, Brothers & Co., furniture, etc., William H. and Joseph R., January 1, 1871.

Wyman, N. A. & Co., groceries, Norman A. and Levi B., July 1, 1874.

Wyman, Brothers & Co. Amos C. Hilton, admitted March 11, 1875.

Wyman Brothers (second reorganization), Joseph R. and William H., March 1, 1878.

Wyman & Cook, groceries, N. A. Wyman, George E. Cook, May 1, 1893.

Yarmouth Iron Works Co., 100 shares, $50 each, purchased Joseph W. Crowell's blacksmith shop and galvanizing tools, W. H. Moody, president; Samuel Killam, jr., secretary; Capt. Eben Scott, manager, March 16, 1879.

Yarmouth Coal Company, F. L. Hatfield, agent, Central wharf, May 1, 1879.

Yarmouth Hosiery Manufacturing Co., Charles Dodds, E. M. Viets, February 1, 1892.

Young & Beular, furniture, wagon work and painting, John Young, John Beular, in existence previous to May 25, 1843, Rialto, Milton.

Young & Baker, general business, corner Main and Central streets, John Young, Loran E. Baker, April 4, 1855.

Young, Kinney & Corning, John Young, Joseph R. Kinney, John R. Corning, January 1, 1867.

Young, Job & Co., commission merchants, flour, etc., Durkee's corner, Job and Bidwell Young, August 10, 1874.

DISSOLUTIONS.

NOTE.—The names after the date indicate the successors.

Allen & Brown, George Allen, George W. Brown, September 18, 1858, George W. Brown.

Allen, Edward & Co., Edward Allen, Joseph Burrell, January 12, 1885, Edward Allen.

Amiro Brothers, traders, Lower East Pubnico, August 9, 1897.

Anderson & York, tailors, September 4, 1837, James Anderson.

Baily & Cann, September 1, 1879, by death of Mr. Cann, Baily & Killam.

Baily & Killam, F. A. Baily, William D. Killam, May 5, 1884, William D. Killam, succeeded by Cook & Stoneman.

Bain & Porter, Nathaniel P. Bain, Asa Porter, February 1, 1868, Nathaniel P. Bain.

Bain, N. P., & Co., Hebron, November, 1, 1876, N. P. Bain.

Bain Brothers, Hebron, S. A. and J. P., May 7, 1879, S. A. Bain.

Baker & Poole, Arcadia, April 28, 1883, Harvey G. Poole.

Baker, Bridgeo & Brown, Arcadia, Thomas Baker and William Bridgeo retire July 25, 1878, Amial R. Brown & Co.

Baker & Suttie, laundry, March 21, 1883, Henry Baker.

Baker Brothers, John S. and Norman B., carpenters, April 16, 1883.

Baker, Bridgeo & Brown, W. V. Brown retires January 10, 1876.

Baxter & Fraser, saddlers, etc., November 16, 1855, John Baxter.

Berry & Byrne, November 23, 1867, W. W. Berry.

Beular & Trask, May 1, 1856, Charles Beular.

Blackadars & Cann, James A. Blackadar, Richard C. Cann, March 3, 1898, J. A. Blackadar.

Blackadars & Co., Joseph N. Crosby retires, E. E. Archibald admitted June 19, 1877.

Blackadars & Co., E. E. Archibald withdraws April 1, 1898.

Bond, James & Co., November 30, 1834, George W. Bond.

Bond & McGill, October 22, 1866, William M. Bond & Co.

Brown & Donovan, Robert Brown, James Donovan, July 27, 1837.

Brown & Churchill, July 1, 1845.

Brown, Amos & George, Beaver River, George W. and Amos B., March 29, 1848, Amos B. Brown.

Brown, C. E. & Co., Milton, April 1, 1857, C. E. Brown.

Brown & Wetmore, R. B. Brown, Charles I. Wetmore, April 28, 1869, R. B. Brown.

Burns & Corning, L. M. Burns, H. N. Corning, July 23, 1888, L. M. Burns.

Burrell, Nettles & Co., Joseph Burrell, jr., Thomas Nettles, March 15, 1877.

Burrell & Cann, W. J. G. Burrell, Arthur J. Cann, June 6, 1878, A. J. Cann.

Burrill, Wm. & Co., James and Israel L., January 27, 1898, William Burrill & Co.

Burrell & Nettles, Joseph Burrell, jr., Thomas Nettles, November 30, 1876.

Burton, D. & Co., August 14, 1855, D. Burton.

Burton & Brown, September 23, 1856, D. G. Burton.

Butler & Haley, R. D. Butler, jr., J. H. Haley, jr., March 1, 1900, J. H. Haley, jr.

Cann, John & Son, Milton, July 25, 1851, by death of junior partner.

Cann, Allen & Co., September 23, 1875, James H. Cann & Co.

Cann, E. B. & Co., E. B. Cann, N. A. Wyman, February 1, 1882, E. B. Cann.

Cann, James H. & Co., James H. and Lyman, February 1, 1877, Lyman Cann.

Christie, C. &. Co., bakers, September 1, 1874, C. Christie.

Churchill & Raymond, April 6, 1863, T. W. Raymond.

Churchill, McKenzie & Co., Israel Churchill withdraws August 1, 1875.

Churchill, Davis & Co., James M. Davis withdraws June 1, 1876.

Chute, Hall & Co., September 4, 1893, H. E. Chute & Co.

Cleaveland & Raymond, Arcadia, April 18, 1867, Reuben Cleaveland.

Clements, N. K. & Co., N. K. and James E., June 26, 1872, N. K. Clements.

Clements & Crowell, Kemptville and Deerfield, April 15, 1886, Henry Crowell.

Coaldwell & Hurd, M. Coaldwell, Abijah Hurd, blacksmiths, April 30, 1872.

Cook & Haskell, October 12, 1864, A. R. Cook.

Cook & Crosby, A. R. Cook, T. B. Crosby, October 1, 1865, Cook & Hatfield.

Cook & Hatfield, A. R. Cook, C. Forman Hatfield, August 30, 1866, C. Forman Hatfield.

Cook, George L. & Co., George L. Cook, James Long, May, 1900, James Long.

Corning & Gray, J. R. Corning, G. G. Gray, March 1, 1865, G. G. Gray.

Cragg, C. J. & Co., January 8, 1885, C. J. Cragg retires, Yarmouth bookbindery.

Crawley & Doty, December 14, 1859, John Crawley, jr.

Crawley & Ross, February, 1876, George Ross.

Crocker R. H. & Son, R. H. and R. H., jr., November 12, 1869. R. H., sr.

Crosby, George & William, Ohio, April 22, 1861, William Crosby.

Crosby, T. B. & Co., Tusket, August 31, 1867.

Crosby & Blackadar, Isaiah Crosby, James A. Blackadar, Ohio, March 24, 1869, Isaiah Crosby.

Crosby, R. T. & Sons, Hebron, R. T., H. H. and R. R., August 1, 1870, H. & R. Crosby.

Crosby, T. B. & Co., Thomas B. Crosby, Jonathan Horton, Tusket, March 1, 1872, T. B. Crosby.

Crosby & Rose, Hebron, July 1, 1874.

Crosby, R. T. & Co., R. T. Crosby, George A. Harris, Hebron, July 31, 1874, R. T. Crosby.

Crosby, Redding & Harris, Hebron, January 1, 1877, R. T. Crosby.

Crosby & Eldridge, Ohio, Mr. Eldridge retires July 15, 1878.

Crosby, H. & R., Hebron, June 30, 1879, H. H. Crosby.

Crosby & Ryerson, August 24, 1880, Ewan & McQuillin.

Crosby, H. H. & Co., Hebron, H. H. Crosby, Mrs. G. M. Crosby, May 1, 1894, the H. H. Crosby Co.

Crosby, Allen & Co., Edwin Crosby, Norman Crosby, sr., George F. Allen, Joseph Allen, Everett Crosby, July 9, 1895.

Crowell, Sleeth & Co., Joseph A. Reid withdraws October 26, 1865, same name.

Crowell, Sleeth & Co., J. W. Crowell, Joseph Sleeth, David Wetmore, January 1, 1866.

Crowell & Cann, Samuel A. Crowell, William A. Cann, December 7, 1869, W. A. Cann.

Crowell & Trefry, November 20, 1878.

Dakin & Quigley, September 7, 1865, Raymond & Quigley.

Dane & Brown, tailors, April 16, 1864, George M. Brown.

Dane & Kirk, Norman J. Dane, Thomas Kirk, August 17, 1872, N. J. Dane.

Dane, T. B. & Sons, December 30, 1884, T. B. Dane.

Davison & Rogers, September 30, 1880, O. S. Davison.

Dennis, Gray & Doane, January 30, 1862, Dennis & Doane.

Doane, Churchill & Corning, painters, W. Doane retires June 24, 1875, Corning & Churchill.

Dodds & Jolly, February 15, 1892, Thomas R. Jolly & Co.

Donovan & Blaney, James Donovan, George Blaney, July 2, 1839.

Donovan & Durland, G. H. Donovan, Howard Durland, August 9, 1883, G. H. Donovan.

Doty, Killam & Co., G. R. Doty withdraws December 17, 1874.

Doty, Bain & Co., W. H. Doty, B. R. Bain, A. B. Redding, April 12, 1877, Redding & Bain.

Doty & Moses, Hebron, June 14, 1879, W. H. Doty.

Durkee & Homer, September 6, 1849, A. W. Homer. Durkee opens on Commercial wharf, next south of Killam's.

Durkee, Amasa & Son, August 14, 1866.

Durkee Brothers, Prince H. and James F., February 18, 1874.

Earle & Corning, Alvîn Earle, H. N. Corning, January 1, 1892.

Ellis & Co., January 1, 1862.

Ellis & Hibbard, H. D. Ellis, F. Hibbard, December 31, 1866.

Ellis & LeCain, H. D. Ellis, John M. LeCain, March 18, 1868, J. M. LeCain.

Ellis, Crocker & Co., Whitfield Ellis, R. H. Crocker, sr., Cape Cove, January 21, 1870, Whitfield Ellis.

Ewan & McQuillin, December 7, 1880, Ewan & Co.

Farmers' & Citizens' Co-Operative Co., liquidation, March 28, 1898.

Flagg & Mayberry, Ebenezer Flagg, William Mayberry, November 19, 1835, William Mayberry.

Flint & Hutchinson, May 1, 1850, James W. Hutchinson retires, Flint & Gardner.

Flint & Gardner, May 14, 1851, Samuel Flint.

Flint, E. A. & Co., E. D. Moulton retires January 24, 1881.

Forster & Rogers, March 22, 1838, James Forster.

Gardner & Creighton, George N. Gardner, C. D. Creighton, April 30, 1895.

Gardner, Hervey & Freeman, boatbuilders, Chebogue, April 28, 1849, Freeman Gardner.

Gardner, N. & E., Tusket, May 27, 1867, Nathaniel B. Gardner.

Gardner & Harding, Tusket, Enos Gardner, Smith Harding, March 9, 1876, S. Harding.

Gardner, Weston & Co., D. C. Weston retires June 10, 1876, Gardner, Steele & Co.

Gardner, Steele & Co., F. C. Gardner, Israel B. Steele, S. S. Poole, March 11, 1879, I. B. Steele.

Garrison & Everett, May 1, 1851, George C. Garrison.

Gayton & McLarren, Lower Argyle, Albert Gayton, John F. McLarren, May 12, 1875, Albert Gayton.

Godfrey & Mildon, C. G. Godfrey withdraws August 10, 1875, F. R. S. Mildon & Co.

Godfrey Brothers, C. G. Godfrey, E. F. Parker, A. W. Eakins, A. C. Robbins, C. S. P. Robbins, July 4, 1888.

Godfrey Brothers, grocers, A. W. Eakins, B. B. Law, C. G. Godfrey, Alfred M. Shaw, April 1, 1891.

Goudey, Aaron & Co., Aaron Goudey, Robert Ellenwood, William A. Killam, Killam withdraws March 1, 1870.

Goudey & Hilton, I. H. Goudey, Waitstill Hilton, April 20, 1876, I. H. Goudey.

Goudey & Adams, James Adams retires September 1, 1881, Zebina Goudey.

Grant & Harris, John Grant, Benjamin Harris, September 10, 1842.

Guest, R. & Son, Robert and Thomas, Robert retires September 20, 1866.

Guest, Thomas & Co., Thomas Guest, S. C. Hood, John Guest, Thomas Guest withdraws May 4, 1876, Hood & Guest.

Haines & Page, saddlers, etc., October 30, 1841, Charles W. Haines.

Hamilton & Durfee, Samuel Hamilton, Joseph R. Durfee, May 24, 1843, Joseph R. Durfee.

Harding & Forster, James Forster retires March 11, 1875.

Harding & Fritz, A. C. Harding, J. R. Fritz, January 1, 1895.

Harris & Sullivan, tailors, Vincent Harris, Dennis Sullivan, October 18, 1838.

Harris & Horsfall, J. H. Harris, Arthur Horsfall, druggists, July 5, 1892, Harris & Guest.

Harrison & Smith, M. J. Harrison, J. L. Smith, January 4, 1895.

Hatfield & Murphy, Charles W. Murphy withdraws April 25, 1878, F. L. Hatfield.

Hatfield, Kinney & Co., James A. Hatfield, J. R. Kinney, A. F. Stoneman, July 4, 1881.

Hatfield, Kinney & Co., James A. Hatfield, J. R. Kinney, Joseph R. Rogers, February 23, 1886, Joseph R. Rogers.

Hattie & Archibald, jewelers, September 11, 1898, H. A. Hattie.

Head & Wyman, June 17, 1865, A. G. Head.

Hilton, Thomas & Job, Chebogue, September 23, 1836, Thomas Hilton.

Hilton & Sons, Waitstill withdraws, remainder continue same name about 1848.

Hilton, Thomas & Sons, January 28, 1861, by death of senior partner.

Hilton, F. H. & Co., Chebogue, June 27, 1864.

Hilton & Crosby, H. S. Hilton, L. G. Crosby, January 1, 1881, L. G. Crosby & Co.

Homer & Allen, E. H. Homer, James M. Allen, November 10, 1876.

Homer & Davis, A. W. Homer, James M. Davis, February 25, 1869, A. W. Homer.

Homer, A. W. & Son, William B. withdraws December 21, 1875.

Homer, A. W. & Sons, William B. Homer, F. H. Homer, August 20, 1890, W. B. Homer.

Hood & Williams, July 15, 1857.

Hood, George A. & Co., George A. Hood, W. K. Dudman, September 25, 1871, G. A. Hood.

Hood & Guest, S. C. Hood, John Guest, January 17, 1878, Thomas Guest.

Horton & Durfee, Israel Horton, Joseph Durfee, blockmakers, January 1, 1839, Israel Horton.

Horton, D. & J., Dennis and Jonathan, November 24, 1864, Dennis Horton.

Horton, Lewis & Co., Nathan B. Lewis withdraws January 1, 1873.

Hovey & Raymond, L. P. Hovey, T. W. Raymond, May 9, 1870, L. P. Hovey.

Huestis & Moulton, Edward Huestis, John C. Moulton, January 1, 1874, Joshua Huestis.

Huestis & Reid, Frank C. Huestis, Charles R. Reid, July 1, 1881.

Hurlburt & Mood, Tusket, October 26, 1875, Roland C. Hurlburt.

Hutchinson & Andrews, M. H. Hutchinson, James Anderson, Milton, March 25, 1837.

Jenkins, Burton & Co., George H. Guest retires February 1, 1876, Jenkins & Burton.

Jenkins & Burton, August 4, 1880, James W. Burton.

Johnson, D. W. & Co., machinists, April 8, 1857, George W. Johnson.

Kelley, H. L. & E. K., physicians, June 1, 1868, Henry L. Kelley.

Kelley & Crowell, boots and shoes, L. J. Kelley, E. C. Crowell, August 31, 1877, L. J. Kelley & Co.

Kelley & Jenkins, January 16, 1880, R. O. Kelley.

Killam & Falt, June 24, 1844.

Killam & Rust, April 11, 1846, Benjamin Killam, jr.

Killam, Thomas & Co., Thomas Killam, George Killam, W. K. Dudman, February 8, 1862.

Killam, Crowell & Co., Samuel Killam, jr., retires June 30, 1876, S. A. Crowell & Co.

Killam & Pitman, Milton, June 19, 1879, John Killam.

Kinney, Haley & Co., John H. Haley withdraws March 20, 1879.

Kinney & McGray, P. D. Kinney, A. E. McGray, March 11, 1880, P. D. Kinney & Co.

Kinney, P. D. & Co., P. D. Kinney, Parker, Eakins & Co., July 1, 1884, P. D. Kinney.

Lambert & Brush, James A. Lambert, Alfred Brush, October 1, 1863, A. Brush.

Law & Porter, May 1, 1868, Law, Porter & Co.

Law, Porter & Co., William Law, George H. Porter, April 1, 1869, William Law.

Law, B. B. & Co., May 8, 1879, B. B. Law.

Law, William & Co., George H. Guest retires December 31, 1880.

Law, B. B. & Co., amalgamated with William Law & Co., February 1, 1883.

Lawson Brothers, March 1, 1876, N. M. Crosby.

LeCain, J. M. & George, August 27, 1872, John M. LeCain.

Leizer & King, blacksmiths, November 16, 1841, William King.

Lewis & Kelley, Burslem House, April 24, 1879, Charles R. Kelley.

Lewis & Hatfield, J. B. Lewis, George K. Hatfield, July 28, 1880, J. B. Lewis.

Lewis & Cook, J. B. Lewis, Caleb Cook, October 12, 1892, J. B. Lewis.

Lonergan & Hall, Robert K. Lonergan, John Hall, May 26, 1869, R. K. Lonergan.

Lovitt & Burrell, Milton, September 19, 1855, Joseph Burrell.

Lovitt & Lovitt, J. Leslie Lovitt, J. Harold Lovitt, November 5, 1897, J. L. Lovitt.

McGray, A. E. & Co, A. E. McGray, A. L. Smith, April 22, 1875, A. E. McGray.

McGray, A. E. & Co., grocers, February 14, 1876, Kinney & McGray.

McGill, C. L. & Co., St. Crispin's Mart, William McGill withdraws January 1, 1876.

McGill & Clements, marble workers, Oliver McGill, F. L. Clements, March 20, 1879, O. McGill.

McKenzie & Co., John M. McKenzie retires July 1, 1878, Coaldwell & Floyd.

McKinnon & Rodney, Alexander McKinnon, Josiah Rodney, Chegoggin, May 1, 1869, Josiah Rodney.

McLaughlin Brothers, dissolved by death of Alexander, June, 1890, Daniel and James continue.

Mack, Andrew & Co., Tusket, lumbermen, Andrew Mack retires November 12, 1877, N. W. Blethen & Co.

Marter & Viets, Thomas P. Marter, Arthur Viets, dentists, March 21, 1891, A. Viets.

Merrill & Haley, dentists, June 30, 1867, J. M. Merrill.

Merrill, J. M. & Son, dentists, April 20, 1876, J. A. Merrill.

Merrill & Harding, J. A. Merrill, A. C. Harding, May 16, 1888, A. C. Harding.

Moody, James B. & E. W. B., merchants, December 8, 1828, by death of James.

Moody, W. H. & Sons, W. H., W. H., jr., Thomas C., March 1, 1872, W. H. Moody & Co.

Morton, G. J. & Co., John Borton withdraws January 1, 1876.

Morton & Allen, G. J. Morton, Charles D. Allen, August 18, 1883, Charles D. Allen.

Moses & Crosby, March 1, 1874, W. Frank Moses.

Moses & Ellenwood, January 1, 1874, T. C. Ellenwood.

Moses & Sterritt, W. F. Moses, W. T. Sterritt, August 20, 1879.

Moses, S. D. & Co., merged into Moses & Ross, April 1, 1883.

Moulton Brothers, John C., George K. and Dana D., November 11, 1847.

Muncey, W. & J. B., December 31, 1845.

Murphy, James & John, Pubnico, December 18, 1854, John Murphy.

Murphy & Jeffery, Tusket, November 25, 1872, John Murphy.

Nettles & McGrath, Thomas Nettles, Thomas McGrath, September 23, 1875.

Nettles, Thomas & Co., Thomas Nettles, William Corning, May 11, 1876, William Corning.

Nickerson & Harrison, American Fruit Co., A. J. Nickerson, M. J. Harrison, November 1, 1892, A. J. Nickerson.

O'Brien & Co., Wm. O'Brien, A. Snow, September 1, 1870, Wm. O'Brien.

Olive, James & Son, May 10, 1871, James W. Olive.

Oliver & Larkin, Sylvester L. Oliver, Charles W. Larkin, January 8, 1886, S. L. Oliver.

Parker & Saunders, G. F. Parker, W. H. H. Saunders, December 16, 1876, Saunders retires.

Parr & Co., September 12, 1867, H. A. Parr.

Parr, H. A. & Co., H. A. Parr, C. C. Richards, March 19, 1879, C. C. Richards.

Parry & McNeil, Cyrus Parry, John S. McNeil, November 1, 1872, H. & A. Parry.

Patch & Rust, October 28, 1842.

Patten & Rose, Nathaniel E. Patten, Robert K. Rose, Hebron, November 10, 1859, R. K. Rose.

Patten & Steele, Hebron, May 24, 1860, Israel B. Steele.

Patten, S. & Co., N. E. Patten withdraws September 3, 1872, (new firm).

Patten & Saunders, Anthony D. Patten, William Saunders, Lockeport, October 14, 1875.

Patten, S. & Co., George M. Patten retires January 11, 1877, S. Patten & Co.

Patten, Cann & Co., Alfred L. Patten retires November 9, 1881, Patten & Cann.

Patten & Symonds, boots and shoes, Hebron, October 1, 1886.

Patterson, J. & R, John and Robert, March 1, 1869, John Patterson.

Patterson, J. & R., John and Robert, September 1, 1873.

Pelton & Darby, S. H. Pelton, J. W. E. Darby, February 28, 1882.

Pelton & Clements, S. H. Pelton, E. N. Clements, January 1, 1900, S. H. Pelton.

Pendrigh & Crawford, Eliza W. Pendrigh, Robert Crawford, September 16, 1895.

Perry & Landers, Melvin W. Perry, Alvin Landers, grocers, September 18, 1877, A. Landers.

Perry & Crosby, N. J. Perry, H. P. Crosby, Port Maitland, September 1, 1888.

Phillips, J. I. & Co., Hebron, January 1, 1898, G. W. Phillips & Co.

Pitcher, Whittier & Co., by death Mr. Whittier, November 22, 1860.

Pitcher & Blethen, November 18, 1866.

Poole Brothers, Harvey G. and Samuel S., Arcadia, September 3, 1872, H. G. Poole.

Poole & Trefry, Albert H. Poole, Forman L. Trefry, Arcadia, October 28, 1879.

Porter, Cyrille & Son, Tusket Wedge, Cyrille and Jeremiah H., February 15, 1870.

Porter, J. H. & Co., J. H. and Anselm O.

Porter, Sons & Co., J. B. Porter, Leon Porter, January 22, 1874, Leon Porter.

Powers & Carey, William Powers, Charles Carey, May 3, 1883, Charles Carey.

Prosser & Pendrigh, March 25, 1868, William Pendrigh.

Ray Brothers & Co., H. A. Hulsman retires November 10, 1881, Ray Brothers.

Raymond & Quigley, J. A. Raymond, G. W. Dakin, W. H. Quigley—Dakin & Quigley.

Raymond & Spencer, Brookville, S. P. Raymond, T. W. Spencer, September 15, 1866, T. W. Spencer.

Raymond, B., Sons & Co., S. P. and B. R. Raymond, R. N. Beveridge, E. P. Raymond, March 1, 1872, S. P. Raymond & Co.

Raymond & Israel, February 7, 1874, Raymond & Durkee.

Raymond & Burrell, Milton Grocery, May 6, 1875, Joseph Burrell, jr.

Raymond, E. & Co., E. Raymond, J. W. Raymond, George C. Brown, Maitland, May 15, 1883.

Redding & Brown, April 12, 1847, Amos B. Brown.

Redding & Harris, Hebron, transferred Crosby, Redding & Harris, January 1, 1876.

Redding & Bain, August 28, 1879, Amasa B. Redding.

Richards & Allen, H. K. Richards, Jacob S. Allen, October 16, 1868, H. K. Richards.

Ritchie & Beular, March 10, 1855.

Ritchie, Brown & Smith, Thomas E. Ritchie, C. L. Brown, B. B. Smith, November 21, 1882.

Robbins & Trefry, Ansel Robbins, Elisha Trefry, Arcadia, April 18, 1861, A. & B. Robbins.

Roberts & Watson, Argyle, Jonathan Roberts, Archibald Watson, October 26, 1870, A. Watson.

Robinson, Ray & Co., George Robinson, D. C. Ray, John Robinson, May 5, 1870, D. C. Ray.

Rogers, B. & Co., William Rogers retires May 1, 1849, firm continues same name.

Rogers & Eldridge, harness makers, October 19, 1864, J. H. Eldridge.

Rogers & Stailing, Enos K. Rogers, George Stailing, January 1, 1868, George Stailing.

Rolston & Bowes, October 25, 1884.

Rust & Beular, October 30, 1850.

Ryan & Gavell, William Ryan, James J. Gavell, Tusket, November 5, 1874, William Ryan.

Ryerson, Moses & Co., May 18, 1876, Ryerson & Moses, Benjamin Killam missing.

Ryerson & Moses, Nathan Moses gives notice of retirement June 15, 1881.

Sanders, Patten & Co., Ohio, Moses E. Sanders retires August 3, 1876, Patten, Cann & Co.

Shaw & Rose, Milton, December 15, 1873, Coleman Shaw.

Shehan, J. M. & Son, John M. and Melbourne J., April 1, 1882, M. J. Shehan.

Sinclair & Wetmore, George A. Wetmore withdraws December 1, 1872.

Sleeth & Wetmore, Joseph Sleeth, David Wetmore, December 26, 1870.

Smith & Raymond, January 28, 1864, George R. Smith.

Smith & Brown, April 15, 1868, B. B. Smith.

Smith, B. B. & Co., B. B. Smith, Thomas Ritchie, March 6, 1879, Thomas Ritchie.

Spencer, Richards & Co., T. W. Spencer, H. K. Richards, J. S. Allen, October 1, 1867, Richards & Allen.

Spinney, Kinney & Co., P. D. Kinney withdraws June 7, 1875, Spinney & Co.

Starr & Bath, William Starr, Willoughby Bath, September 2, 1839, W. Starr.

Stuart & Porter, December 5, 1849.

Suttie, Ritchie & Co., James E. Huestis withdraws March 16, 1865, Suttie & Ritchie.

Titus, B. & Co., May 8, 1879, B. Titus.

Townsend & Dane, W. H. Townsend, Thomas Dane, September 11, 1835, W. H. Townsend.

Townsend, W. H. & Co., W. H. Townsend, Nathan Weston, November 26, 1838, W. H. Townsend.

Townsend & Dodge, September 13, 1841, John B. Dodge.

Townsend & Robins, June 15, 1847, Abel C. Robins retires; George Stayley Brown admitted, Townsend & Brown.

Townsend & Brown, W. H. Townsend, G. S. Brown, January 18, 1849.

Townsend, W. H. & Son, January 1, 1866, W. H. Townsend.

Trefry, J. A. & Co., Joseph A. and Norman L. Trefry, Edward Brown, November 8, 1870, J. & N. Trefry.

Trefry, J. & N., March 6, 1874.

Trefry & Earle, Alvin Earle withdraws July 19, 1876, N. L. Trefry.

Tucker & Moulton, April 21, 1845, D. D. Moulton.

Utley & Ellenwood, December 31, 1845, Jacob Utley.

Viets & Dennis, J. D. Dennis, E. M. Viets, July 15, 1891.

Wade & Wyman, Misses, millinery, March 10, 1876, H. A. Wyman.

Walker & Raymond, L. J. Walker, S. F. Raymond, October 16, 1862, S. F. Raymond.

Waterman, Cann & Crosby, Hebron, Lewis E. Waterman, Warren Cann, Thomas Crosby, September 29, 1875.

Weddleton, J. B. & Co., April 6, 1869, Charles Weddleton.

Weddleton, Wm. & Co., William Weddleton, George A. Wetmore, W. H. Nickerson, January 2, 1871.

Weddleton, Wm. & Co., William H. Nickerson withdraws March 9, 1872.

Weddleton, Wm. & Co., C. L. Frost retires May 1, 1874.

Weddleton, Frost & Co., C. L. Frost withdraws November 5, 1875.

Wetmore & Crosby, January 1, 1864, Joseph C. Wetmore, jr.

Wetmore & Woodworth, January 20, 1876.

Wetmore & Poole, sailmakers, George A. Wetmore, Peter Poole, March 1, 1887, G. A. Wetmore.

White & Flagg, A. C. White, Ebenezer Flagg, December 1, 1834, A. C. White.

White & Skinner, Charles White, Isaac A. Skinner, November 17, 1864.

Whitman & Crosby, Asahel Whitman, Harris H. Crosby, January 17, 1891.

Whitten & Fish, William S. Whitten, O. B. Fish, September 19, 1861, W. S. Whitten.

Williams, B. R. & Co., July 15, 1880, B. R. Williams.

Wilson, Clark & Co., F. H. Wilson, J. G. Clark, A. H. Sanders, H. Byers, January 9, 1882.

Wilson, Frank H. & Co., Hamilton Byers retires April 1, 1887.

Wilson, Frank H. & Co., F. H. Wilson, A. H. Sanders, February 28, 1895, F. H. Wilson.

Witter & Tupper, September 28, 1853, E. A. Tupper.

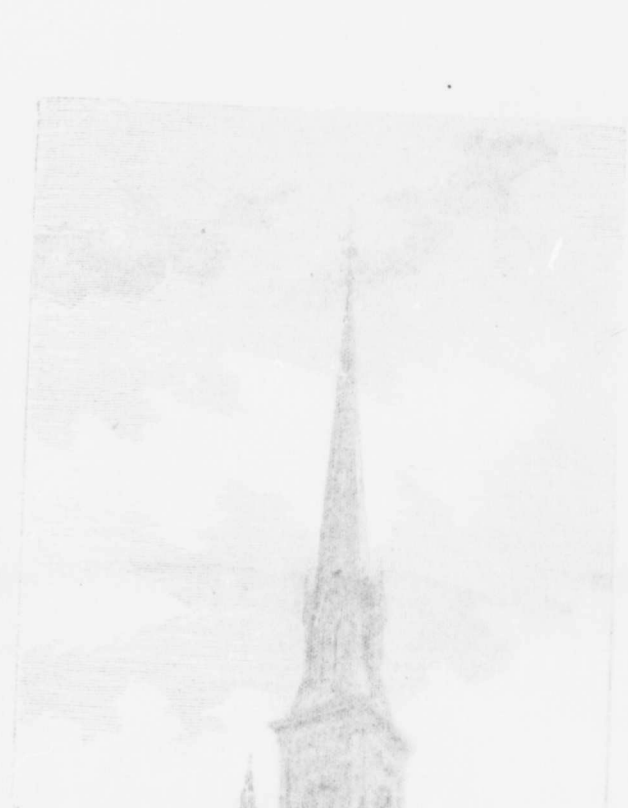
Woodworth & Gridley, Thomas O. Woodworth, John Gridley, January 1, 1879.

Wyman, James & Levi, August 1, 1863.

Wyman & Hatfield, N. A. Wyman, F. L. Hatfield, February 9, 1871.

Wyman, N. A. & Co., N. A. and L. B. Wyman, March 1, 1877.
Wyman Bros. & Co., A. C. Hilton retires March 1, 1878.
Wyman Bros., William H. and Joseph R., April 19, 1883.
Young & Beular, February 26, 1844.
Young & Baker, February 1, 1864, L. E. Baker.
Young, Job & Co., Job and Bidwell, December 31, 1874, Bidwell Young.

ON THE TUSKET RIVER.

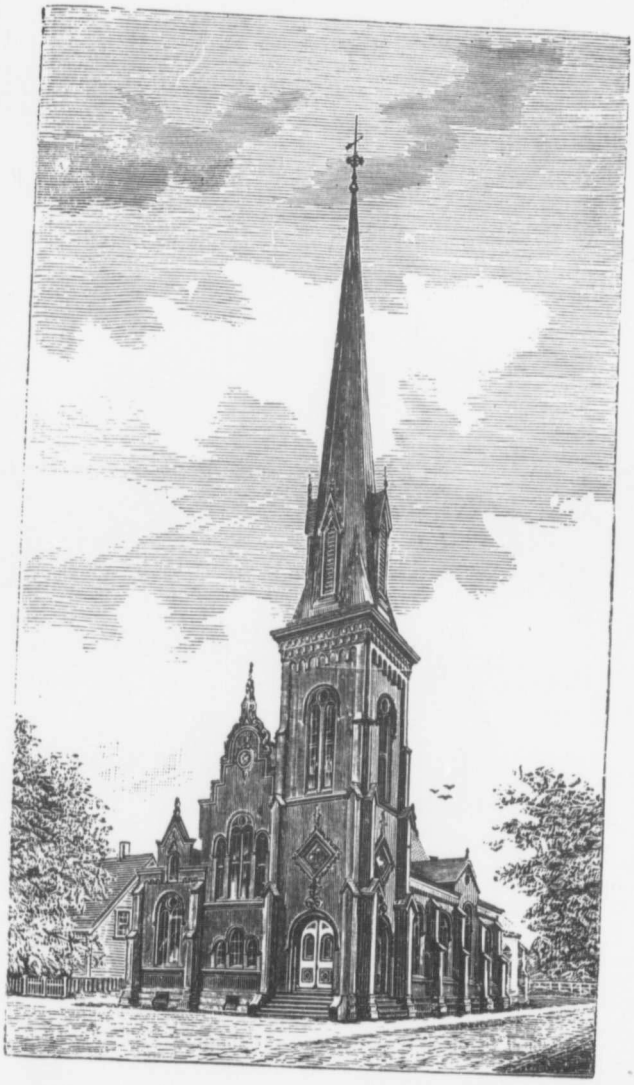


ST. JOHN'S CHURCH.

The spire was removed September 9th, 1896.

Wyman, N. A. & Co., N. A. and L. B. Wyman, March 1, 1877.
Wyman Bros. & Co., A. C. Hilton retires March 1, 1878.
Wyman Bros., William H. and Joseph R., April 10, 1883.
Young & Beular, February 23, 1844.
Young & Baker, February 1, 1869, L. E. Baker.
Young, Job & Co., Job and Bidwell, December 31, 1874, Bidwell Young.

ON THE TUSKET RIVER.



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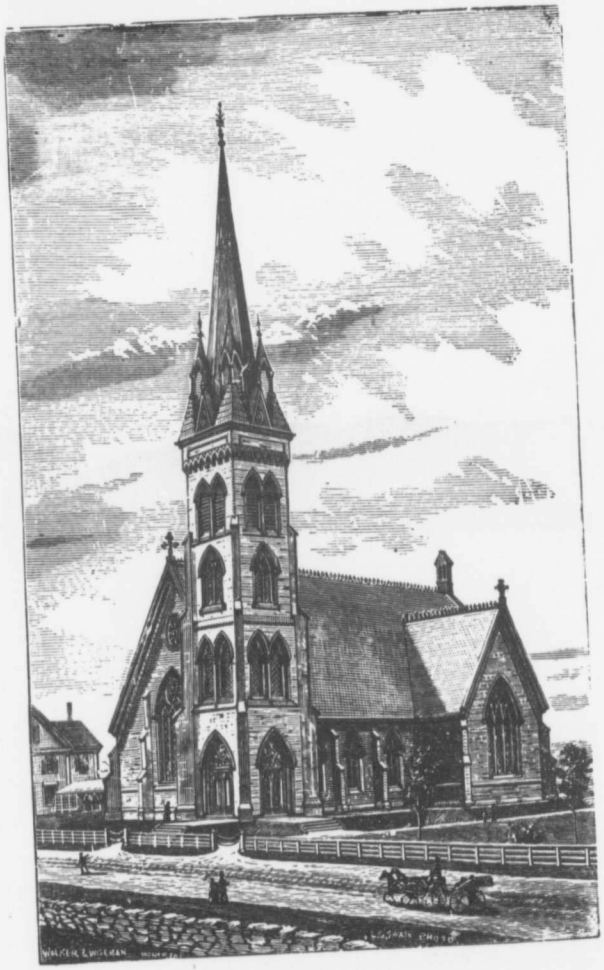
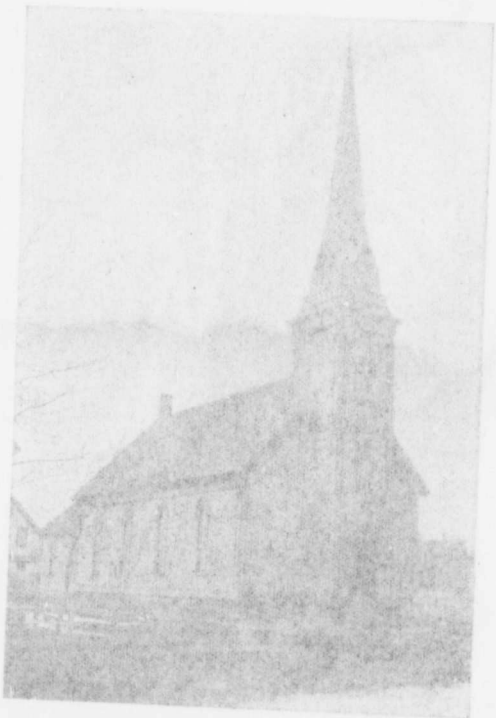
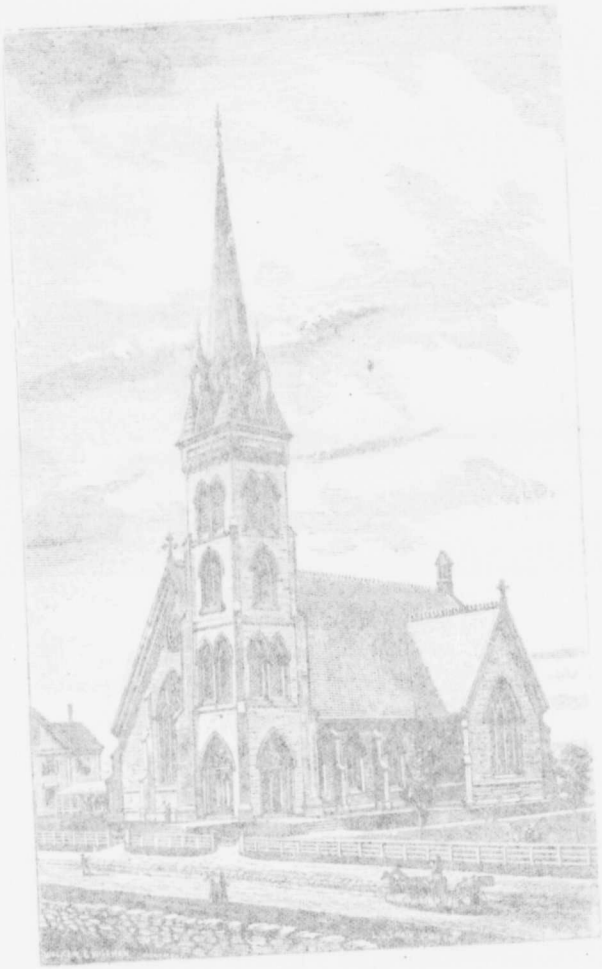


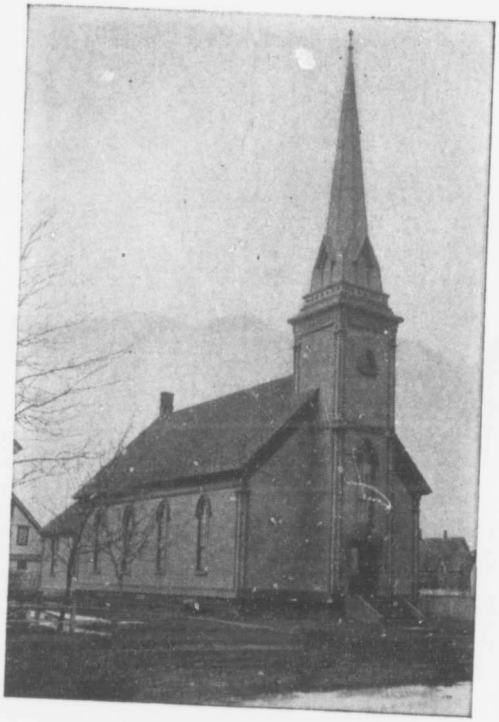
HOLY TRINITY CHURCH.



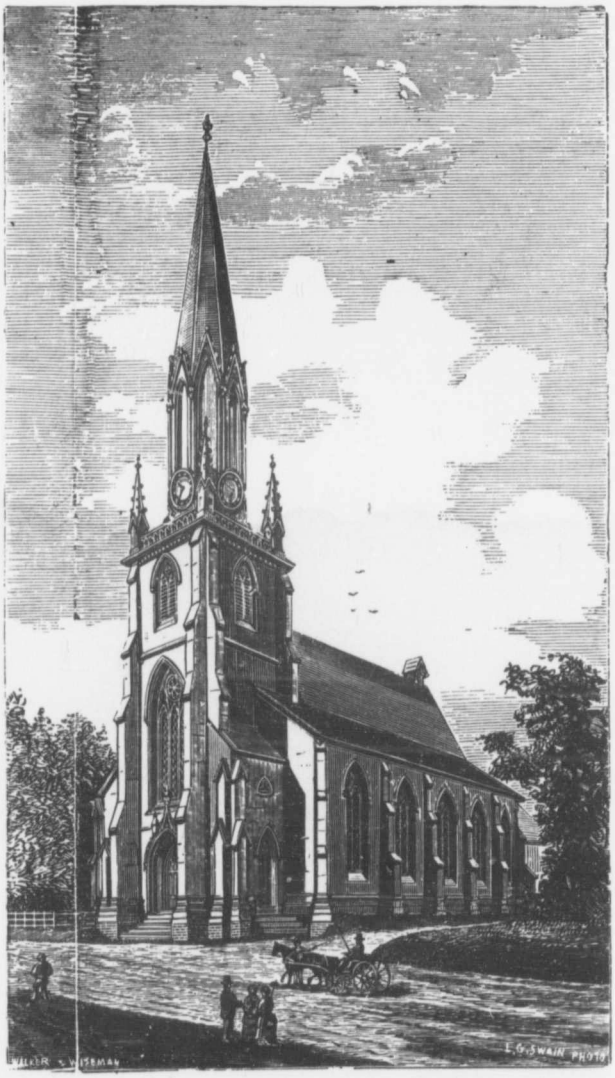
FREE BAPTIST CHURCH.



HOLY TRINITY CHURCH.



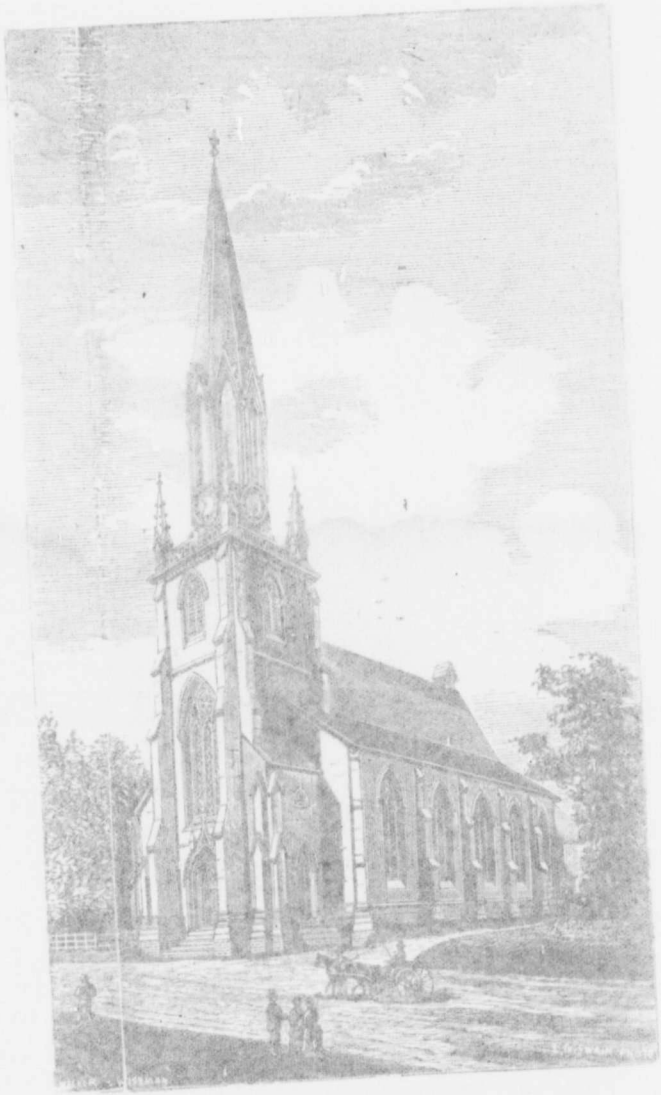
FREE BAPTIST CHURCH.



FIRST TABERNACLE CHURCH.

Burned March 11, 1892.

NEW TABERNACLE CHURCH

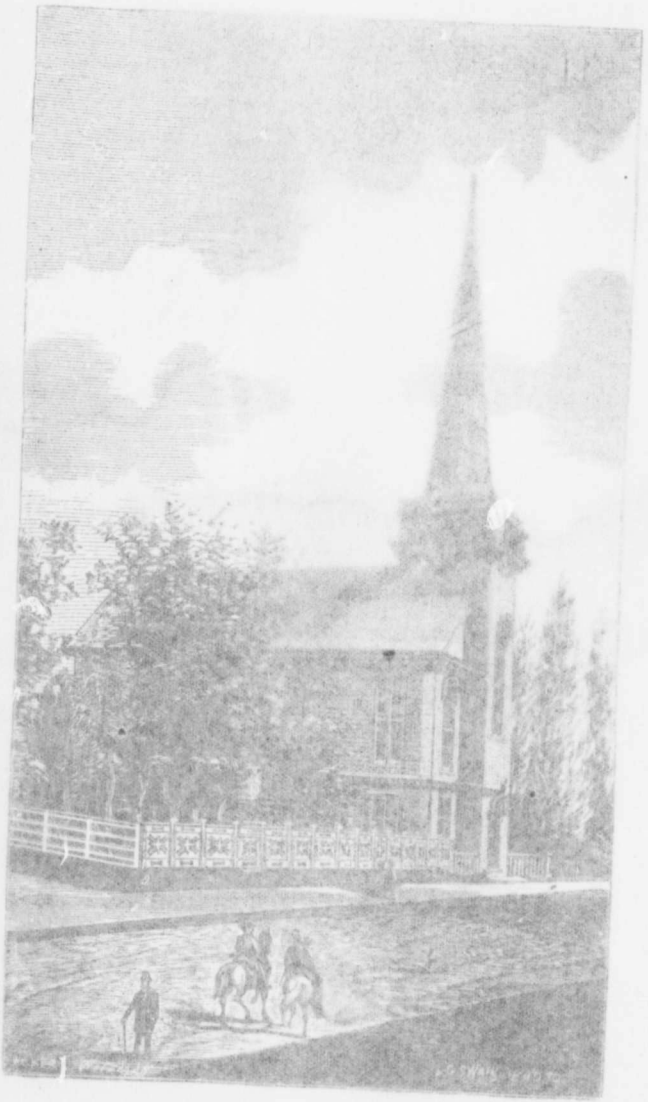


FIRST TABERNACLE CHURCH.

Burned March 11, 1892.

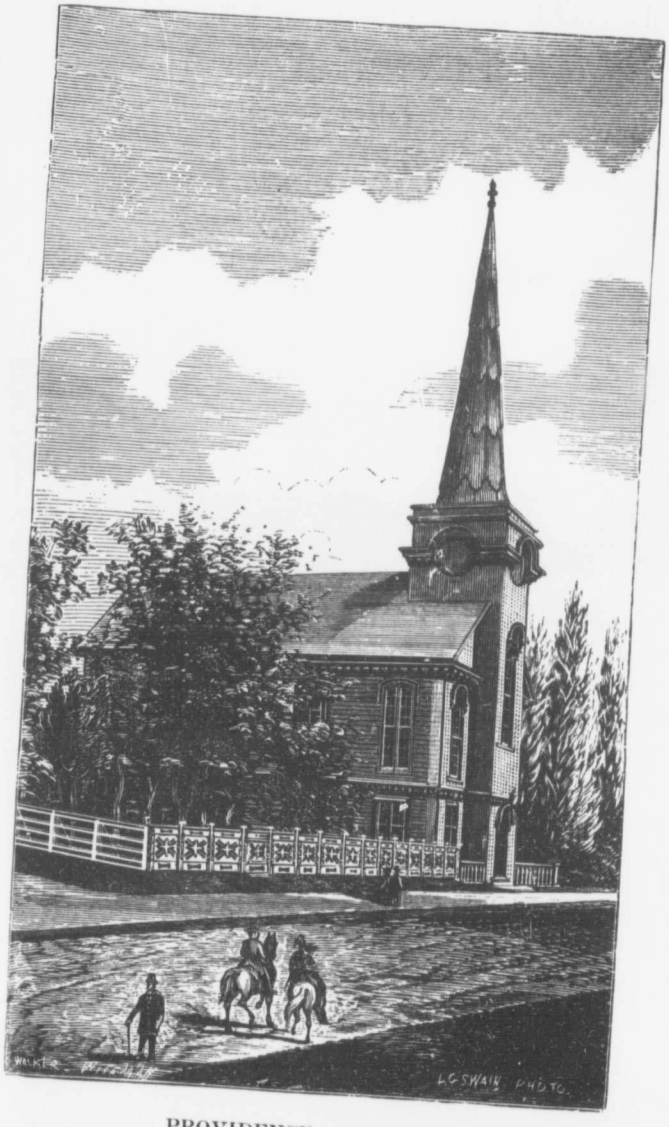
NEW TABERNACLE CHURCH.

ST. AMBROSE CHURCH.

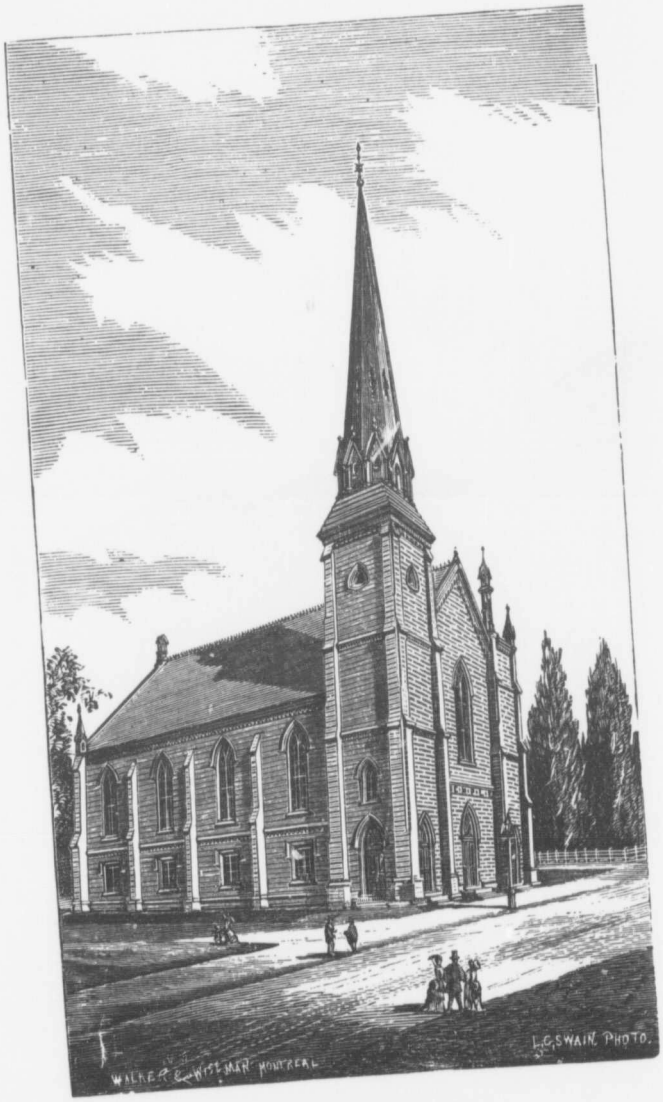


PROVIDENCE CHURCH.

ST. AMBROSE CHURCH.

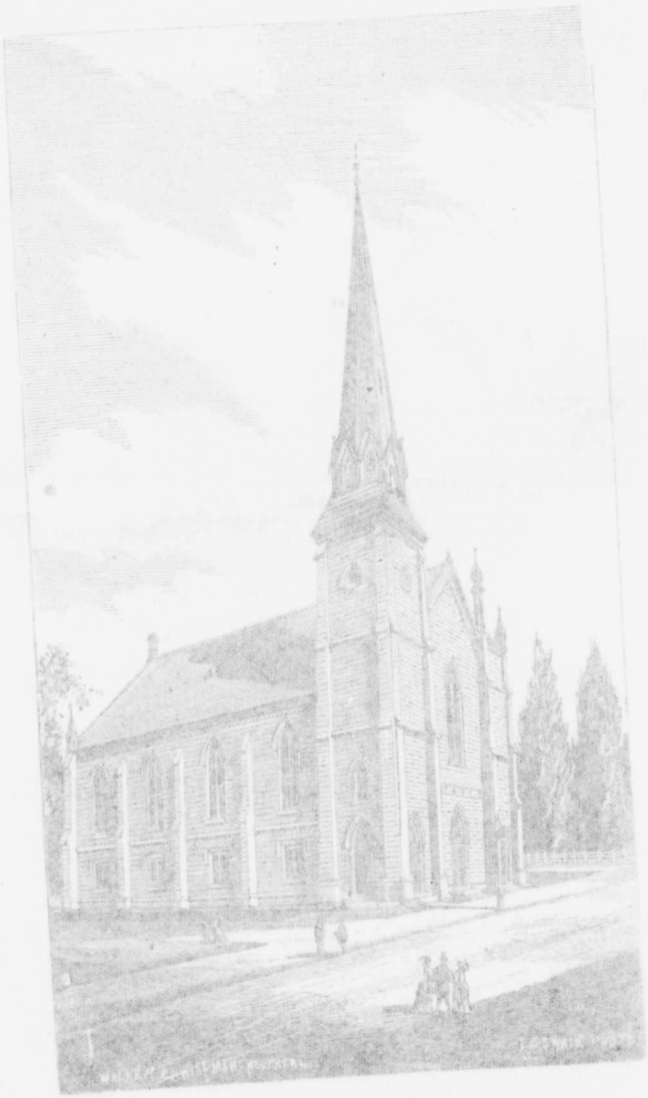


PROVIDENCE CHURCH.



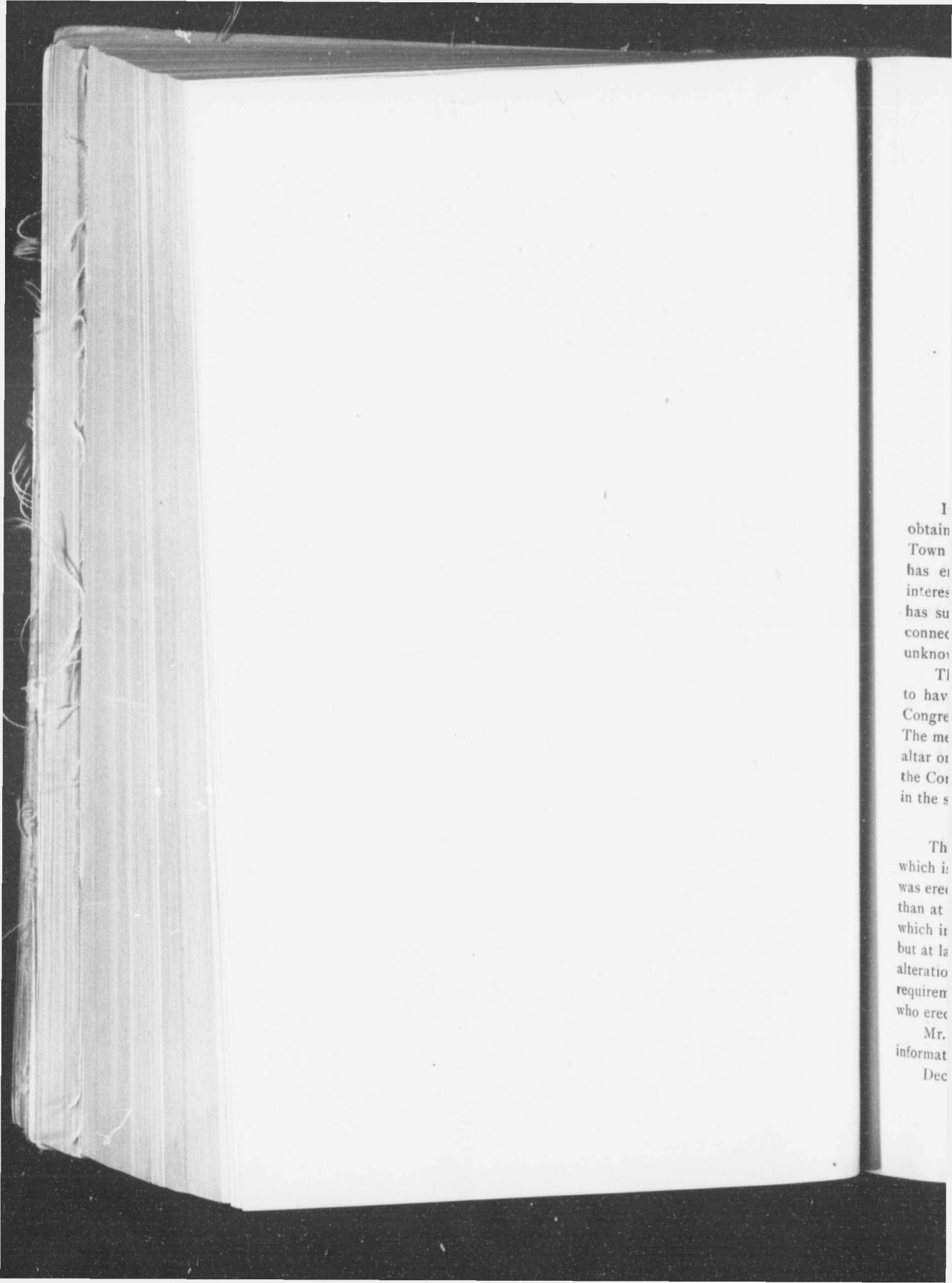
TEMPLE CHURCH.

CHURCHES.



TEMPLE CHURCH.

CHURCHES.



CHURCHES.

In alluding to the Churches, the writer has found it difficult to obtain very many facts connected with the *older* Churches of the Town and County other than those referred to in this record. He has endeavored to make the list as complete, comprehensive and interesting as possible. He has labored under many difficulties, and has succeeded, he believes, in furnishing numerous details and facts connected with many of the Churches that have been heretofore unknown even to many members of the Churches alluded to.

The first Communion Service in Yarmouth County is said to have been administered on September 27th, 1772, in the old Congregational Church, Chebogue, by Rev. Jonathan Scott, pastor. The members and friends of that church again assembled around the altar on Sabbath, September 18, 1887, the church being filled. Upon the Communion Table were placed the Tankard, Cups and Plates used in the service in 1772, and which had been in use for nearly 80 years.

CAPE FORCHU MEETING HOUSE.

The Cape Forchu Meeting House, as it was then known, but which is known to the present generation as the First Baptist Church, was erected in 1784. The original structure was very much smaller than at present, and had a "great porch" on its front side, through which ingress and egress were obtained. It had no belfry nor spire, but at later periods these were added. It also underwent numerous alterations and improvements, but finally had to give way to the requirements of the time, and was abandoned by the congregation, who erected the substantial and beautiful edifice on Parade street.

Mr. Charles W. Sanders has kindly supplied the following information relative to this old church:

Dec. 12, 1764.—An old book was found among Major Dane's

papers, containing the minutes of the meeting relative to the building of the house now known as the Baptist Meeting House in the Town of Yarmouth. The following are extracts from said old book:

"At a meeting holden on the twelfth day of January, 1784, at the house of Mr. Benjamin Brown, on which day a covenant and agreement was signed by a number of the inhabitants of the Town of Yarmouth for the building of a Meeting House for the public worship of God. 1st. Mr. Thomas Flint was chosen moderator. 2d. Benjamin Barnard was chosen clerk."

At the meeting it was voted to build the house 50 feet long by 40 feet wide and 25 feet post. It was voted to assess the sum of £340 for the above purpose.

A State Bill was then agreed upon to regulate the assessment, viz.: Poll £18; house and house lot £3; cleared land and salt marsh per acre 10s.; bush pasture 2s.; oxen, per pair £8; cow £3; horse £4; sheep 5s.; vessel per ton 20s.; grist mill £10; saw mill £10; cash and trading stock per £ 10s. etc. Mr. John Killam and Benjamin Brown were chosen to take a list of the rateable estate according to State Bill. Doctor Jesse Rice, Thomas Flint and Benjamin Barnard were chosen assessors, and Doctor Jesse Rice, John Killam and Thomas Flint were chosen building committee.

Voted that all officers have 3s. for every day employed. Voted that the collector have 4d. on the pound for collecting.

The first place of worship in the County was the old meeting house in Chebogue where the settlers first located themselves in the greatest numbers. This was built in 1766.

The second was the Cape Forchu meeting house, built in 1784. At first it was small and of rude construction, corresponding with the needs and manners of a century ago.

In 1800, by a majority of the votes of the proprietors, the then Congregational church became the Baptist Meeting House. We find in the records of proprietors that in 1824 £40 were voted for repairs. In 1840 it was again decided to repair the house, and shortly after 12 feet were added to its length. In 1861 the house was again enlarged by the addition of 30 feet to its length and the spire erected.

Elder Harris Harding became pastor in 1797, when he was 36 years of age, and remained pastor till his death in 1854, a period of 57 years.

COPY OF CHURCH RECORDS.

Through the courtesy of Mr. Charles W. Sanders, of Zion Baptist Church, the writer has been favored with a copy of the "Original Church Records," etc., which were sent to the first Yarmouth Baptist Church from Boston, Mass., October, 1896, by Mr. G. S. Wyman, (a Yarmouth County boy) who obtained them from a Mr. Clarkson. The Records are as follows:

A List of the Male Members of the first Church in Yarmouth in Nova Scotia, who entered into covenant with God and one with another, September 2d, 1767.

Nehemiah Porter	Abner Hall
William Haskell	Joseph Pitman
James Gillfillen	John Richardson
Nathaniel Elwell	Amos Hilton
Ebenezer Clerk	

A List of Persons now living in the town of Yarmouth who have been members in full Communion of some Church heretofore, viz.:

Nehemiah Porter, a member of the second church in Ipswich, in New England, himself the late pastor.

William Haskell, a member of first church in Beverly, in N. Eng., the Rev. Joseph Champney pastor.

James Gillfillen, and Anna, his wife, members of a Presbyterian church in or near London Derry in Ireland, the Rev. James Smith pastor.

Abner Hall, a member of the first church in Mansfield, New Engd., the Rev. Richard Salter pastor.

Joseph Pitman, and Abigail his wife, members of the 1st chh., Beverly, N. Engd., Revd. Joseph Champney pastor.

John Richardson, a member of the third church in Windham, in Connecticut, Revd. Ebenr. Devotion pastor.

Amos Hilton, a member of the chh. in Manchester, New England, the Revd. Benjamin Toppan pastor.

Nathaniel Elwell, Member of 1st church, Beverly, Rev. Joseph Champney pastor.

Ebenezer Clerk, member 3d chh., Ipswich, New England, the Revd. Samuel Wigglesworth pastor.

Jonathan Crosby, and Hannah, his wife, members of the 1st chh. in Mansfield, Rev. Richard Salter pastor.

Moses Perry, and Elioner his wife, members of the chh. in Sandwich, Mass., Bay, N. Eng., the Rev. Abraham Williams pastor.

Seth Barnes, member 1st chh. Plymouth, the Rev. Chandler Robbins pastor.

Eunice, wife of Josiah Godfry, member of the chh. Chatham, Rev. Stephen Emmory pastor.

Lydia Somes, widow, member 1st chh., Beverly.

Lydia, wife of John Walker, member 1st chh., Beverly.

Wife of Peleg Holmes, member of chh. in Kingston, Rev. —— Rand, pastor.

Sarah Dove, widow, formerly a member of the 1st chh. in Salem, New Eng., since a member of St. Peters chh. (Church of Eng.) in Salem, Rev. Mr. Gillenase pastor.

Experience, wife of Judah Agard, member of 1st chh. Mansfield, Rev. R. Salter pastor.

Mary, wife of Joseph Stewart, member 1st chh. Mansfield.

Anna, wife of John Sallowes, member of first chh. in Beverly, Rev. Joseph Chap, pastor.

Abigail, wife of Saml. Harriss, mber. 1st chh., Beverly.
Lydia, wife of Andrew Lovitt, " " "
Lucy, wife of Benj. Redding, " " "
Emma, wife of James Mattenly, " " "
Mary, wife of Benj. Brown, " " "

Mary Rose, widow, member 1st chh. Salem, R. Thos. Barnard pastor.

Martha, wife of Richard Rose, member 1st chh. Beverly.

Susanna, wife of Benj. Ellenwood, member 1st chh. Beverly.

Abigail, wife of Elias Trask, member 1st chh., Plymouth, Rev. Chandler Robbins pastor.

A List of Persons now living in the Town of Yarmouth who have owned the Covenant in some Church heretofore, viz.:

Phinehas Durkee, and Phebe, his wife, in the 1st chh. Brimfield, Rev. Bridham pastor.

Samuel Ellenwood, and Sarah, his wife, in ye chh. in New Salem, Rev. Abner Baily pastor.

Eunice, wife of Jeremiah Allen, in the chh. in Manchester, Rev. Benj. Toppan pastor.

Elezar Butler, and Lydia, his wife, in ye chh. in Ashford, Rev. Timothy Allen pastor.

Sarah, wife of Dominims Sewell, in ye chh. in Beverly, Rev. Joseph Champney, pastor.

Joseph Sanders, and Sarah, his wife, in chh. New Salem, Rev. Abner Baily pastor.

John Sallowes, in first chh. Beverly, Rev. J. Champney pastor.

Jonathan and Ebenezer Corning, 1st chh. Beverly.

Hannah, wife of John Simonds, " "

Mercy, wife of William Haskell, " "

Mary, wife of Amos Hilton, in church in Manchester.

Lydia, wife of Jonathan Woodbury, New Salem, Rev. Abner Baily.

Margaret, wife of James Killey, Manchester.

Mary, wife of William Curtis, 1st chh. Norwich, Lord pastor.

——, wife of John Killam, chh. Wenham.

THE COVENANT

USED AT THE ADMISSION OF MEMBERS INTO THE CHURCH IN YARMOUTH IN NOVA SCOTIA.

You, professing a serious Belief of the Christian Religion, as it is contained in the sacred Scriptures (and explained in our well known Catichism), and embraced by the Faithful in this place; Do give up your self & yours unto the LORD JEHOVAH, who is the Father, and the Son, & the Holy Ghost; and receive him as your God & Portion forever.

You give up your self & yours to the LORD JESUS CHRIST and to the Word of his Grace, for the teaching Ruling and sanctifying of you in Matters of Worship and Conversation; And repenting of all things wherein you have transgressed these Rules of Holiness; you Resolve (with His help) to conform your Life to the Rules of his holy Religion, as long as you live; Relying upon him for Redemption thro' his Blood; even the Forgivness of sins. And (highly esteeming the Priveledges of Christ's Houshold) you yield yourself a member of the Church of Christ before which you now stand; and promise subjection to the Discipline of Christ in it agreeable to the Laws of his Kingdom; and expecting the faithful Watch of the Church over you, and Promising all Love and Watchfulness over your Fellow members— you do resolve to discharge all your duty, both to God and man, Christ by his Grace assisting you thereunto.

And you will herewith labour to obtain that further Praparation which is needful for the due Approach to God in all his Ordinances & will (God helping you) come up to your Duty therein.

This last sentence is omitted when the Person is then to be admitted to full Communion in ye Church.

Yarmouth in Nova Scotia Wednesday August 12th 1767.—Met together at the house of Mr. Richd. Rose, a considerable number of persons, who had been members of churches in full Communion and had owned the Covenant where they formerly lived, who have lately settled in this Town; and spent most of the Day in prayer with Fasting and in conference together, relating to their entring into Church State. Their religious exercises and conference were carried on with solemnity and Regularity. And they were generally agreed to proceed into Chh. State as soon as could be conveniently. But their having no written credentials (tho' they had verbal ones) nor any Dismission from nor Consent of the churches they belonged to, for their Purpose, was a Difficulty; which they would gladly have removed; but sending this summer and Fall to the many distant Towns in Massachusetts and Connecticut where they had lived was impracticable—and they were very loth to put off so good a work to another year if it might be done this, without too great impropriety—Whereupon, having considered of the matter, they concluded that their Brethren in New-England would be glad at their making all convenient Haste, rather than defer their Purposes for the Interests of Religion among them till they had opportunity to send. Whereupon they appointed another meeting on Wednesday, the 19th instant, for conferring further about the matter, on which Day they had a sermon preached suitable to the occation—and apprehending themselves called of GOD, they concluded to proceed into a Church State, and appointed Wednesday the second of September following to be the day for the Purpose.

Accordingly, on the Lord's Day 23 of August publick notice was given of ye intended Proceeding into a Church State the names of Persons who had agreed thus to unite, were read; and their Covenant was read; and the manner of their Proceeding was declared,—and it was signified in the Assembly that if any had reasonable objections to make against either of the Persons, or any part of ye Proceeding their might have opportunity and were desired to signifie it before the Day appointed for gathering the Church:

The same publick notice was given in the Assembly at Jabogue on a publick Lecture the Wednesday following this Sabbath.

On Wednesday the second of September 1767 the Brethren met

in the forenoon & there having been no objection made against any Part of their proceeding, nor against any Person, but was entirely removed; The Brethren signed their Covenant.

And at 11 o'clock all the People met, a sermon upon the Occation was preached, the Brethren were solemnly charged & exhorted, the Church Covenant was read the Brethren all standing, and holding up the Hand while it was read—the Exercises of the Day were concluded, as they were begun, with solemn Prayer and Praise. "And all the People rejoiced and gave Praise unto God."

THE COVENANT OF THE FIRST CHURCH IN YARMOUTH IN NOVA SCOTIA.

"They shall go and seek the Lord their God. They shall ask the way to Zion, with their faces thitherward; saying come and let us join ourselves to the Lord, in a perpetual Covenant that shall not be forgotten."—Jer. 50: 4, 5.

We whose names are hereunto subscribed apprehending ourselves called of God to enter into the solemn Bonds of Church Relation with God & one with another, do first of all confess ourselves unworthy to be so highly favoured of the Lord, and admire that free and rich Grace of his which triumphs over so great unworthiness; and then with our humble Reliance on the aids of Grace therein promised for them, that, in a sense of their Inability to do any good thing do humbly wait on him for all. We now thankfully lay hold on his Covenant, and would chuse the things that please him. And addressing ourselves to this Work; we do publickly call Heaven & Earth to record this day.—that declaring our serious Belief of the Christian Religion as contained in the sacred Scriptures, we do covenant with the Lord and one with another; and do bind ourselves by this our free act in the Presence of God to walk together (by the help of Divine Grace) in all his ways, according as he is pleased to reveal himself to us in his blessed Word of Truth. We avouch the Lord JEHOVAH this Day to be *our God*; and with all possible Veneration (bowing our Souls under the Feet of his most Sacred Majesty) do here take God the Father to be our Father, God the Son to be our Redeemer, and God the holy Spirit to be our Sanctifier Teacher & Comforter—giving up our selves (souls and bodies) to his use, as his

servants;—and vowing & promising, in the Truth and sincerity of our spirit, to serve him in Holiness and Virtuousness all our Days, as he shall enable us; And we will give up ourselves and ours to the Lord Jesus Christ, and to the Word of his Grace for the Teaching Ruling and Sanctifying us in matters of Worship & Conversation;—resolving by his Grace to walk one with another, and such as shall be added to us, with all Watchfulness and Tenderness; avoiding Jealousies and Evil Surmisings, Back-biting, rash censuring, provokings, & secret rilings of spirit one against another;—but in all offences to follow the Rule of the Lord Jesus, and to bare and forbear, give and forgive, as he hath taught us & shall help us, in publick or private.—And we will willingly do nothing to the offence of the Church, but will be willing to take Advice for ourselves or others as occasion shall be presented.

We also bind ourselves to study the advancement of the Gospel in all Truth and Peace, both in Regard to those that are within and without; no way slighting, but loving and honoring our Sister-Churches; using counsel, as need shall be:—not laying a stumbling Block before any;—but so to Converse, as we may avoid the Appearance of Evil,—walking in all Temperance Sobriety and Holiness (God assisting us) before all men.

Further, we do hereby promise to carry ourselves in all lawful obedience to those that are over us in Church and Common Wealth, as knowing how well pleasing it will be to the Lord, that they should have Incouragement in their Places, by not greving their Spirits thro' our Irregularities.

And we resolve (so far as God shall help us) to approve ourselves to be the Lord's, in our particular calling; not dealing unjustly or oppressingly with any wherein we are the Lord's Stewards:—and shunning Idleness as the Bane of any State: yet knowing in some measure, how deceitful our Hearts, and how taking & prevalent the allurements of the World—are to draw us from the Fountain of living Water; we therefore do promise (God assisting us) and strictly engage a due Distance from the vanities of the world in our affections,—and to allow our Souls in our single and secret walk with God, due time for Acts of secret Worship, in reading God's Word, Prayer and Meditation for Communion with God, and for our Groth in Grace, Life, Love and Zeal; knowing this to be, both well-pleasing unto God, and a singular means for the making our Calling & Election sure. Lastly, we here promise, to our best Ability to teach our Children & Servants the knowledge of God & his Will, that they may

serve him also.—And all this we engage; not by any strength of our own, but by the Lord Jesus Christ, whose Blood we desire may sprinkle both our persons and this our Covenant made in his great and glorious name. Amen.

Nehemiah Porter
William Haskoll
James Gillfellen
Abner Hall
Joseph pitman
John Hilton
Nathanael Elwell
Ebensor Clark

Owning the Covenant in the Church in Yarmouth, 1767, September 20th, Henry Coggin & Mary his wife; Levi Horton & Mercy his wife; Hannah Healey (see her Baptism). 27th, Rebekah, wife of John Perry; Octor. 4, Abigail, wife of Nathan Porter.

Baptisms—In the Church of Christ there were baptized, viz.: 1767, September 6, Elisabeth, daughter of Samuel & Abigail Harris; Robert & Stephen, sons of Phinehas and Phebe Durkee; Benjamin Porter, son of John & Hannah Simonds. 13th, Phebe & Henry, children of Joseph & Sarah Sanders; Abigail, Abia & Benjamin, children of Joseph & Abigail Pitman; Margaret & Abigail, children of James & Emma Mattenly; Andrew, son of Eleazer & Lydia Butler; Abner, son of John & Lydia Walker; Joseph, son of John & Anna Sallowes; John, son of Benjamin & Lucy Redding; Mary, daughter of Andrew & Lydia Lovett; Thankful & Judith, children of Ebenezer & Abigail Corning; Thomas, son of Dominicus & Sarah Sewell. 20th, Hannah Healey, adult; Edward, son of Nathaniel & Rebekah Elwell; Elizabeth, daughter of Henry & Mary Coggin; Mercy, daughter of Levi & Mercy Horton. 27th, John, Elizabeth, Thomas, Cyrus, Nathaniel, children of John & Rebekah Perry; Sarah, daughter of Samuel & Sarah Ellenwood. Oct. 4, William & Susanna, children of Nathan & Abigail Porter. 11th, John, son of Benj. & Mary Brown. Then follows a break of 11 months before the next is recorded, 5 taking place in 1768, 20 in 1769, 11 in 1770, and 6 in 1771.

Marriages by Nehm. Porter—August 18, 1767, Job Peas & Deborah Haskell, both of Yarmouth.

December 6, 1770, Richard Williams and Margaret Harris; and one the record being partially torn off—a Mr. Landers and Miss or Mrs. Somes, both of Yarmouth.

PUBLISHMENTS—1770, 25th of March, Published Solomon Lufkin and Lois Durkee, both of Yarmouth.

August 26th, Published Richard Williams, of Marblehead, New Eng. & Margaret Harris, of Yarmouth.

1771, February 24, Outpublished John Frost, jr., of Abubtuk and Lydia Robbins, of Yarmouth.

April 7th, Outpublished Jabez Landers and Eunice Somes, both of Yarmouth. (This explains the torn record of marriage above.)

The first allusion made to the old church in the newspapers was the following paragraph, alluding to the time the church was enlarged and the belfry erected, which was afterwards supplied by a bell:

OLD ZION CHURCH.

"The first Baptist church was opened for divine worship on Sunday, October 17, 1841. This new, spacious and handsomely finished church, in this town, notwithstanding the great extent of the building and the inclemency of the weather, was filled to overflowing, many persons being unable to obtain seats. The first sermon was preached by the venerable Rev. Harris Harding, followed (without intermission, in consequence of the rain) by Rev. Mr. Randall, of Weymouth.

The raising of the original Church was begun on the 27th July, 1784. The finishing of the building extended over a long period of years. The writer has understood that it was without glass in the windows until 1790, and it was seatless and pulpitless for some time later.

THE CHEBOGUE CHURCH.

The first church to be erected within the County, however, was at Chebogue, which was raised on the 22d July, 1766. It was used

for seven years before the outside was finished and the inside supplied with pews or seats. The building was torn down in 1820, and a larger and much more comfortable church erected near its site. This edifice has also been removed, and the present handsome and commodious structure erected.

The first Roman Catholic church was erected at Eel Brook in 1784, known as the Church of Ste. Anne. This building underwent many alterations and improvements, and was destroyed by fire on March 23d, 1900. It was at once followed by the beautiful and massive church now used by the worshippers.

TRINITY CHURCH.

The first building used for Divine Service for the Episcopalians was erected on the east side of Main street, near the boundary line of the properties of the late James Murray and ex-Mayor Bingay. This building is still in existence, and is now used as a fruit store by Mr. Brint, corner of Main and Forest streets. The original "proprietors" were:

1793.

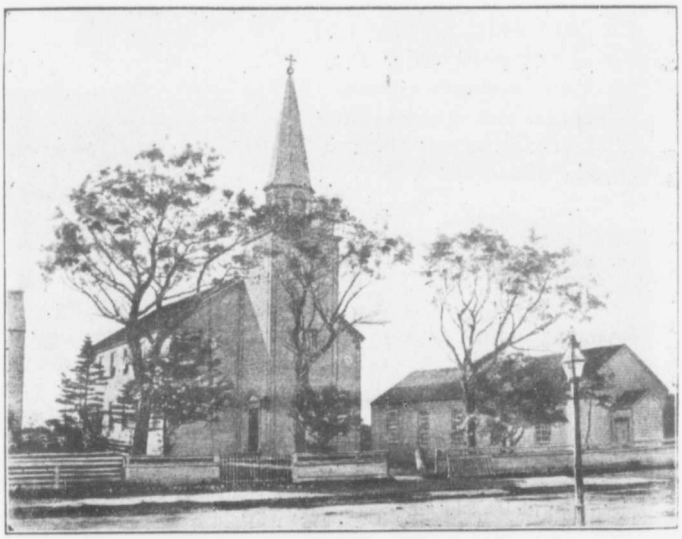
By David Ormond	£2 0 0	Samuel S. Poole	£1 13 4
Joseph Bell	2 3 4	John Richan	1 13 4
Jacob Tooker	1 15 0	Joseph Tooker	1 13 4
N. Joseph Bond	1 13 4	Andrew Butler	1 13 4
Benjamin Barnard	1 13 4	Lewis Blanchard	1 13 4
Samuel Marshall	2 13 4	James Hewitt	1 13 4
Nathaniel Utley	1 0 0	Ephraim Wyman	1 13 4
Joseph Bydder	2 13 4	Waitstill Lewis	1 13 4
Job Hatfield	2 13 4	Balance	13 18 4
			£43 12 0

This building, used only a year or two as a Church, was sold at auction on the 1st July, 1799, when Joseph N. Bond bought it for £20—the subscribers receiving a rebate—and moved it to the western side of the street, near his residence.

In 1806 work on the foundation for a new Church was begun, the site selected being on Argyle street, the present property of T. B. Flint, M. P. A part of the timber was bought and landed on the lot, but the ground was found to be too wet and low, so the site was abandoned, and a more eligible one purchased for £25 on Butler's hill, the then centre of the town. In the meanwhile services were held in a building on Bond's wharf, near the foot of Forest street to

the southward, where an upper room was fitted up, and in that room Holy Communion was publicly administered for the first time in Yarmouth town on the 16th November, 1806. The communicants were: Joseph N. Bond, Henry G. Farish, Thomas Wilson, Abdiel Kirk, Samuel Gullison, Sarah Bell, Elizabeth Bond, Sarah Farish, Elizabeth M. Wilson and Margery Barnard.

The frame of the church, which was 35x50 feet, was erected in July, 1807, and the edifice was opened for service on Sunday, December 13th, of the same year. The first marriage ceremony performed in the church was that of Margery Thompson and Bernard Hannah, November 1st, 1808. Twenty-two years elapsed before there was another.



The first interment in the burial ground was that of Mrs. Joseph Bell, mother-in-law to Joseph B. Bond, within a year. The Rector, Rev. Ranna Cossit, lived at Chebogue. He died March 13, 1815, and was buried under the chancel of the church on Sunday, the 19th. The Free Masons—Wentworth Lodge—among whom were Elkanah Clements, Joseph N. Bond, Samuel S. Poole and Robert Huston, performed the Masonic burial service at the grave.

The first confirmation was administered by Bishop Tyler on the 18th June, 1827.

The gallery was erected in 1813, and the inside walls lathed and plastered in 1815, when the church "received an entire external coat of paint from spire to foundation." The congregation worshipped without a stove until January, 1810, when a small stove was put in, and another (for coal) costing £4 was installed in 1833. Twenty feet were added to the western end of the church some years later.

The church bell, which arrived from England in 1835, and which is still doing service in the present Holy Trinity church on William street, was rung for the first time for service in June of that year, and was tolled for the first time at the funeral of Frederic Bruce, son of John Bruce, and next for Jacob V. B. Bingay, son of John Bingay. The organ came out from England in 1836.

The farewell service in this old edifice, around which many hallowed associations still cluster, was held on Wednesday evening, July 31st, 1872, when the Lord's Supper was administered to 90 communicants. It was of a deeply impressive character. The building was torn down in 1874 and re-erected at Arcadia.

The Church of St. Peter, at Pubnico, was erected in 1816; that of St. Michael at Tusket Wedge in 1822; that of Surette's Island in 1859; and at Tusket Forks in 1859.

THE OLD METHODIST CHAPEL.

The Methodist Chapel (now St. Julian Hall) at the foot of Butler's Hill was erected in 1825. It was a building similar in style to that of old Trinity church, on Butler's Hill, with tower and spire and arched windows. The spire was surmounted by a large weather vane, which is still indicating the direction of the wind on a building owned by H. & N. B. Lewis, Water street. After the erection of the new Providence Church the old Chapel was sold, remodeled by the late Thomas B. Dane, and fitted as at present into a commodious public hall. I am indebted to T. M. Lewis, Esq., for the following details of this church and congregation:

Methodism in Yarmouth was an exotic, that is to say, it was not natural to the soil and surroundings. It has "fought a good fight" all the way down its checkered pilgrimage. It seems, so to speak, to have been extraneous. Some one said of it in its earlier days in this County: "It has no place in our soil, it will not grow in Yarmouth,"

which expression coming to the ears of William Smith, one of the earlier preachers of Yarmouth, he observed in a sermon in the room of a dwelling house at Milton in which he was preaching, that he had heard this not very complimentary or encouraging expression, but, said Mr. Smith, "notwithstanding, I tell you, my friends, that we will plant Methodism in Yarmouth as firm as the everlasting hills." Question—Will a second Mount Pelee ever disturb its equilibrium? Answer—Not if it is "built upon the foundation of the apostles and prophets, Jesus Christ himself being the chief corner stone."

The beginning of Methodism in Yarmouth County was small, in fact, very small. We just trace it in connection with Capt. Anthony Landers, an Englishman, a layman, who as shipbuilder, shipowner and shipmaster appeared on the scene, Yarmouth history informs us, in the year 1808. He had a house at Hebron, but he built ships at Plymouth, at which place he launched the brig "Peter Waldo," 259 tons, in 1811, and also subsequently one other ship at least. A narrative of his travels and voyages was printed in New York in 1815, from which we glean that he at one time contemplated building a church at Hebron and importing "a missionary preacher who appeared to hold the doctrine and discipline of the Methodists," but the matter did not mature, as far as the preacher was concerned, but the church was actually built and occupied at least in the summer season while in process of erection. Harris Harding was the only Noncomformist minister in Yarmouth at this time; an Episcopal church, however, was in existence.

The first Methodist minister stationed here was the Rev. Robert Alder in 1816. He preached his first sermon in the house of Waitstill Lewis, and he also preached in a room in Capt. Landers' house at Hebron. By some of the inhabitants he was kindly received, but from others he got the "cold shoulder." He was a young man of pleasing appearance and eloquent address. He afterwards joined the Episcopal church, and according to Campbell's History of Yarmouth died in 1873 in Gibraltar, in which diocese he had become Registre and Surrogate. While in Yarmouth Alder visited Tusket, and also preached in Plymouth. A few were impressed with Gospel power through his ministry, and twelve persons were received into church fellowship.

The old chapel of which we write, on the west side of the street, not far from the foot of Butler's Hill, the building which is now known as St. Julian's hall, was a carpenter shop, owned by one Thomas Wilson, a brother of the late Dr. I. K. Wilson, of Barrington.

An old deed is extant of this property, dated 1818, the signatures to which are witnessed by Thomas Payne, who was the second Methodist minister in these parts. The deed is given by James Starr and wife Ann, Waitstill Lewis and wife Chloe, and Thomas Dane and wife Mary, on the one part, to James Brooks, hatter, on the other part, in which for the sum of eighty five pounds this property was sold to Brooks. The deed was duly registered by Benjamin Barnard, jr., as deputy registre in Yarmouth on the oaths of Thomas Payne on the 10th day of October, 1818. It seems that Anthony Landers, Jacob Tedford, Waitstill Lewis and Starr and Dane afterwards got a deed of this property as Trustees on behalf of the Methodist church from James Brooks. Brooks was a sort of a lay preacher, an Englishman, who came here with Capt. Landers about this time. He was the father of Mrs. Amos Crosby, sr., of our town, having married a Miss Jenkins. William Croscomb visited Yarmouth from Liverpool, N. S., in 1817 and took 10 persons into the church and administered the Lord's Supper. Thomas Payne from England arrived here in 1818, and John Snowball came in 1819. Payne soon made his arrangements for the purchase of this before-mentioned property, and started on a mission to collect funds. He visited the surrounding region and actually brought back eighty pounds (£80 0 0). Anthony Landers interested himself and secured a grant of £50 sterling from the Wesleyan Missionary Society of England. I presume some local contributions were also added, and the old chapel started on its mission. It was afterwards provided with a pulpit and rough seats, later with galleries and pews, and in it the Methodists continued to worship until the other Methodist churches of Yarmouth were built. The old property was subsequently sold about 1870 and purchased by Mr. John B. Smith, and after that fell into the hands of Mr. T. B. Dane and his heirs and now does duty under the name of St. Julian's Hall. A bell was at an early date donated to the chapel by Capt. Landers, but was never used, I believe, to call the people to worship. It belonged to one of Landers' vessels. Mr. Ashley, sr., acted as minister for I think several years, about 1825, and the late Mr. John B. Smith would always warm up when his name was mentioned. He was one of Mr. Ashley's admirers. George Miller stands on the list of appointments for 1821; Matthew Ritchey also about this time; Robert H. Crane 1826; William Smith 1828; Thomas H. Davies 1830; William McDonald 1832; William Webb 1834; John McMurray 1836; Charles DeWolf 1839; Charles Churchill 1841; Rolland Morton 1844; Henry Pope, sr., 1846; Richard Waddell 1849; Richard Williams

1850; William Wilson 1851; Michael Pickles 1855; James England 1858; George Johnson 1859. It was vacated in 1860. The lighting of the old chapel was a matter of considerable interest. Some still remember the tallow candles which Mr. Guest and Daniel Gardner used to keep in order, and so on down through the burning fluid period into the kerosene.

The law in those days demanded a ring to make valid the wedding ceremony, and I am informed that Mrs. Starr, of Milton, accommodated ten different couples by loaning them her own ring off her finger, seeing that jewellery shops were scarce in those days. This was not unlike the man who hired out his hat (a tall old fashioned beaver) to the bridegrooms near Arichat, seeing that custom demanded the use of such a garment when one was going to be married.

A plan of the old pews is the only thing now to be mentioned. It was something like this, though in some particulars I may be astray. On the north side on entering the church the first pew by the door was occupied by the Hibbard family, Capt. William, and late Mrs. Abner Parker, etc.; then came Mr. Humbert; then a pew sometimes occupied by Reuben Clements, Esq.; then Heman Gardner; then N. Lewis, John Flint, formerly Mrs. Jane Hunter, David McConnell, Joseph Seeley, formerly A. C. White; then Joseph Stoneman, Charles Lewis; then a pew occupied by A. Lawson and John Murray, Esqs. Then the corner pews at right hand of pulpit Mrs. Polly Baker and Deborah Ellis, John Harris, James Starr. Then the end pews at the bottom, near stove, Nathan Butler, then Benjamin Rogers, Daniel Gardner, Benjamin Barnard or Israel Horton, Mrs. Bruce or Mrs. Dakin, Samuel Dunseith. First seat in front, south side, near door, Robert Guest, J. C. Moulton and John Hutchinson, Robert Black, Robert Butler, Andrew McConnell, Sutcliffe Harris; widow Sarah Lewis, widow Benjamin Lewis, Samuel Poole, Asa Trask, sr.; Job H. Smith, Eleazer Richan. In corner left of pulpit, 1st, ministers; 2d, William Rogers; 3d, Nathan Moses. John Cann, John B. Smith, Edwin Wetmore and William Perry had seats in the gallery.

"Time like an ever rolling stream bears all its sons away." Those who went to meeting in the old chapel have long passed over the river. The old standard bearers are nearly all dead. Lately the last man I believe passed away—Mr. John B. Smith, 96 years old. A few women remain—Mrs. Sutcliffe Harris, Mrs. Nathan Moses, Mrs. William Lorrey, Mrs. Henry Perry, Mrs. Elizabeth Porter and Mrs. Joseph Seeley.

WESLEY CHURCH.

From a perusal of the deed of the lot of land and the chapel, bearing date August 6th, 1839, we learn that the trustees were: George Allen, George W. Brown, James McMullen, James B. Dane, John Cann, Lyman Cann, Thomas Killam and Benjamin Killam. The size of the land was: 70 feet eastwardly; 48 feet northwardly; 70 feet westwardly; 48 feet by main road. There was a provision to give out all land south of the chapel for a road, "when such road is open." The chapel was dedicated in January, 1840.

The frame for the Wesleyan church, at Milton, was advertised for by Allen & Brown, on the 11th February, 1839, and the building was erected and completed during that year, being opened for Divine Worship for the first time on Sunday morning, December 8th, 1839. This church, upon the erection of the new Wesley church in 1865, was sold and converted into a temperance hall, which character it still retains.

Saint John's Presbyterian church, on Cliff street, was erected in 1841, and was like its two predecessors, Trinity and the Wesleyan Chapel, in architecture, with the exception of the tower and spire. Its shape, large windows, with small panes of glass, its pews and internal arrangements (including the long stovepipes) were almost identical, and like them had good acoustic properties, so rarely met with in the modern places of worship. This church gave way to the increasing demands of the congregation; new St. John's was erected in 1876, on the site of the old church, which was sold and removed across the street, where it still remains.

On the 20th October, 1841, the new Baptist church at Chebogue was opened, services being conducted by Rev. Messrs. Burton and Jackson.

The corner stone of the Episcopal church at Tusket was laid with religious ceremonies on Wednesday, June 7, 1843. Rev. Mr. Bullock, of Digby, and Rev. Mr. Snyder, of Weymouth, were present and assisted in the services. The building was consecrated by the Bishop on the 22d September, 1845.

Rev. Frederick Tomkins, A. M., arrived in Yarmouth in November, 1846, and preached for the first time in the Congregational church at Chebogue on Sunday, November 8th, 1846. On January

23d, 1848, a Congregational church was organized in Yarmouth town by Mr. Tomkins. The ceremony took place in the Kirk (as it was then called), which was filled to overflowing. The work of excavating for the foundation for the Tabernacle was commenced on the 2d August, 1848. The building was 95 feet long by 50 feet wide, with the height from basement to the eaves 30 feet. The corner stone was laid on the 20th June, 1848, with appropriate ceremonies, in the midst of a large concourse of people. The ground on which the building stood was gratuitously conferred upon the congregation by Mrs. Ruth Ellis, wife of Deacon Joseph Ellis. The frame was raised on the 7th July, 1849. The spire was raised on the 12th June, 1850. It weighed twenty tons, and was raised by three winches and a tackle the fourth winch proving defective. It took two hours to place it in position. Its apex was finished with a ball and spear head, 6 feet 6 inches high, all beautifully gilded. Its total height from the ground was 149 feet. A vast concourse of people witnessed the unusual sight. The spire was modelled from the Peterborough Cathedral. The church was designed by Rev. Mr. Tomkins and Mr. John Panter, of St. Stephen, N. B., the master builder; the working plans by Mr. Bugbee, an architect, of Boston. The building cost £3000. Rev. Mr. Tomkins having been appointed President of Goreham College, Liverpool, N. S., the Rev. Mr. Heudebourck, formerly of Salem church, Halifax, was installed pastor of the Tabernacle in 1851. The church was formally opened for Divine Worship on Thursday, July 3d, 1851, with appropriate ceremonies. Rev. W. H. Heudebourck preached in the morning and afternoon. The organ for this church arrived in Halifax from England per ship Moro Castle in May, 1852.

Rev. John Ross, appointed to the charge of the United Presbyterian congregations of Shelburne and Yarmouth, arrived at New York from Aberdeen about the 8th August, 1836, and preached his first sermon in Yarmouth, at Chebogue, on Sunday, September 11th, 1836.

"ALL SAINTS."

The site for this church was originally purchased by the late Edmond Lonergan, Esq., from Benjamin Bingay, Esq. There was a workshop on the lot, which was converted into a temporary church and used as such up to the year 1845. The lot was purchased from Mr. Lonergan in November, 1846, for £100, and arrangements made

for the erection of the church. The lot is on the south side of Barnard street west, and is still occupied by the church, although the latter was abandoned upon the opening of the new church of "St.

Ambrose," on Albert street, in October, 1890. Prior to the erection of "All Saints" the congregation worshipped in the houses of Mr. Lonergan and of Mr. D. McDevitt, both of which are still standing.

The original name of the church was "All Saints," which was changed during the pastorate of Rev. E. J. McCarthy to "St. Ambrose." The following is a list of the Priests in charge:

Rev. John Carmody, December 7, 1845, to February 28, 1847.

Rev. John Nugent, March 26, 1847, to June 30, 1850.

Rev. —— Gaudet, 1851-1852.

Rev. Joseph Patrick Roles, March 17, 1853, to September 10, 1855.

Rev. J. M. Gay, 1856.

Rev. G. Berte, December 15, 1857, to March 6, 1858.

Rev. J. M. Gay, 1860-1867 (special visits to P. P. Tusket Wedge.)

Rev. John J. Quinan, April 24, 1858, to June 2, 1867.

The following extracts from the church records have been kindly supplied by Rev. Fr. Hamilton:

September 18, 1854—Erected the tombstone to the memory of J. Nugent, who died 1852.—*Joseph P. Roles.*

In the autumn of the year 1860, it being proposed to advance the work on the Yarmouth church, His Grace the Most Rev. Thomas L. Connolly, Archbishop of the Diocese, and other gentlemen subscribed and paid the sums placed opposite to their names, viz.:

Most Rev. T. L. Connolly	£50	0 0	Andrew Glendenning	3	0 0
Hugh McManus	15	0 0	Simon Doucet	1	0 0
Robert K. Lonergan	9	0 0	Walter Tobin	1	0 0
Denis Halloran	8	0 0	Terrence Rogers	1	10 0
Mrs. E. Lonergan	5	0 0	Michael Walsh	1	10 0
Denis Sullivan	10	0 0	Mr. Carroll, Barrington,	1	0 0
Jas. McCarthy, Meteghan,	5	0 0	Patrick Callaghan	1	0 0
Jas. Cornelius,	5	0 0	Dominic McDevitte	1	0 0
Rev. Jno. J. Quinan,	5	0 0	Richard Power	1	0 0
Rev. Mr. Gay, Tusket Wedge	2	0 0	Michael Gooldin	1	0 0
Rev. Mr. Roles, Clare,	1	0 0	Bernard Clifford	1	0 0
Jno. Clune	3	0 0	Daniel Sullivan	1	5 0
Jno. McIver	3	0 0	Thomas Sullivan	1	5 0
Wm. Townsend	3	0 0	Patrick McGill, Meteghan,	0	10 0
Philip Smith	1	5 0	Wm. Meehan	1	0 0
Isaac Hatfield, Tusket,	1	5 0	Jno. McLauchlan	1	0 0
Forman Hatfield	1	0 0	Patrick Kelley	1	0 0
Rev. Mr. McLeod, Pubnico,	1	0 0	Jno. Clune (additional)	1	10 0
				£150	0 0

In the spring of 1862 a second collection was taken, as follows:

Jas. McCarthy, Meteghan	£2 0 0	Bernard Harvey	0 10 0
Hugh McManus	10 0 0	John MacIver	3 10 0
Denis Sullivan	10 0 0	Patrick Farrell	
Denis Halloran	10 0 0	Lawrence Powers	
Mrs. Jas. Cornelius	5 0 0	John Logue	0 10 0
Robert Lonergan	10 0 0	Bequest of Mr. Simon Doucet, of Sunday Cove, Yarmouth, paid by his executor, R. K. Lonergan,	20 0 0
Denis McCarthy	1 0 0		
Mrs. Edwd. Hegan, Digby,	0 10 0		
Jno. Logue, New Brunswick,	0 10 0		
Robert Flynn	0 10 0		
Martin O'Neil	1 0 0		£75 0 0

The total cost of the church was £391 17 3 1-2.

The following interesting extracts are copied from Rev. Mr. Quinan's record of the parish:

31st August, 1862—I purchased a harmonium for the Yarmouth church. The harmonium cost £40 0 0. Insurance to Yarmouth, £0 10; freight and truckage, £0 6 3; total £40 16 3. Paid. John Quinan.

November 2, 1862—I proposed to the congregation at Yarmouth to raise money, either by loan among themselves, or by donations, to build the altar and pews. Total paid up to January 1st, 1864, Mr. Crosby for pews £58 10 3.

8th September, 1862—I allowed Mr. Hugh McManus to move his fence several feet on the church, Mr. H. having built the whole of the fence at his own expense. J. J. Quinan.

July 9th, 1865.—The altar being built I made a collection to pay expenditure on the altar and painting interior of church, also exterior June 30th, 1866, £167 2 1-2. John J. Quinan.

The new Baptist Meeting House at Brooklyn was opened on Sunday, April 16th, 1848. Rev. Harris Harding, aged 87 years, preached the dedication service.

Providence Church was dedicated on Sabbath, August 5th, 1860. Rev. Ingham Sutcliffe preached in the morning, Rev. J. B. Likely in the afternoon, and Rev. Mr. Pickles in the evening.

The new Wesley Church at Milton was opened and dedicated on Sunday, October 22d, 1865. The opening sermon was preached by Rev. Charles DeWolfe, D. D.; Rev. W. W. Perkins preached in the

afternoon and Rev. C. B. Pitblado in the evening. The building, with the ground, cost nearly $12,000. The spire of this church was taken down in October, 1894.

The African Bethel at Salmon River was opened on the 19th August, 1849.

The new vestry in connection with the First Baptist Church was opened on Tuesday evening, October 26th, 1869, with a tea meeting, which included supper, speeches and music.

The new Wesleyan Church at Arcadia was opened for worship on Sunday, July 9th, 1871, with appropriate services. It was built by Milford Simms, from plans by Kinney, Haley & Co. It cost about $3000. Rev. Mr. DeWolfe preached the opening sermon; Mr. T. M. Lewis preached in the afternoon and Rev. C. B. Pitblado in the evening. The dimensions of the building are 50x30 feet. It is a neat, substantial and commodious edifice, seating about 230. In the rear there is a vestry used for Sunday School and mid-week services. The following is a list of the ministers who have served Arcadia Methodist church from 1870 to 1902 in the order of their pastorates: Revs. Thomas Rogers, J. M. Pike, Godfrey Shore, Robert Tweedie, James Taylor, B. C. Borden, P. H. Robinson, I. Craig, T. D. Hart, J. E. Donkin, J. W. Shepherdson, C. M. Tyler and James Lumsden. The following is copied from the circuit book, 1870:

Subscriptions received for the purpose of building the Methodist church at Arcadia.

Nathan W. Blethen	$100	Augustus F. Stoneman	$50
Joseph Burrell	100	Nathan B. Lewis	20
Andrew Lovitt	100	George M. Lewis	20
T. M. Lewis	100	Thomas B. Dane	10
Nathan Moses	100	Thomas Guest	20
George B. Doane	75	Samuel Killam, jr.,	20
Albert H. Poole	10	George A. Wetmore	2
Hugh E. Cann	10	Henry Lewis	10
William Law	20	B. E. Rogers	10
Thomas Allen	10	Mrs. John Flint	10
Ladd, Porter & Co.	50	Gilbert Sanderson	10
Andrew Mack	40	Rev. W. C. Brown	25
Freeman Gardner	40	T. B. Flint	25
Freeman Gardner, jr.,	2	James M. Davis	20
George H. Gardner	10	Freeman Dennis	20
John K. Ryerson	50	George R. Smith	10

E. C. Killam	$ 5	B. Rogers & Son	$10
N. K. Clements	10	William Poole	60
William D. Lovitt	30	George F. Boyd	50
John Lovitt	20	Ansel Robbins	50
Jonathan Horton	4	Thomas Baker	20
Samuel Crowell	4	John Boyd	40
John H. Killam	10	William Bridgeo	20
W. K. Dudman	20	Lewis Poole	15
David Richards	4	Lemuel Rogers	10
Frank Killam	40	Thomas Poole	20
George Lovitt	20	W. V. Brown	10
W. H. Townsend	25	H. G. Poole	10
William Rogers	70	Samuel S. Poole	15
Heman Gardner	5	Benjamin G. Poole	10
Nathan Lewis	5	Rev. Thomas Rogers	20

Arcadia is the headquarters of the Methodist circuit bearing the same name, and as such is the seat of a handsome parsonage built in 1893.

Temple Baptist Church was opened for Divine worship on Sunday, July 14, 1872, at 2.30 in the afternoon. The building was crowded long before the hour arrived. The dedication sermon was preached by Rev. Dr. Day from Ezekiel x: 8. The services were participated in by Revs. J. Lathern, J. Wallace, J. Rowe, W. L. Parker, P. O. Foster and W. H. Porter (pastor of the church). The building is 80x44 feet on the ground, has sittings for 520 in the audience room and gallery, and cost $15,000. It was free of debt and a surplus realized by the rent of pews and subscriptions was almost sufficient to procure an organ. The bell in this church arrived in Yarmouth per steamer Yarmouth, from Baltimore, on the 6th August, 1890.

The corner stone of Holy Trinity Church, William street, was laid on Thursday afternoon, August 20, 1868, with Masonic ceremonies, Hiram and Scotia Lodges and Union Royal Arch Chapter taking part. The ceremonies began by singing the "Te Deum," followed by a suitable address and prayer by the Rev. J. T. T. Moody; reading of the Scriptures by Rev. T. H. White, Rector of Shelburne, and appropriate addresses by C. B. Owen, Esq., and Rev. J. Roy Campbell, Curate. "Old Hundred" and the Benediction concluded the services. The Masonic ceremonies then began, under the direction of Deputy Grand Master, T. V. B. Bingay. J. A. McLellan, acting as Grand Senior Warden, delivered an excellent address, the ceremony closing by an impressive address and the pronouncing of the Masonic

Benediction by Deputy Grand Chaplain, John Moody, who became a Mason 67 years previously. The church was consecrated on Sunday forenoon, August 4th, 1872, by the Lord Bishop of Nova Scotia, there being present a congregation of upwards of 800. The service was hearty and impressive. The form of the church is cruciform, heavily buttressed, and in the early English period of architecture. It is 102 feet long; the middle of the nave is 45 feet; from north to south transept walls 75 feet, and the transepts are 30 feet wide. It is of faced brick, with trimmings of New Brunswick freestone. The tower is of brick, with a spire of wood—the whole being 164 feet high. Capt. Joseph J. Brown and Miss Alma J. Bennett were the first couple married in this church, on the 14th August, 1872.

The corner stone of St. John's Presbyterian Church was laid on the 7th August, 1873, by Rev. George Christie, Rev. Dr. McMillar and Rev. W. G. Henry, Moderator, the "box" being covered by Robert Black, the oldest member of the Session. The edifice was dedicated with appropriate and impressive ceremonies, on Sunday, December 17th, 1876. The morning service was under the charge of the pastor, Rev. George Christie, and the afternoon and evening by Rev. G. M. Grant, of St. Matthew's church, Halifax. This church, standing on the site of its predecessor, corner of Cliff and Kirk streets, is of wood, and is of the Romanesque style of architecture. It is 75 feet in length, by 45 feet wide; height of post 20 feet; total height from floor to ridge, 40 feet; total height of tower and spire, 153 feet. It contains 72 pews, is handsomely finished in black ash and walnut, with rich carved ornaments of black walnut. The walls and ceilings are beautifully frescoed. The furniture of the pulpit and platform is upholstered in crimson velvet, and the pews are all cushioned with crimson repp. Attached to the church in the rear is a vestry, 48x32 feet, 17 feet post, corresponding in style with the church. Total cost of church and vestry about $18,000. Mr. Robert P. Kelley, of Yarmouth, was the architect and builder. The spire of this church was removed on the 9th September, 1896.

Brooklyn Methodist Church was commenced in the year 1875, when Rev. J. M. Pike was pastor. Mr. Nelson Corning, of Chegoggin, was the master builder. The building, however, in its entirety, was not finished until 1894, when Rev. J. E. Donkin was pastor. For years the congregation had worshipped in the basement, but now the main audience room was finished, Mr. Benjamin Wyman being the

master workman. The dedicatory sermon was preached by Rev. E. B. Moore. The dimensions of the church are 35x55 feet. The height of the spire is 100 feet over all. The basement is most commodious and convenient. The building cost $4000. For list of pastors see Arcadia Methodist Church.

The Free Baptist Church, William street, was dedicated to Divine worship on Sunday, September 23d, 1877, the dedicatory sermon being preached by Rev. Mr. Downey, of Barrington. Rev. Mr. Lowden, of Halifax, preached in the afternoon, and Rev. Mr. Smith, of Beaver River, in the evening. There were present besides these mentioned: Rev. Mr. Knollin (pastor of the church); Rev. Mr. Porter, of Barrington: Rev. Mr. Garrety, of St. John, N. B., and Rev. Mr. Christie, Presbyterian, of Yarmouth, all of whom took part in the exercises. The church, on each occasion, was crowded, many persons being unable to obtain admittance. The exercises were deeply impressive. The church seats about 400 persons. The building was removed to its present site from Arcadia, and was lengthened, remodeled, a spire and vestry added, and the interior refurnished. A fine pipe organ was presented to the church in 1898 by the Nova Scotia Free Baptist Conference, it having been used in a Free Baptist church in Halifax for some years.

Disney Chapel, Methodist Episcopal, was consecrated and opened for public worship on Sunday, November 4th, 1877, at 10.30 in the morning. The services were conducted by Right Rev. Bishop Disney; Rev. G. H. S. Bell, of Liverpool, N. S.; Rev. G. W. Brown, of Shelburne, and Rev. Walter Grayson, pastor of the church. The dedication sermon was preached by Bishop Disney, his text being from Nehemiah IV., 6: "For the people had a mind to work." In the afternoon, Rev. A. McGregor (Congregationalist) delivered an appropriate discourse, from Psalms CXVIII., 25: "Send now prosperity." Bishop Disney again preached in the evening, from Daniel XII., 3: "And they that be wise shall shine as the brightness of the firmament, and they that turn many to righteousness as the stars for ever and ever." On each of these occasions an appeal was made by the pastor for aid towards the liquidation of the debt on the church. The cost of the grounds, building, furniture, etc., was about $2000, of which amount one-half was then still due. The collections amounted to $124. The edifice was built by Mr. Robert P. Kelley, and is a very neat one, capable of seating 250 persons. At an entertainment given on the

following Thursday evening in Ryerson's Hall, over which Hon. Albert Gayton presided, powerful appeals were made for donations towards the debt. Subscription lists were passed round, which realized, with the sale of the tickets at the door, $600. A gentleman then came forward and offered to pay one-twelfth of the remaining $400, and in a few minutes the whole amount was made up, with a surplus of $70 or $80 for other purposes connected with the church. And thus the first church erected in Yarmouth for the colored population was, within a week of its completion, entirely free from debt, with a balance in its treasury—a fact in every way creditable to Yarmouth.

The new Methodist Church at Tusket was opened for Divine worship on Sunday, February 3d, 1878, the dedication services being conducted by Rev. James Taylor, of Shelburne, assisted by Rev. Robert Tweedie, of Arcadia, and Messrs. T. M. Lewis and R. W. Woodworth taking part. Rev. Mr. Taylor preached in the morning, and Rev. John Read in the afternoon.

The new Methodist church at Hebron was dedicated on Sunday, July 28th, 1878, Rev. James Taylor, President of the Conference, preaching in the morning, Rev. John Read in the afternoon, and Rev. J. J. Teasdale in the evening. The building and land cost about $4500, of which $2000 was raised previous to the dedication.

The Free Baptist Church at East Pubnico was dedicated on the 20th November, 1879. The edifice is 36x54 feet, with tower and spire 60 feet high. It was erected by Mr. Andrew Gardner, and cost about $1900. There is no baptistry. There is a novelty in connection with this church rarely chronicled in the history of any other—that of a double wedding being the first to be celebrated within its walls. The parties were: Mr. Benjamin Worthen and Miss Arathesa Larkin, and Mr. Nehemiah Worthen and Miss Ada Wyman. The first funeral was that of Deacon Amos Larkin. Rev. William Miller was the first pastor and Rev. G. M. Wilson is the present incumbent.

The new Baptist Church at Port Maitland was formally opened on Sunday, February 3d, 1884. Rev. C. Goodspeed preached in the morning, Rev. Mr. Cohoon in the afternoon, and Rev. A. Cogswell in the evening. The edifice cost $3500, was planned by the Kinney-Haley Manufacturing Co., and the work superintended by Mr. George Churchill. There was no debt on the building at its dedication.

The new Free Baptist Church at Chegoggin was dedicated on Sunday, December 20th, 1885. The dedicatory sermon was preached by Rev. William M. Knollin; prayer by Rev. J. I. Porter; Rev. W. C. Weston assisted at the service. Rev. E. Crowell preached in the afternoon, and Deacon Nelson Corning, jr., spoke, extending a cordial welcome to all visitors.

The new Free Baptist Church at Kempt was dedicated on Sunday, May 20th, 1883.

The new Baptist Church at Beaver River was dedicated on Sunday, July 11th, 1886. Rev. J. B. Woodland preached in the morning, Rev. A. Cogswell, the former pastor, offering the dedicatory prayer. Services were also held in the afternoon and evening, Revs. James I. DeWolfe, A. Cogswell, J. T. Eaton and G. F. Currie assisting.

The Salvation Army "opened fire on Sin, Pride and the Devil" in Yarmouth on Sunday, August 30th, 1886, in the Bijou Skating Rink, which was subsequently purchased by them and converted into their present Barracks.

The new Baptist Church at Argyle was opened in December, 1866. It is 36x50 feet, 18 feet post, with tower and steeple 90 feet high. It was designed by James B. Kinney, of Yarmouth.

The bell on the Baptist Church at Ohio was presented by James, Levi, Herman and Charles Wyman, in 1887. It arrived in Yarmouth on the 10th March, and was at once placed in position. It weighs 1480 pounds.

The "Jubilee" of the Baptist Church at Hebron was celebrated on the 15th April, 1887, by appropriate ceremonies. The church was decorated for the occasion, and addresses and special music rendered. The membership of the church was 400, and scholars in the Sunday School 232.

The new Presbyterian Church at Carleton was opened for service on Sunday, November 20th, 1887, with appropriate services. Rev. A. Rogers preached the dedicatory sermon, and Rev. L. Daniel, of Hebron, conducted the services in the afternoon.

The new Baptist Church at Canaan was dedicated on Sunday, January 20th, 1889. The building will seat about 150 persons, and

was built by Mr. F. Bourque, of Eel Brook. It cost about $1000. Rev. Dr. Day preached the dedicatory sermon, with prayer by Rev. A. F. Browne. In the afternoon the boy preacher, Mr. I. E. Bill, preached, and in the evening Rev. E. P. Coldwell, of Deerfield.

The new Baptist Church at Ohio was formally dedicated on Sunday, January 27th, 1889. The dedicatory sermon was preached by Rev. H. F. Adams. In the afternoon a sermon was preached by Rev. H. Simpson, followed in the evening with an address and preaching.

The foundation stone of the new St. Ambrose Church, on Albert street, was laid by His Grace Archbishop O'Brien, assisted by Frs. Murphy, McCarthy and Hamilton, on Monday morning, July 8th, 1889, with imposing ceremonies. A very large audience was in attendance. The opening services in the church were held on Christmas eve, 1889, beginning at midnight. The basement of the church, where the services were held, was crowded to excess. Rev. Fr. McCarthy officiated. The church was formally dedicated on Sunday, October 5th, 1890, by His Grace Archbishop O'Brien, assisted by Revs. Ff. E. F. Murphy, Halifax; W. J. Mihan, Amherst; A. B. Parker, of St. Bernard's; J. M. Gay, of Church Point; J. J. Sullivan, of Pubnico; W. B. Hamilton, of Eel Brook; J. Crouzier, Tusket Wedge, and E. Blanche, one of the Eudist Fathers from France, and by Rev. E. J. McCarthy, priest of the parish. An early Mass was celebrated at 7 a. m. Dense crowds gathered about the church long before the hour of the dedication began. The service was a most impressive one. High Mass was sung by Rev. Fr. Murphy, assisted by the other clergymen. The leading soprano was Miss Collins, of St. John, N. B., the organ being presided over by Miss Porter, of Yarmouth. Mr. Kaine accompanied on the cornet, and Mrs. Kaine and Mr. W. J. Thomson on the violin. Rev. A. B. Parker preached the sermon. Vesper service in the evening was also largely attended, many being unable to gain admittance. His Grace the Archbishop delivered an able and impressive sermon from the text, Ephesians II.: 19-22.

The Methodist Church at Central Argyle was dedicated on Sunday, December 13, 1891. The building is situated on the eastern side of the road on the rising ground opposite Mr. Howard Spinney's property. The dimensions of the building are 25x45 feet. The auditorium is 25x38 feet, with ceiling 14 feet high. The vestibule is 6 1-2 by 8 1-2 feet. The dedication service was conducted

by District Chairman W. H. Heartz, who preached an eloquent sermon from Rom. 1: 16. Rev. A. F. Browne, of the Baptist church, preached in the afternoon, and Rev. T. D. Hart, pastor of the church, preached in the evening. The choir furnished appropriate music to the accompaniment of the splendid organ presented by the Centenary church of St. John, N. B.

The bell for the Hebron Baptist Church arrived in Yarmouth from the McShane foundry, Baltimore, on the 14th May, 1892. It weighs 1000 pounds, and bears the following inscription: "Presented to Hebron Baptist Church by Mrs. Harriet Bain and others."

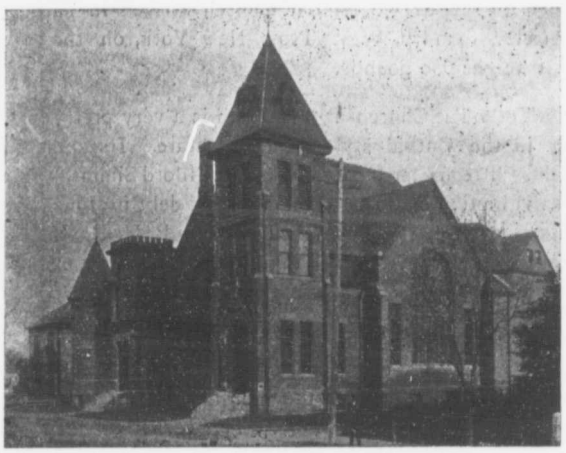
A bell for the Argyle Baptist Church arrived in Yarmouth from the Meneeley foundry, West Troy, New York, on the 17th May, 1892. It weighs 600 pounds.

The Methodist Church at Plymouth is a very pretty and tasteful building in the Gothic style of architecture. Its dimensions are 40x26 feet. The master builder was Mr. Milford Simms. The church had the distinction of being opened free of debt in June, 1892, when the dedication sermon was preached by Rev. P. H. Robinson. Revs. J. W. Shepherdson and W. H. Langille also officiated at this service.

The first sod for the new Tabernacle Church was turned on Tuesday morning, June 7th, 1892, by Mrs. Eben Scott. The spade used on the occasion was purchased by J. R. Wyman at $25.50 as a memento. The contract for the building was awarded to Milford Simms & Son and E. B. Churchill. The corner stone was laid on the afternoon of the 9th August, 1892, with appropiate ceremonies, including an address by the pastor, Rev. William McIntosh, an oration by Rev. W. H. G. Temple, pastor of Phillips church, South Boston, and addresses by other clergymen. The stone contained, among other things, a copy of the YARMOUTH HERALD, which on that day celebrated its 60th birthday, a copy of the TIMES and LIGHT, etc. The dedication of the church took place on Sunday, August 20th, 1893. The pastor, Rev. William McIntosh, was assisted by Rev. John A. McColl, of New Bedford, Mass.; Rev. Mr. Barrett, of New Hampshire, and Rev. Mr. Purdon, of Chebogue. The church cost $15,000, and is one of the most attractive and substantial in the Province. The building is constructed of Shelburne granite, of rough finish and is Gothic in style. The auditorium is 50x53 feet, and will seat about 350 persons. Adjoining the auditorium and connected with it by large moveable

doors are the lecture room, 30 feet square, infant class room, 14x30 feet and parlor 18x19 feet. These rooms are connected with each other by doors that open either up or down as required. There are also well fitted library room, kitchen, china closets and lavatories. The whole building is heated by a furnace, has a system of ventilation from cellar to roof, and is lighted by gas. The organ was built by F. A. Peters, of St. John, N. B.

The tender for the erection of New Zion Baptist Church was awarded to James E. Huestis in February, 1895. The proposed site for the building was sold to J. Townsend Anderson, who converted



it into a lawn. A new location a little farther up Parade street was purchased, between the dwellings of George G. Sanderson and John Killam. The building is 92x95 feet, and is of brick and stone, with large, beautiful art glass windows. The corner stone was laid on the 18th July, 1895. There was a dense fog prevailing, which turned into rain before the exercises were finished. Rev. J. H. Foshay conducted the services, which began with the hymn: "Zion Stands with Hills Surrounded," followed by the prayer of invocation by Rev. G. R. White, pastor of Temple Church. The presentation of the trowel by contractor Treen to Mrs. W. H. Gridley was made, after which the stone was laid by Mrs. Gridley with the usual ascription and formula. The pastor, Rev. Mr. Foshay, then delivered a brief historic sketch of the church, and at its conclusion Rev. J. E. Goucher,

pastor of the Milton Baptist church, offered prayer. The services ended by singing the hymn: "I Love Thy Kingdom, Lord," and the pronouncing of the Benediction. The church was dedicated on Sunday, June 7th, 1896. The sermon in the morning was delivered by Rev. Prof. Kierstadt, of Acadia College, and in the evening by the venerable Rev. Dr. Morse. Rev. J. H. Foshay, pastor of the church, read an interesting historical address, and took a prominent part at each service. The special dedicatory service was held in the afternoon, at which Revs. J. H. Saunders and George R. White delivered addresses and Rev. E. M. Kierstadt delivered the Invocation, and dedicatory prayer by Rev. Dr. Morse. Crowded congregations were present at all of these services. In the evening Mr. Charles L. Power was presented with a handsome gold headed cane, accompanied by an address from the church, upon his retirement as treasurer of the church and his removal from Yarmouth. The first wedding in the church was that of Miss Anna Leighton McGray, daughter of A. E. McGray, and Mr. Amos LeFavour O'Dell, of Beverly, Mass., on Tuesday afternoon, June 14th, 1898, by Rev. J. H. Foshay, pastor.

The Sunday School house of Trinity Church was moved from the corner of Forest and William streets to its present location, in July, 1895.

The new Free Baptist Church at Brooklyn was opened for Divine worship on Sunday, November 24th, 1895, the dedicatory sermon being preached in the morning by Rev. C. F. Cooper, who was assisted in the service by Rev. W. C. Weston. The afternoon service was conducted by Rev. J. H. Saunders. In the evening the new pastor, Rev. A. W. Currie, preached to a large congregation.

The Free Baptist Church at Argyle Sound was opened for Divine worship on the 29th November, 1896. Rev. William Miller preached the dedicatory sermon. The church is 28 feet by 48 feet, with a tower and spire 70 feet high. It was erected by Louis LeBlanc and Nelson Corning. It cost $1450. There is no baptistry. The first marriage in the church was that of Norman McKinnon and Miss Julia Patterson, and the first funeral that of Amos Frost. Rev. G. E. Sturgis, M. D., was the first and Rev. G. M. Wilson the present pastor.

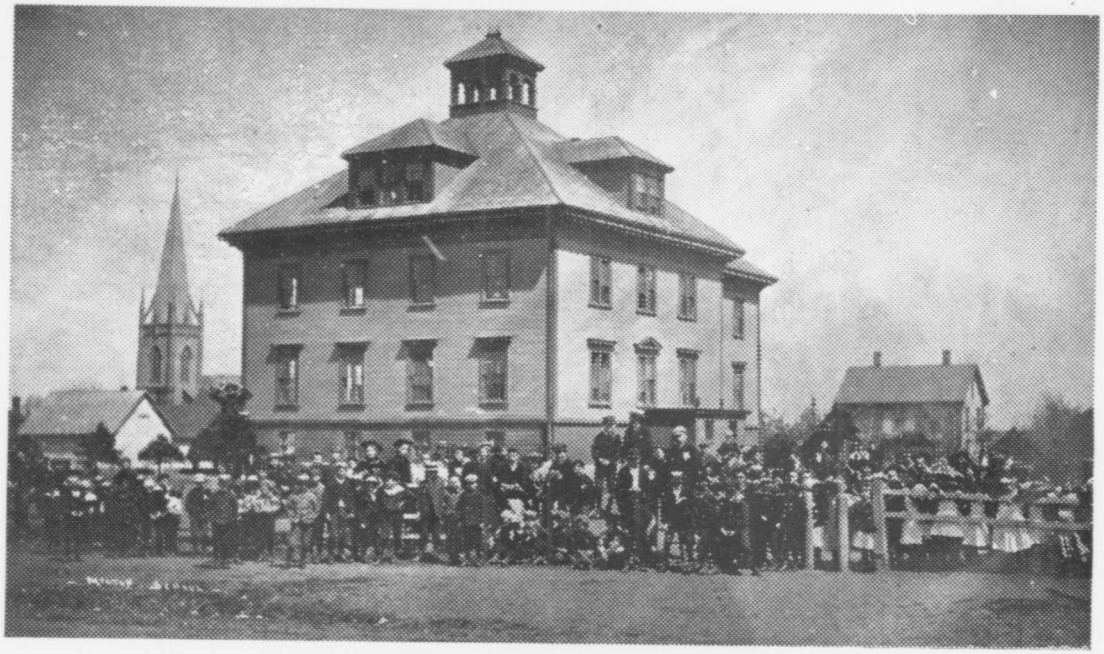
The new Wesleyan Church at Port Maitland was dedicated for public worship on Sunday, August 29th, 1897. Rev. A. D. Morton, of Shelburne, preached at the morning and evening services, and Rev. A. B. Higgins in the afternoon.

The new Free Baptist Church at Pubnico Head was dedicated on Sunday morning, December 17th, 1899. The dedicatory sermon was preached by Rev. J. E. Gosline; Rev. J. W. Freeman preached at 2.30 p. m., followed by Communion Service, and Rev. Wm. Miller preached in the evening, followed by a social service. The church is 30x50 feet, with a tower 9x9, 60 feet high. The church was built by Mr. Nelson Corning and cost $800. There is no baptistry. The first marriage to take place in the church was that of Mr. Ralph P. Brown and Miss Lettie G. Hamilton, on the 13th August, 1900. The first funeral was that of Mr. John Goodwin. Rev. G. M. Wilson was the first pastor, having taken charge on the 17th December, 1899. Mrs. Jane Hines presented the church with a fine bell, weighing 430 pounds.

The spire of the First Baptist Church was removed on the 9th February, 1900. In its apex were found two copies of the YARMOUTH HERALD of the 8th August, 1861, and a copy of the YARMOUTH TRIBUNE, which were placed there when the metal terminal on the top was put in position in that year. The papers were well preserved, and are in the possession of the writer of these notes.

A fine bell for New Zion Church arrived in Yarmouth on the 6th June, 1900. It was the gift of Hon. Senator John Lovitt, and was manufactured by the Henry McShane Manufacturing Co., Baltimore. It weighs 1005 pounds, and bears this inscription: "Presented by Hon. John Lovitt, 1900." The bell was rung for the first time for service on Wednesday evening, June 6th, 1900.

The 50th anniversary of the founding of the Free Baptist Church in Yarmouth Township was commemorated on Saturday, February 4th, 1882, by a "Jubilee" at Plymouth. The first church was organized by the late Rev. Charles Knowles on February 3d, 1832, at Little River, and on Sunday, the 5th, Rev. Mr. Knowles baptized Capt. James Robbins and wife, Ruth Larkin, Joan McGray, Oliver McGray, William Allen and Deborah Weston. All the above, except William Allen, were alive at the Jubilee. The church was a branch of that at Argyle. In 1837, at Cape Island, the denomination was formed. About 1817 Free Baptist principles were first propagated by the late Revs. Asa McGray, J. B. Norton and Thomas Crowell. Services were held on Saturday and on Sunday, in which two of the first seven were present: Mrs. Joan Hilton and Mrs. Ruth Ricker. These facts were communicated to the HERALD by one present.

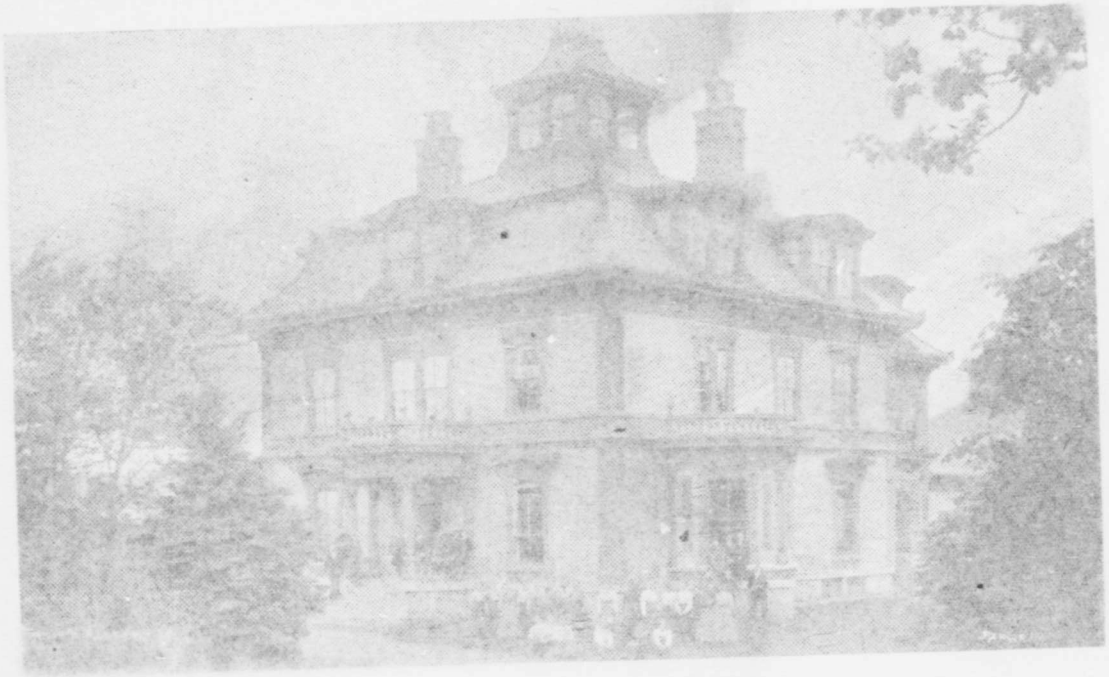


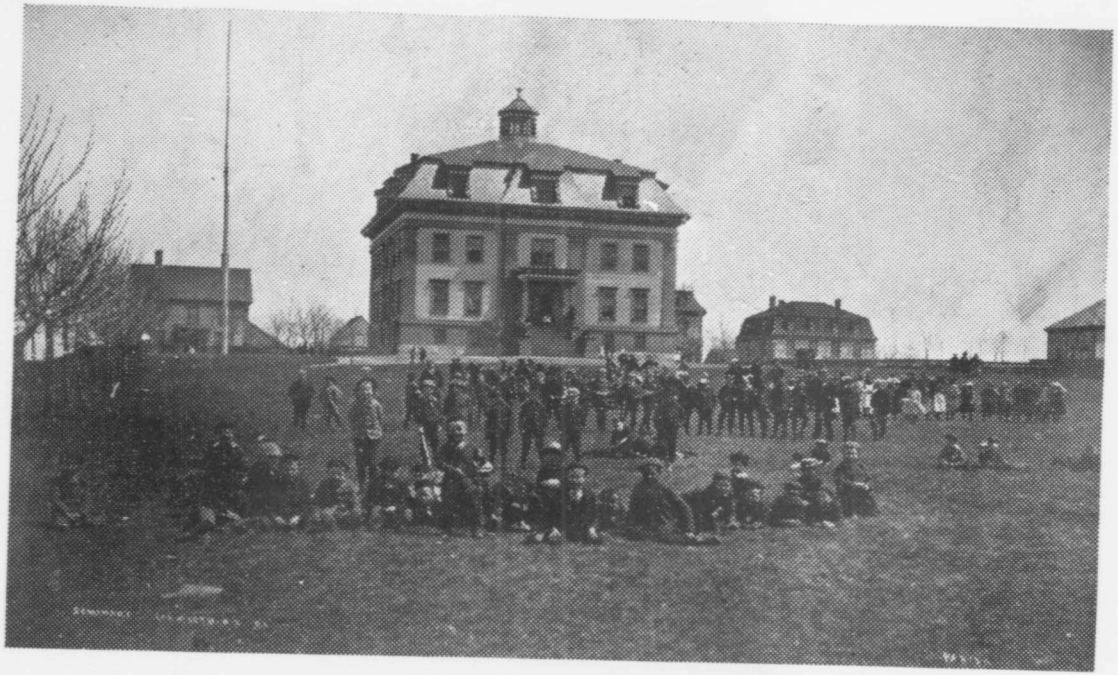
MILTON SCHOOL.

YARMOUTH ACADEMY.

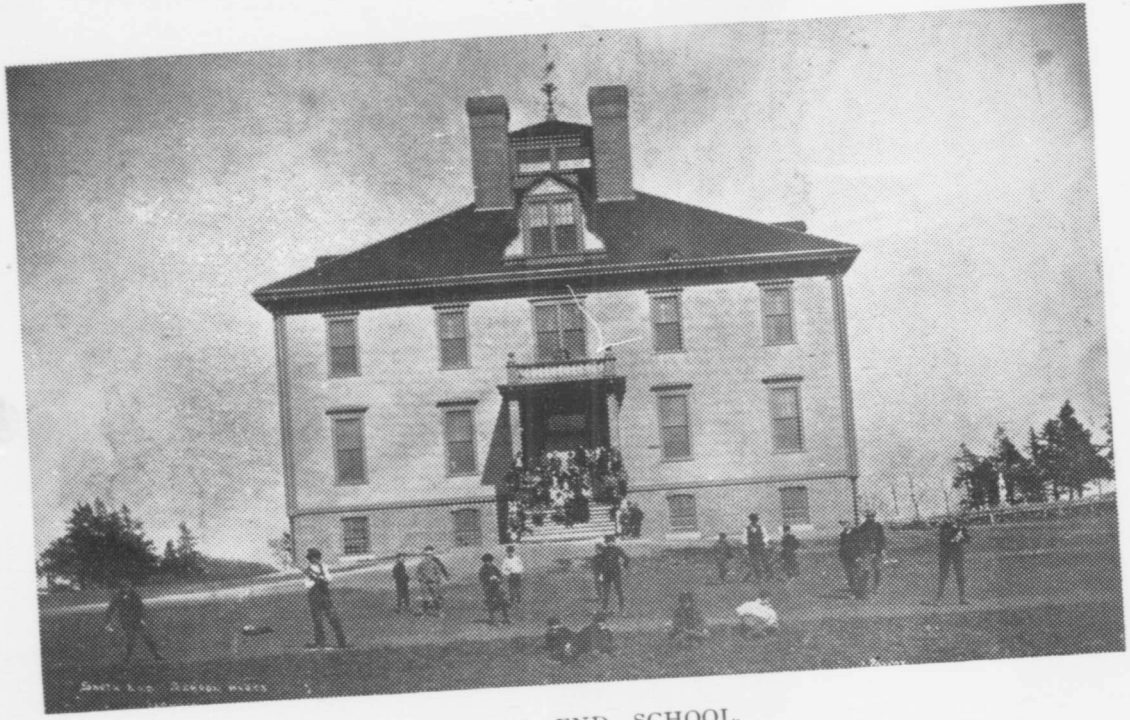
YARMOUTH ACADEMY.

YARMOUTH SEMINARY.





YARMOUTH SEMINARY.



SOUTH END SCHOOL.

SOUTH END SCHOOL.

THE SALEM SCHOOL HOUSE.

SCHOOL HOUSES.

The first school house of which any trace can be found was situated on the northeast corner of the old Episcopal churchyard on Butler's Hill, which was used also as a court house from 1790 till the year 1805, when it was sold to the late David McConnell, who removed it to his own premises, a little further down the street.

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YARMOUTH ACADEMY.

The next building used exclusively for school purposes was the Yarmouth Academy, which was built in 1831. The land for this building is the lot a little north of the row of buildings known as Moody's Row, which was purchased in January, 1830, by a number of citizens for £67 10s., and was deeded in trust to James Bond, Robert Kelley, Zachariah Chipman, A. V. S. Forbes and Waitstill Lewis. The lot was 60 feet front by 205 feet deep. The building was erected under the superintendence of James B. Daue. It had four large tall pillars in front, reaching from the sill to the top of the upper story, was surmounted by an open belfry, which contained a small bell rung from the lower story by a small rope leading down through the upper stories. This building has been removed to the line of Main street, on the original lot, and has been converted into a double tenement.

YARMOUTH SEMINARY.

The Yarmouth Seminary was erected in 1863, and completed in 1864. It cost, exclusive of the grounds, in the neighborhood of $20,000, and was the free gift of the residents of the town, chiefly those residing in the central district. The building is a beautiful wooden structure, two stories high, with a Mansard roof and basement. It is 68x73 feet, with a projection on the east 15x32 feet. The building is deeded in trust to a Board of Governors for educational purposes solely, and the Board a few years ago leased it to the town for a period of 999 years at a nominal rental of $20 annually. The building was designed by Mr. Charles W. Panter, of Brookline, Mass., the contract price being $14,000, which was increased, by extras, to about $2000 more. The land is 544 feet by 214 1-2 feet, and contains about 2 2-3 acres. It was principally the gift of the late George Killam, Esq. Those donating $1000 each to this building were: Thomas Killam, John W. Lovitt, N. K. Clements, J. K. Ryerson, George Killam and George S. Brown. Besides these amounts Capt. Clements advanced the sum of $5000 to wipe off the indebtedness when the building was completed, which amount has not been returned. The Seminary was dedicated on Wednesday afternoon and evening, October 12th, 1864. It was opened on the following day for the admission of pupils, with the following staff: Principal J. A. McLellan, M. A., University College, Toronto; Female High School—Principal teacher: Miss Georgiana Lane, graduate Ipswich Female Seminary; Miss A. C. Thomas, Bedford, C. E.; Miss Louisa Walker, Mount Holyoke; Painting and Drawing—Mrs. Carruthers, Paris; C.

W. Munro, Prof. Blanchard. Grammar School—A. Sinclair, University, Toronto. Primary Department—Miss Lynds, Miss Alvira W. Pond.

THE MILTON SCHOOL HOUSE.

A new school house at Milton, when nearly completed, was destroyed by fire on the night of January 4th, 1865. Another (the present) building was erected in 1885, and was dedicated on the evening of the 1st January, 1886. Dr. James C. Farish delivered an address, reviewing the schools of the town from its first settlement.

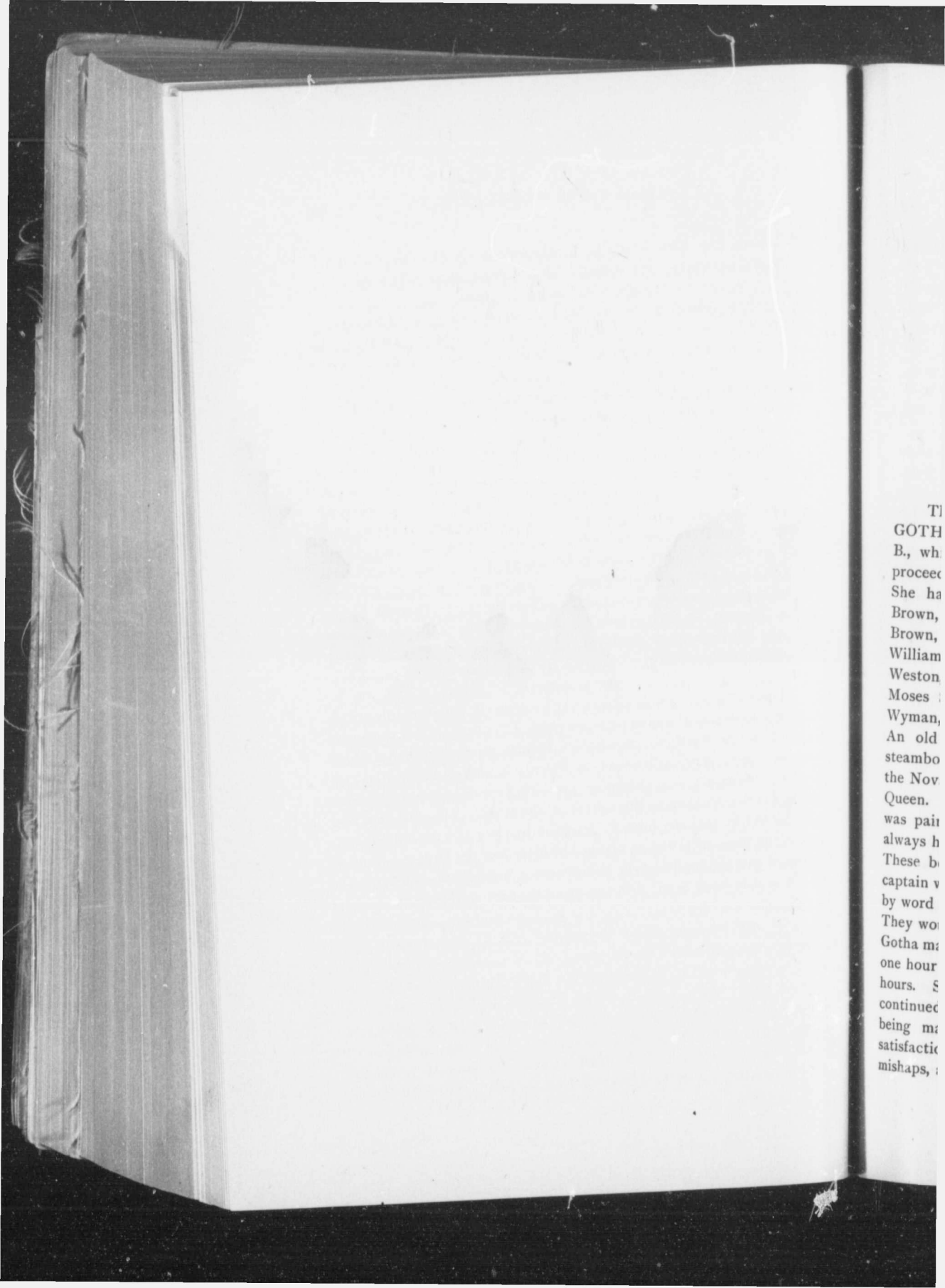
The South End school house was also erected in 1865.

THE SOUTH END SCHOOL.

The present school building at the South End was erected in 1892, and was opened to its scholars on Monday morning, March 6th, 1893. It was designed by Mr. Robert P. Kelley, and is 74 feet by 68 feet, two stories high, hip-roofed, with four dormer windows, two chimneys, and is surmounted with a cupola. The halls are 68x11 feet. It contains eight commodious school rooms, each 30x27 feet, 14 feet high, each provided with a dressing room 30x5 1-2 feet. Desks are provided for 420 scholars. The building is heated by the Fuller, Warren & Co. system, of Boston. The contractors were Corning, McConnell & Tedford, whose tender was $9,440; James E. Huestis tendered at $10,000, and Milford Simms at $9,670.

THE ACADEMY.

A public meeting was held in the evening of the 26th July, 1898, at which a resolution was passed authorizing the School Commissioners to purchase the Ryerson property on Parade street at $8000, (which sum had been previously voted to erect a school building) and to make the necessary alterations for providing for increased accommodation for the scholars in the centre of the town. This fine building was erected by the late John K. Ryerson in 1865 as a dwelling house, and at the time, with one or two exceptions, was the largest and most elaborate private residence in the province outside of Halifax. Its cost is said to have been, with the grounds, over $35,000.



STEAMERS.

The first steamer to enter Yarmouth harbor was the SAXE GOTHA, Capt. Vaughan, owned by James Whitney, of St. John, N. B., which arrived from that port on Thursday, June 3d, 1842, and proceeded the same afternoon for Liverpool, Lunenburg and Halifax. She had as passengers: Mrs. Van Norden and servant, Stayley Brown, Joseph B. Bond, Henry A. Grantham, Robert Brown, G. W. Brown, Benjamin Killam, Charles E. Patterson, Edward M. Robson, William Robertson, Robert Guest, Edmond Lonergan and son, Nathan Weston, Herbert Bazalgette, William McNamara, Dennis Sullivan, Moses Sollows, two Misses Nelson, Capt. Samuel Killam, Joseph Wyman, E. Christopher, Miss Oberry, and nine in the second cabin. An old sea captain, writing last year a description of the early steamboats running to St. John, Eastport and Portland, enumerates the Nova Scotia, Maid of Erin, Saxe Gotha, North America and Fairy Queen. He says they were queer looking boats; the Maid of Erin was painted green. The Saxe Gotha "was a very crank boat, and always had a list starboard or port, and hard to keep on even keel." These boats had no bells to communicate with the engine room; the captain walked a narrow bridge directly over the engine giving orders by word of mouth to stop and go ahead; engines all open to weather. They would be a novelty in these days of floating palaces. The Saxe Gotha made the passage to Halifax from Yarmouth, however, stopping one hour each at Liverpool and Lunenburg, on August 1, 1842, in 26 hours. She was a side wheeler, having two walking beams. She continued on the route between St. John and Halifax (Brier Island being made a port of call) during that season, and gave much satisfaction. However, like her successors, she met with frequent mishaps, and after another season (1843) was withdrawn.

She was followed by the NORTH AMERICA, also owned by Mr. Whitney, which continued to ply on the eastern route, and also to Boston for two or three weeks during the summer months.

A steamer called the NOVA SCOTIA, 250 tons, 130 feet long, 20 feet beam, was launched on the 1st June, 1837, at Annapolis, N. S. She was built by W. Hall for the Annapolis County Steam Boat Company.

Steamer HERALD, Capt. Oliver Haley, began plying between St. John, N. B., and Halifax, calling at Yarmouth, Liverpool and Lunenburg, on the 15th May, 1848.

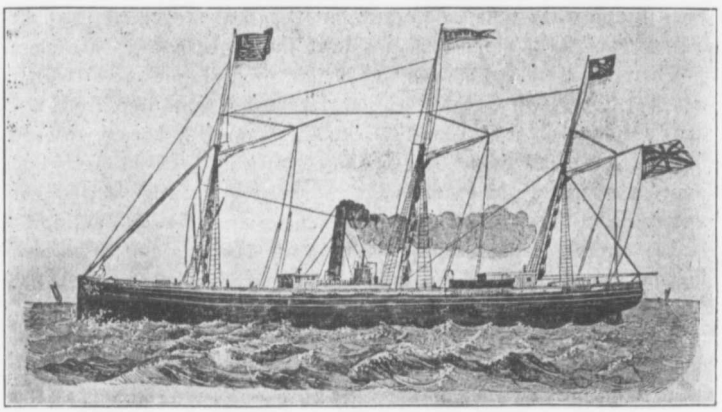
"The long talked of and magnificent new steamers belonging to the British & American Steam Navigation Company, of London, arrived at New York on the 23d April, 1838. They were the SIRIUS, commanded by Lieut. Richard Roberts, R. N., 700 tons, propelled by two engines of 320 h. p., performing the passage from Cork in 18 days; the GREAT WESTERN, Lieut. R. Hoskins, about 1300 tons, with two engines of 225 h. p., and performed the passage from Bristol in 15 days. The rate for passengers in the cabin, including wines and provisions of every kind, was 30 guineas, or $140; steward's fee for each person, £1 10s. sterling; children under 13 years and servants, half price; 2d cabin, $80, including provisions; steerage, $40, including provisions. The Sirius took passengers, but no freight. In May, 1839, it is reported that the Great Western sailed from New York for England with a full complement of passengers, but no freight, all her available space being required for coal for the voyage." The Great Western returned on the 8th May, 1838, and the day was one of great rejoicing in the great metropolis. We quote: "It was the day on which the Great Western was to take her departure, and all New York, it would seem, poured out its population. The number of people congregated at every available spot for seeing the monster was estimated at 40,000. It was a glorious sight for the commercial capital of the country, and there was not a heart there of all that gay and respectably dressed mass, one-third of whom were females, that did not throb with inward delight to see about to be consummated the sublime moral enterprise which, through the matchless aid of mechanic and human invention, has brought the two hemispheres of the globe together; and what is better, consolidated and cemented, as we hope forever, the blood of two kindred nations. The scene at the wharf where the Great Sea Monster lay moored, now so quiet and tame, except for the steady stream of steam and smoke that issued from her pipes, was one of yet greater excitement. The constabulary

force were roughly handled in trying to keep off the anxious crowds that seemed resolved to force themselves on the deck, and to have the pleasure of saying that they had put foot on her planks, or touched the hand to some part of her. There were, we should judge, of persons gathered in the groups of men and ladies on the deck of this ship representatives from every class of the community and from every nation of the earth. At 3 p. m. the cry of 'on shore' and hauling in the footplank gave signal that the hour was come. In a few seconds the proud ship was swiftly coursing on her gallant way—gliding with that quiet, easy and beautiful movement, without noise or confusion, which seemed almost like magic, her gay streamers of America's stars and stripes and Britain's red dragon cross peering from her four masts. Soon as she departed a gun fired from the wharf announced the fact, and the welkin rang with cheers, and the bands of music on board and on shore struck up national airs. She swept up the river a short distance, and then gracefully veering her head south in the nose of a stiff north-westerly breeze, went down the bay in most gallant style, passing with ease the ten or twelve steamers and ferryboats, swarming with crowds of passengers, that had intended to escort her, but were soon left far behind in her wake, for it seemed in a few minutes that she was at the Narrows, far beyond them all." The writer has deemed it best to copy the above verbatim, as the language and style of the story have a character unique at the present time.

The new steamer EMPEROR was placed on the route between St. John and Digby on the 27th August, 1857. She first ran on the route between St. John and Boston for a few months.

The Yarmouth Steam Navigation Company, which was organized in February, 1855, had for its object the placing of a steamer on the route between Yarmouth and Boston, and in April of that year a committee was appointed who proceeded to Philadelphia and purchased the steamer EASTERN STATE for $24,500, a little over one-half her original cost. She arrived in Yarmouth from Philadelphia direct on the 30th May, having made the passage in 79 hours. She was in command of Capt. Bowman Corning. She continued on that route for two years, making weekly trips. In 1857 she ran from Boston to Halifax, making ten day trips, calling at Yarmouth each way. In 1861 she was purchased for $9000 by Ryerson, Moses & Co., who in October, 1861, sold her to the United States for a transport for $26,000. The following is a copy of the list of shareholders, with the number of shares held by each: Thomas Killam 9; Thomas

Allen 4; Stayley Brown 4; John W. Lovitt 4; W. H. Townsend 4; Samuel Killam 4; Nathan Moses 3; E. W. B. Moody 3; George Killam 3; John K. Ryerson 3; Bowman Corning 2; Aaron Goudey 2; Allen & Brown 2; and 1 each by Andrew Lovitt, Thomas Dane, Lyman Cann, W. K. Dudman, Joseph Shaw, James Murray, jr., Norman J. Bond, A. C. Robbins, William Robertson, John Young, Thomas Barnard, S. M. Ryerson, C. & G. W. Tooker, George S. Brown, Wm. H. Jenkins, Huestis & Moulton and G. Sanderson. The Eastern



STEAMER EASTERN STATE—FIRST STEAMER OWNED IN YARMOUTH.

State was built in Philadelphia in 1857, was 383 tons gross and 261 register, and was rigged as a three-masted schooner. She sailed from Yarmouth for New York on the 23d September, 1861, where she was delivered to the United States authorities.

Steamer RELIEF was placed on the Halifax, Yarmouth and Boston route, July 31st, 1862.

Steamer SCOTIA was placed on the route between Yarmouth and Boston on the 21st October, 1864, and continued for the remainder of that season, Capt. Theodore Churchill master.

Steamer ISLAND CITY arrived at Yarmouth on the 16th May, 1866, from Boston, and was placed on the route between Yarmouth and Halifax, calling at Shelburne, Liverpool and Lunenburg. She made her last trip, arriving at Yarmouth on the 22d August, 1866, being withdrawn on account of the subsidy being transferred to steamer Emperor, and ran only from Halifax to Liverpool for the remainder of that and the ensuing season.

Steamer PALMYRA, Watson master, arrived at Yarmouth from Boston on Wednesday morning, July 18th, 1866, after 23 hours' passage, and proceeded for St. John two hours afterwards. She struck on Brier Island on her second trip, came off damaged and arrived at Yarmouth. She sailed for Boston on the 27th and arrived at that port the next day. She was not again placed on the route. Steamer PROMETHEUS, Capt. Hoit, took her place on the route and arrived at Yarmouth from Boston on Thursday evening, August 9th, 1866, but only made four trips.

Steamer LINDA, screw propeller, was purchased at New York and arrived at Yarmouth on her first trip from Boston on the 31st August, 1866. She was first commanded by Capt. Oliver Haley, with David Richards purser. She continued on the route until 1871, when she ran ashore at High Head. She was owned by the Yarmouth & Boston Steamship Co., and was 450 tons register. The price paid for her was $65,000. After the Linda went ashore the steamer Emperor was purchased by Capt. Clements, who placed her on the route between Yarmouth and Portland for the remainder of the season, and during the following winter and spring underwent a thorough overhauling and refitting. She was again placed on the route, but on her second outward passage was wrecked on Seal Ledge, Matinicus. Capt. Clements then turned his attention to the Linda, and succeeded in floating her. She was brought to Yarmouth, and thoroughly overhauled, repaired and refitted and again resumed her place on the route between Yarmouth, Boston and St. John, her name having been changed to the Dominion. Capt. Clements died on the 11th September, 1880, in the 64th year of his age, and his son, E. Franklin Clements took the management of the line. In June, 1882, the Nova Scotia S. S. Co. was founded, when the steamer New Brunswick was placed upon the route, but the Company soon became disorganized, and in May, 1885, the late Hon. L. E. Baker purchased the steamer Dominion and Alpha and at once set about forming the Yarmouth Steamship Company. He was successful in securing the required capital, $75,000, and the fine steel steamer Yarmouth was built on the Clyde and arrived in Yarmouth on the 3d May, 1887.

Steamer M. A. STARR, Capt. Wasson, of the Fishwick's Express Line, arrived in Yarmouth on her first trip from Halifax and shore ports on the 9th July, 1869. Mr. Prince H. McLarren was purser. The M. A. Starr continued on the route for several years and was succeeded by the EDGAR STUART, which arrived in Yarmouth on

her first trip in April, 1875. The Edgar Stuart performed the service on the south shore until she was wrecked near Lockeport in 1885.

The new steamer CITY OF ST. JOHN arrived in Yarmouth on her first trip from St. John on the 26th May, 1870. She made only a few trips, when she was withdrawn, and ran on the north shore of New Brunswick for some years.

The new steamer HERALD began plying on the route between St. John and Digby on Saturday, April 8th, 1843; the NORTH AMERICA, from St. John to Boston, on Monday, April 10th, 1843. The Herald was followed in 1844 by the steamer NOVA SCOTIA, and George C. Wyman, the mail courier, advertises that "In consequence of the Mails going out in the early part of Tuesday he can now accommodate A PASSENGER in his CARRIAGE to Digby."

Steamer CLEOPATRA was placed on the Boston route on the 21st November, 1883, for Yarmouth, thence proceeded to Annapolis leaving that place direct for Boston. She was 1100 tons, screw propeller. She made only two trips.

Steamer TUNSTALL, the first steamer direct from England to Yarmouth, with an inward cargo, arrived here on Saturday, March 22d, 1884. She had a cargo for Spinney, Eakins & Co. The Tunstall was sunk off the coast of Prince Edward Island on the 11th May, 1884.

Steamer Dominion and Clements wharf, the property of the Nova Scotia Steamship Co., were purchased by Hon. L. E. Baker in May, 1885. The line then became known as the Yarmouth Line.

Capt. George L. Burchell, of Sydney, C. B., purchased the steamer City of St. John at auction at St. John, N. B., on the 13th September, 1884, for $3000, including furniture and fittings. She arrived in Yarmouth on Sunday morning, May 31st, 1885, in tow of tug Storm King. She received a new boiler at the works of the Burrell-Johnson Iron Co., and left Yarmouth on the 6th November following, for Sydney, C. B., via Barrington, Halifax and other intermediate ports. She proceeded as far as Lockeport, where she was intercepted by Hon. L. E. Baker and Capt. Harvey Doane, of Barrington, who purchased her from Capt. Burchell. The City was brought back to Yarmouth and placed in winter quarters.

Steamer ALPHA was purchased by Mr. Baker in January, 1886, and placed on the Boston route, with the Dominion, the same season.

The steam tug GEORGE W. JOHNSON was launched at Milton on the 13th July, 1869. She was built by the Burrell-Johnson Iron Company.

Steamer EMPEROR began running from Yarmouth to Portland, Maine, on Friday, September 15th, 1871, under command of Capt. W. E. Sulis.

The wreck of the LINDA was sold on September 25th, 1871, and was purchased by N. K. Clements for $2600. She was floated on Thursday evening, September 12th, 1872, towed to Yarmouth, repaired, and again placed on the route, her name being changed to DOMINION. First trip to St. John, April 9th, 1873; first trip to Boston, April 11th, 1873.

Steamer COMMERCE made her first trip from Boston to Yarmouth on the 12th June, 1872, and sailed the same day for St. John. After making two round trips she ran ashore on Sunday evening, June 23d, in Ipswich Bay. She was got off in about twenty minutes and anchored until Monday morning, as, owing to the dense fog, her whereabouts could not be ascertained. She then proceeded to Boston, and again resumed her trips to Yarmouth. She was withdrawn from the route in August, 1872.

Steamer FLAMBOROUGH was placed on the route between Yarmouth and New York and St. John, N. B., on the 1st March, 1877, making fortnightly trips. The ALHAMBRA succeeded her after a few trips.

Steamer NEW BRUNSWICK was placed on the route between Yarmouth and Portland, Maine, on Saturday, June 3d, 1882. Steamer Dominion ran this summer between Yarmouth, St. John, Grand Manan and Eastport.

Steamer EMPRESS began making daily trips (the first) between St. John, Digby and Annapolis, on the 13th July, 1882.

The new steel steamer YARMOUTH arrived in Yarmouth on Tuesday, May 3d, 1887, from Glasgow direct, after a passage of 9 1-2 days. She was built by Archibald McMillan & Son, Dumbarton-on-the-Clyde, is 220 feet between perpendiculars, 35 feet beam, and 21 feet 6 inches hold. She has five water-tight compartments, is fitted with bilge keels, and carries 4000 barrels. Her speed is guaranteed 14 knots. She left for Boston on her first passage on the 7th May, Capt. Harvey Doane master and Capt. S. F. Stanwood pilot. She was built expressly for the Yarmouth Steamship Company, and at the time was the finest steamer plying between the United States and the Maritime Provinces.

Steamer BOSTON was launched at Glasgow on September 15th, 1890. She arrived in Yarmouth on Monday morning, November 24th, 1890, at 10 o'clock. Her record given at her trial speeds (six

consecutive runs) "marks this ship as the fastest single screw passenger steamer of her dimensions in the world." She is 245 feet long, 36 feet beam, and depth to hurricane deck 28 feet 9 inches.

Steamer BLUE HILL, belonging to the Yarmouth & Shelburne Steamship Co., arrived in Yarmouth from Boston, via Mount Desert, on the evening of February 19th, 1891. She was 140 feet long, had twin screws, and was very fast. She was sold in May, 1893, for $12,350 to the Bras d'Or Steamship Co.

Steamer CITY OF COLUMBIA, of the New York Steamship Co., arrived in Yarmouth on her first voyage from New York direct on the 5th June, 1891.

Steamer JUNO began making regular trips to John's Cove in June, 1895, Capt. H. F. Cann owner.

Steamer PRINCE EDWARD arrived in Yarmouth on Saturday, August 28th, 1897, at 7 o'clock in the evening. She was built by the Earle Shipbuilding and Engineering Co., Hull, England, for the Dominion Atlantic Railway. She is 268 feet long, 33 feet wide and 21 feet deep; tonnage 1413 gross; net 727. She is fitted with twin screws and has a speed of 19 1-2 knots. She left for Boston on her first passage on the 6th September, 1897.

Steamer EXPRESS arrived in Yarmouth at 4 a. m. on the 20th June, 1898. She called at St. John's, Newfoundland, for coal. She was purchased by the Yarmouth Steamship Co. in January, 1898, for service on the south shore. She was 202 feet long, 24 feet beam, 10 1-4 feet deep and registered 428 tons. She was constructed of steel, having two distinct sets of engines, one set to each paddle. She was launched in May, 1897, and had a speed of 15 1-4 knots.

Steamer CITY OF MONTICELLO was purchased by the Yarmouth Steamship Co. in March, 1899, for $30,000.

Steamer PRINCE GEORGE arrived in Yarmouth from Hull, England, direct, on the evening of the 24th November, 1898, anchoring in the Sound over night. She came up to her wharf next morning gaily decorated in bunting. She is 290 feet long, 38 feet beam and 17.6 feet deep. She was built by the Earle Shipbuilding and Engineering Co., of Hull, especially for the Dominion Atlantic Railway, and is fitted with twin screws. Her speed on her trial run was 20.338 knots, with 172 revolutions of the engines. She made the passage from Hull to Yarmouth in 11 1-2 days.

Steamer PRINCE ARTHUR arrived in Yarmouth from Boston on the morning of the 4th July, 1899. She came out direct to Boston from Hull, England. She is a duplicate of the Prince George, and

was built by the Earle Shipbuilding and Engineering Co., of Hull, for the Dominion Atlantic Railway.

FIRST STEAMERS TO CROSS THE ATLANTIC.

"Many authorities differ as to the dates and names of steamers that first crossed the Atlantic."—*Haydn's Book of Dates.*

This subject has caused much controversy throughout England, the United States and Canada, and many articles have appeared in the public press referring to the same. While it is not exactly within the scope of this volume nor the object of the writer to enter into a discussion of the subject, yet it may prove of interest to quote extracts that appeared in the early newspapers of the Province, and particularly those of Yarmouth.

From the YARMOUTH HERALD of August 23d, 1833, we quote:

"The Steamship Royal William, built in Quebec in 1832, for a regular trader between that place and the lower ports (but which speculation turned out a failure) sailed from Quebec at 6 o'clock on the evening of the 5th August, 1833, for London, where she was to be sold. The undertaking of establishing steam communication between Quebec and Halifax was a ruinous one, the stockholders losing every farthing of their investment, viz., £16,000. Some apprehensions appear to have existed as to the safety of the voyage to London, and the paragraph adds: "We are sorry to learn that she has gone to sea with very few passengers—Mr. Clarke, of Upper Canada, the Rev. Mr. Sweeney and daughter, of Jamaica, and Mr. Caszier. We think these apprehensions unfounded, particularly at this the finest season of the year. There can be no doubt that she is a good seaboat, and can weather the severest gale. With a prudent use of her sails during fair winds, there is hardly a doubt that her fuel can be so husbanded, after leaving Pictou, where she is to call for fuel, as to enable her to make a short run across the Atlantic, probably in sixteen to twenty-two days. *Besides, the experiment of crossing the Atlantic, from America to Europe, with steam vessels is not new* (the italics are mine). If our memory serves us, about ten years ago a Steamer went from New York to St. Petersburg, and it is only five or six years since the Munster Lass, a vessel built for a Steamer in New Brunswick, *safely crossed to Ireland.*"

Another extract from the HERALD of August 23d, 1833, says: "A new Steam Boat, of a very superior class, has arrived at Sydney, C. B., from England. She has been sent out by the General Mining Association, and is to be employed in attendance upon the Sydney

Mines. This Steamer, named the Cape Breton, was employed as a packet between Pictou, Charlottetown and Miramichi. She returned to Greenock in December, 1840, to receive new boilers and repairs." The steamer St. George was at this time plying between St. John and Fredericton, and another between Pictou and the Albion Mines.

Upon reading the item wherein the Munster Lass is mentioned, the writer thought that it would be a very simple matter to verify the statement regarding her, but when he undertook the task it was not so easy. He at once wrote the Collector of Customs at St. John, N. B., requesting him to examine the records at that port for those years, and furnish the information sought for, offering to pay for any cost in connection with the search. He received a prompt and courteous reply, stating that all records had been destroyed in the great fire, and he was unable to supply any details. The writer, at the Collector's suggestion, wrote to parties in the city, who made enquiries of the oldest pilots and mariners, several of whom remembered the building of the Munster Lass, and her sailing for and safe arrival at Ireland. Beyond this nothing definite could be obtained.

Mr. Sandford Fleming, C. M. G., in a lengthy article published in the Montreal Daily Witness of March 14, 1896, supplies a picture of the Royal William, with a list of the original shareholders, and full particulars of her size, engines, etc. He claims that the Royal William was the first steamer to cross the Atlantic *solely by steam*, notwithstanding all the alleged claims to the contrary. But his bold assertion will not satisfy those who wish to give credit where credit is due, notwithstanding the decision may be adverse to his own countrymen. There is one fact, however, that will not be lost sight of, and that is that the Royal William was built as a trader between Quebec and Halifax, whilst the Savannah was built with the sole purpose of performing the trips across the Atlantic.

The first steamer to cross the Atlantic from the United States to England was the Savannah, Capt. Rogers, built at New York, whence she proceeded for Savannah, and sailed from the latter port in 1819 for Liverpool, making the passage in 22 days. She was 300 tons burthen, ship rigged, and her engine was 70 or 80 horse power, low pressure. In making the Irish coast the smoke and steam from her chimneys gave her the appearance of a ship on fire, and vessels were despatched from the cove of Cork to her relief. From Liverpool she went to Copenhagen, Stockholm, St. Petersburg and Arundel, in Norway, making the voyage from the latter port back to Savannah in 25 days. Crowned heads, ministers, officers of state, etc., visited her,

and valuable services of plate, jewelry, etc., were presented to her officers. She subsequently made a voyage to Constantinople and back, being the first steamer that traversed the Mediterranean Sea, as well as the Atlantic Ocean. She was afterwards purchased to run as a packet between New York and Savannah, under Capt. Holdridge, but was wrecked on the south side of Long Island. This is a correct story and duly authenticated, being recited by Capt. Stephen Rogers, of New Haven, Connecticut, her first sailing master.

LANDS AND BUILDINGS.

The "Rialto" at Milton was raised on the 5th July, 1839. It was thus alluded to: "Another proof of the improvement of this Township was shown last week at Milton—when Mr. Dane raised for Mr. Killam a beautiful structure to be called the 'Rialto Mills.' It exceeds in size any building yet erected in Yarmouth, being 70 feet long and 40 broad, and is three stories high, besides the basement and a roomy attic."

The years 1864 and 1865 are remarkable in connection with Yarmouth history for the large number of public and private buildings erected, and the general progress of the place. The HERALD gives editorially the following statistics of the town, gathered at considerable pains: "The number of dwelling houses is 558; buildings solely occupied as retail shops 50; warehouses for heavy storage 38; steam factories 5; churches 7; school houses 2; court house 1; jail 1; grist mill 1; iron foundries 2; engine houses 3; total 698, exclusive of a large number of workshops, barns, etc., and three extensive livery stables. In the 'Rialto,' Milton, are a machine shop, a carding mill, a planing machine, blockshop, etc., all driven by water power. The wharves number 30. There are 70 retail shops, of which 20 are connected with dwelling houses and not included in the above enumeration. During the past year the progress of the town has surpassed that of any previous year, as an evidence of which we may mention that within that period 26 new dwelling houses and 8 stores were built, the gas works completed, and the town for the first time lighted with gas; the Yarmouth Seminary completed and put in operation; the Bank of Yarmouth established, etc. A large school house to cost $6000 was also erected at Milton, and nearly completed when it was burned to the ground. A number of other buildings were begun in 1864, which will be finished in the course of the present year. These consist of 19 dwelling houses, a spacious Wesleyan Chapel at Milton and a Jail. The population of the town is estimated to be about 4000. Taking this estimate and dividing the tonnage of the port (71,830 tons), by it, AFTER DEDUCTING THE PROPORTION OWNED OUTSIDE THE LIMITS OF THE TOWN, would give an average of about 16 tons of shipping, value over $500, to every man,

woman and child in the place. In proportion to population, Yarmouth is unquestionably the greatest shipping town on the American continent."

In connection with the above, the following is selected, which will show at a glance the rapid progress Yarmouth had been making during the periods stated, viz., 1848-1864:

"On the 1st January, 1848, the town of Yarmouth, three miles on Main street, contained 313 dwelling houses, 12 offices, 117 mechanic shops and 47 stores. In these limits there were 6 places of worship, 1 Baptist, 2 Methodist, 1 Presbyterian, or Congregational, 1 Episcopalian and 1 Roman Catholic. There were also 2 engine houses, with good and efficient engines. The Township contained 9000 inhabitants, 1250 houses, 123 vessels, aggregating 17,000 tons, 17 places of worship, a marine insurance association, a branch of the Nova Scotia Banking Company, two printing offices, an agency for Lloyds, an academy—and a variety of other institutions indicative of the wealth, industry, enterprise, morals and public intelligence of the community."

B. D. Fleet's building, east side of Main street, was erected in 1850.

Young & Baker's brick building, the first brick mercantile building erected in Yarmouth, and in fact in the western portion of Nova Scotia, was opened by that firm on the 11th October, 1856.

Victoria Buildings opened October, 1856, T. B. Dane and A. C. White joint owners.

W. H. Townsend's handsome dwelling house (now owned by E. K. Spinney) was completed September, 1857; also the dwellings of J. W. Moody (now E. F. Parker's) and Dr. Geddes, Butler's Hill, the same year.

The building now occupied by William Burrill & Co., and formerly as the Milton Foundry, was erected in 1857, opening in November. Messrs. Burrill's store is thus commented on: "The shop on the ground floor is one of the largest, if not the largest in Yarmouth, being 24 feet in front by 57 feet in depth. It is lighted both in front and rear by spacious windows, those which face the street being of plate glass of large dimensions."

Lovitt's building was erected in 1859, occupied first by Burrill & Co., William and Joseph.

Brown's brick building erected 1865-6. Hotel first opened in June, 1866, by John W. Scott, of Liverpool.

Ryerson Block erected 1865-6. First lecture delivered in the hall was by Mr. Judson D. Harris, a Yarmouthian, son of Rev. E. N. Harris, on the 20th September, 1866, his subject being: "Heroes Beneath the Monument." The hall was opened by a promenade concert on Friday evening, July 13th, 1866.

First Queen's Row erected by Henry T. Goudey in 1840. It was at first named Victoria Row. It was 120 feet in front, exclusive of the north building, and cost £800.

Chequered Building was erected by George Stairs Brown in 1840. This building has been removed to Water street, opposite the marine railway, and is known as Gridley's blacksmith shop.

E. W. B. Moody's "spacious" warehouse, and Samuel Killam's large store on Union wharf were erected in 1840.

Concert Hall, next building to H. & N. B. Lewis' store, was erected by T. B. Dane in 1847. The hall was first opened to the public on the 27th January, 1848.

The building on the corner of Main and Parade streets, now owned by W. L. Lovitt, was erected in 1848-9.

Kinney's new building, Puritan Hall, better known to the present generation as Clements' corner, was erected in August, 1848.

Queen's wharf, which, when completed, measured 1010 feet in length, was constructed in 1848-49, 800 feet being finished on the 23d November, 1848, and the remainder on the 8th October, 1849. It was owned by the Commercial Wharf Company, and Robert Hunter was the overseer. (For shareholders in the company see associations.)

The piles marking the channel of the harbor, on the west side, were placed in position in the fall of 1848, the gift of Thomas Killam.

The Cape Forchu Foundry, situate between Sanderson's tannery and the Commercial wharf, was sold at auction January 20th, 1855; date built not known.

A new public building capable of seating 300 or 400 persons was opened at Milton on the 28th August, 1849, by John Cann.

The large store on the north side of Queen's wharf was finished November 15th, 1849, by Nelson Weddleton. This building was burned at the Kinney-Haley fire on July 1st, 1892.

Moody's Row, at the "Corner," was erected during 1849 by E. W. B. Moody. It was known as Moody's new building for several years. The Row at first consisted of the corner building, to which were added in subsequent years one or two other buildings with vacant spaces between, until in 1849 these vacant spaces were filled in with buildings similar to the others—thus forming one row.

Whitten & White erected the building familiarly known as Mason's hall, as Utley's hall, and now as the Salvation Army barracks, in 1854. At the time of the completion it was said to have "a handsome exterior, being 35 feet wide by 70 feet deep and three stories high!" It was for many years known as Mason's hall, Hiram Lodge holding its meetings in the hall, or third story, for a number of years.

Exchange building was erected by Dennis Horton in August, 1855.

Dennis & Doane sold the corner lot and building now owned and occupied by Porter & Pendrigh in August, 1870, to T. M. Lewis and T. B. Flint for $4060.

A. C. White sold the southern half of Victoria buildings in August, 1870, to T. B. Dane for $4500, together with the lot and buildings on Central street.

The lot of land, corner of Main and Jenkins street, on which the Exchange Bank now stands, exchanged hands in 1848 for the sum of £80, or about $350; in 1854, with the wooden building then upon it (now the unoccupied knitting factory, moved down Jenkins street a few feet) for $2000; in 1867 for $3200; in 1870 for $5200; and in 1872, without the building, to the Exchange Bank for $6500. The last sale included only three-quarters of the original lot, the other lot being reserved by Lewis & Co. for the building which was moved on it, fronting on Jenkins street.

Burrell-Johnson Iron Co.'s new premises on Water street were taken possession of in November, 1872, the business office being in W. D. Lovitt's building, Parade street corner.

McLaughlin's brick building was finished in April, 1875—opening of their store on the 17th April of that year.

The Exchange Bank opened in the new premises, corner Main and Jenkins street, on September 10th, 1877. At the time of its erection, for elegance and beauty of architecture, it was stated that it surpassed any other building in Yarmouth. The building is of brick and freestone, of a beautiful olive color, is 30 feet on Main street and 52 feet on Jenkins street. It is two stories high, the lower story being 16 feet in the clear and the second 14 feet. The roof is in the French style, with a flat top. The banking room is 28 feet square, is elegantly finished in walnut and chestnut, and the walnut screens, with their handsome cut plate glass make a fine appearance. The vault is 5½x10 feet, 9 feet high, having a burglar-proof safe. The windows in the lower story are a single pane of heavy plate glass, 9½x4 feet. The building was built under contract by Kinney-Haley & Co., at a cost of $6000.

Dodds & Jolly's brick building was erected in 1876.

The Yarmouth Skating Rink was opened to the public on Thursday evening, March 7th, 1878, by a promenade concert given by the Milton Brass Band. The first skating, however, was not had until the evening of Saturday, December 21st, 1878. The building cost, with the land, 1000 chairs, fencing, clearing grounds, etc., $11,856.55. The first Directors were: A. C. Robbins, President; Samuel Killam, jr., T. R. Jolly, Wm. V. Brown, A. W. Eakins, Treasurer. Hugh Cann and A. F. Stoneman were elected Directors, but resigned, and their places were filled by A. C. Robbins and T. R. Jolly at the first meeting.

Princess Block was completed April 10th, 1879, and Viets & Dennis, the owners, made their opening on Saturday, April 12th. The building was 43 feet front, 79 feet deep, three stories high, built of brick, and was a handsome addition to Main street. George S. Taylor opened his store in this block a few weeks later.

Hotel Lorne—this building, formerly the residence of S. M. Ryerson, was raised to three stories in the early part of 1879, and was fitted as a hotel. It was opened in October of that year by Mrs. D. McIntosh, of Kentville, under the name of Hotel Lorne.

The Yarmouth Woollen Mill building was erected in 1881, the machinery being set in motion in June. James E. Huestis was the contractor.

Titus & Co.'s stables, with stock, including 13 horses, were sold at auction on the 16th April, 1879, for $10,150, B. Titus being the purchaser.

The American House, Wyman's building, was reopened by A. E. Weare in March, 1882.

Capt. John Murphy removed his barn from Tusket to Collins street, Yarmouth, on the 30th August, 1882. There was much speculation as to the stability of Tusket bridge, with this load crossing it, but it stood the test admirably.

Hood's building was erected in 1865. It was sold, together with the

dwelling house in the rear, at auction on the 28th September, 1881, for $8900 to W. Frank Moses. It was again sold at auction on the 9th September, 1882, for $7850, R. S. Eakins being the purchaser.

Zion Baptist parsonage, Willow street, was purchased from James B. Moody, who erected it, in July, 1883.

The Willett property, corner of Parade street and Haley road, was purchased in July, 1883, by J. H. Munro, for $2250.

The George Ryarson homestead property, corner of Collins and Second streets, was purchased by Capt. John Murphy in April, 1884, for $2000. The house was removed to the lot corner of Main and Parade streets, and the present fine dwelling erected on the lot next year.

The stores and dwelling house on the east side of Main street, known as the John C. Moulton property, were purchased from H. A. Parr by Norman A. Wyman, en bloc, in April, 1884, for $6000.

R. S. Eakins purchased the George Killam homestead on Parade street, in which he at present resides, in April, 1884, for $5000. He remodelled the building into two dwellings.

Capt. Henry Purdy's house and premises on Butler's hill were sold at auction on the 21st May, 1884, and were purchased by Capt. Cereno Johnson for $1315.

The dwellings of Capt. Joseph H. Cann and of Dr. James C. Farish, Milton, were erected in 1856.

Alexander Bain purchased at auction on the 17th May, 1884, the lot of land, corner of Alma and Carleton streets, for $300.

The Bethel, at Fish Point, was dedicated on Sunday, June 22d, 1884.

The property on Water street, known as the Salt Works, belonging to the estate of N. K. Clements, was sold at auction on the 24th May, 1884, for $1600. Samuel Killam was the purchaser.

The Clements farm, at High Head, realized $1675, being purchased by Nathaniel E. Pitman.

Robert E. Harris purchased the homestead property of Freeman Gardner, at Milton, in June, 1884, for $2500.

The new house and premises on William street, adjoining Trinity church, built by Rev. Richmond Shreve, were sold at auction on the 26th November, 1884, to R. S. Eakins for $3500.

Alfred Potter's house, near Broad Brook, was erected in 1884.

The homestead property of Mrs. S. F. Raymond, corner of Second and Alma streets, was disposed of at auction on the 2d February, 1885, to A. W. Eakins for $2100.

The homestead property of the late N. K. Clements, Parade street, known as "Brookside," was sold at auction on the 20th April, 1885, for $13,000; the lot on the corner of Main and Brown streets, with the buildings, for $6250; the lot on Water street for $200; the lot with buildings thereon on Water street, for $900; Durkee's island and lot of marsh of about 100 acres adjoining, for $3900; all purchased by Samuel Killam.

The building and land on Main street, next south of the Carvin block, was purchased by William Millen in 1885 for $2750.

Corning's brick building was erected in 1865.

Hugh E. Cann's dwelling, William street, was erected 1885.

Oxford Terrace was erected by Kinney, Haley & Co., its owners, in 1875.

The followiug properties belonging to the estate of Norman B. Baker were sold at auction on the 25th September, 1885: Shop and land on Hawthorn street, for $340, to James G. Baker; dwelling and land on Carleton street, to Alexander P. Lewis, for $1020; property near Baker's corner, Sand Beach, to Peter Poole, for $575; lot of land opposite the latter to Alexander Stuart, for $145; and a lot in the vicinity of the latter to Joseph Sleeth, for $100.

The double house on the south side of Cliff street, formerly owned by James B. Weddleton, was purchased by Levi B. Wyman, in October, 1885, for $1400.

The homestead property of George H. Porter, Clements street, was sold at auction on the 30th October, 1885, to E. K. Spinney for $2975.

The public wharf at Pubnico was built in 1885; completed in 1886.

The pest house at Arcadia was built during the winter of 1885-6. It was built by contract by James E. Huestis for $575.

The property belonging to the Yarmouth Power Knitting Co. was sold at auction on the 16th February, 1886. The land and building were purchased by Hugh D. Cann for $675; the machinery by R. S. Eakins for $550.

Dr. F. A. Webster's homestead property on Butler's Hill was sold at auction on the 10th April, 1886, for $605 to Capt. J. K. Hatfield.

The homestead property of the late Israel Horton, on Moody's lane, was sold at auction about the 1st May, 1886, for $450 to James D. Horton and E. S. Williams.

Parker, Eakins & Co. purchased Young's wharf and stores for $12,500 in February, 1877.

The homestead property of Nathan Utley, corner of Albert and Green streets, with five acres of land, were sold at auction on the 18th November, 1877, by the Sheriff, and were purchased by Capt. Benjamin Hilton for $4825.

The dwelling house and premises of Gilbert Sanderson, on the east side of Main street, adjoining Queen's Row, were sold at auction on the 25th November, 1877, for $875. The tannery lot and buildings, with steam engine and plant, realized $312. Both properties were purchased by J. W. Moody.

The following properties belonging to the estate of G. S. Brown were sold at public auction on the 29th November, 1877, viz.: Lot south of the Court House, 108½x100 feet, for $2025, purchased by Capt. John Murphy; two lots adjoining the above, on Parade street, 60x168 feet each, price respectively $1040 and $900, purchased by Capt. John Lovitt; and Central wharf, price $16,100, purchased by L. E. Baker.

Baxter's Corner, corner of Main and Cliff streets, with the building thereon, was sold at private sale in January, 1878, to George J. Morton for $3000.

Andrew W. Homer sold his property on Main street, the site of Princess block, in January, 1878, to Viets & Dennis for the sum of $6000.

The property of J. T. Hutchinson, corner of Main and Alma streets,

was purchased by John H. Killam for Capt. Bowman Corning, in August, 1878, for $7000. The brick building, an annex to the above, on Alma street, was erected by Capt. Corning in November of the same year. The building was at once altered to suit the business of S. A. Crowell & Co., who took possession as soon as the work was completed.

Stanwood's wharf was sold at auction on November 29th, 1878, and purchased by Aaron Goudey for $1330.

The property corner Main and Jenkins streets, was sold by auction on the 1st December, 1880, and was purchased by James J. Lovitt for $5400.

The "Club Farm," at Carleton, was sold at auction on the 3d December, 1880, for $2200, S. M. Ryerson being the purchaser. The stock, furniture and produce were included in the purchase. The farm consisted of 150 acres of land, 30 in a high state of cultivation, and 600 fruit trees.

The property on Jenkins street, next west of the Exchange Bank, belonging to the estate of Lewis & Co., was sold at auction on the 15th December, 1880, for $1550. George Crosby, of Ohio, was the purchaser.

The dwelling house and premises of George B. Doane, corner of William and Forest streets, was sold at auction on the 19th April, 1881, for $3750, W. D. Lovitt being the purchaser.

The homestead property of Freeman Dennis, Parade street, was sold at auction on the 5th May, 1881, for $5300. L. E. Baker was the purchaser. The lot adjoining, in the rear, fronting on Cliff street, was purchased by Daniel McLaughlin for $775.

The homestead premises of Nathaniel Churchill, Seminary street, were sold at auction on the 26th September, 1881, and were purchased by A. C. Robbins for $7050.

The dwelling house of S. C. Hood, on Forest street, was sold on the 26th September, 1881, for $1600, to T. W. Johns.

The Eel Brook Convent opened on Saturday, July 1st, 1882. Rev. Fr. Manning presided at the commencement exercises.

The property belonging to the estate of W. H. Moody & Co., corner of Main and Argyle streets, 200x90 feet, was sold at auction on July 7th, 1883, for $2100. J. A. Hatfield was the purchaser.

The lot of land, corner of Parade and Willow streets, formerly belonging to John P. Falt, was sold by John Lovitt in 1883 to Miss Ann Willett for $1950. Miss Willett erected a dwelling house upon it, which is now occupied by Thomas R. Jolly, the building, however, undergoing changes and additions by Augustus Cann and J. Townsend Anderson, who have since become its owners.

The homestead property of W. H. Moody, sr., corner of Argyle and Bond streets, was sold at auction on the 15th April, 1886, to Jacob K. Butler for $750.

The two lots of land on the north side of Forest street, east of the residence of G. Murray Dane, were sold at auction on the 15th April, 1886, to William Jones and Nelson O. Pearson for $230 and $251 respectively.

The Huntington house and land at Milton were sold at auction on the 31st July, 1886, to Capt. Robert Allen for $1200; the lot on the north side of Gardner street to George H. Gardner for $105; lot corner Main and

Gardner streets to James Huntington for $270; lot south side of Gardner street to Mrs. Clark for $130; another lot, adjoining the last, to Capt. Bowman Corning for $100; lot west side of Water street to Samuel Killam for $35; all belonging to the Huntington estate.

Boston Marine building was completed in October, 1887. It is 60 feet square, three stories high, and was built by Rhodes, Curry & Co., Amherst, costing $19,000.

The lot of land, corner Water and Central streets, 102x103 feet, was sold at auction on the 10th December, 1886, for $485, S. A. Crowell being the purchaser.

The premises at Lower Argyle, formerly owned by William F. MacDonnell, were purchased by John F. McLarren, in 1886, with the furniture, for $3150.

M. J. Shehan's homestead property, corner of Forest and William streets, was sold at auction on the 1st March, 1887, to Capt. George W. Tooker for $2100.

The lot of land for the Dominion public building was purchased from Jacob Bingay on the 27th June, 1884, for $6000. It measures 42 feet 6 inches on Main street, and 140 feet 4 inches on John street, reserving a right of way 20 feet wide for the use of the proprietors of land adjoining. The building was erected by Milliken, Gray & Wheaton, of Moncton, N. B., contractors, for $23,000. The corner stone was laid on September 1st, 1885, by Thomas B. Crosby, Clerk of the Municipality, at the request of the Deputy Warden. The box in the stone contains the names of the Municipal officers, copies of the local newspapers, statistics regarding the trade of the port and other documents; also samples of Yarmouth woollen and cotton manufactures, etc. The post office was removed to the new building from Hood's building on Tuesday, March 15th, 1887.

The following properties belonging to the estate of the late Samuel Killam were sold at auction on the 5th May, 1888, as follows: The house and lots on Main street, occupied by James E. Clements, to Corning & Chipman for $3150; the Landers property on Parade street to Capt. R. M. Ferguson for $525; the lots of land on Second street, south of the residence of W. H. Dane, to George H. Guest for $525; the two lots of land fronting on Willow street, south of the residence of G. G. Durkee, to George H. Guest for $425.

William E. Perry purchased the land and house of Capt. William E. Raymond, Prescott street, in July, 1880.

The land, factory building and machinery belonging to the estate of W. R. Crawley, Water street, near the marine railway, were sold at auction on the 8th February, 1888, to Dennis Crosby for $590.

The property of Capt. George W. Tooker, on Butler's Hill, was purchased at auction by T. W. Stoneman on the 14th April, 1888, for $1525.

The property known as the Alma House, belonging to the estate of the late Samuel Flint, was sold at auction on the 25th August, 1888, to Thomas B. Dane for $1400. It was reopened as the Queen Hotel by E, B. M. Nichols in February, 1889.

Godfrey's brick building was erected in 1888, and was opened in January, 1889, by Godfrey Brothers. It is 31 feet front by 100 feet deep.

Bingay's brick block—4 stores—on the west side of Main street, opened in November, 1888.

The laying of the foundation stone of the Temple church parsonage, William street, took place on Thursday evening, May 30th, 1889. A tin box containing a history of the church, the local papers, etc., was deposited in the stone by the pastor, Rev. Mr. White. The house cost over $2000.

The homestead property of the late Dr. James C. Farish, at Milton Square, was sold at auction on the 31st July, 1889, for $2500, William D. Lovitt being the purchaser.

Norman A. Wyman purchased the Queen's Row property in April, 1889.

The Providence church parsonage on Argyle street was erected in 1891. The lot of land was donated by the late Mrs. Nathan B. Lewis.

The homestead property and lot of land adjoining, corner of Main and Forest streets, were purchased in March, 1891, by Dr. G. W. T. Farish for $4000.

Ryerson block was purchased at auction by Samuel Killam for $22,300 on the 8th September, 1881.

George G. Sanderson purchased John Killam's house, Parade street, in September, 1889.

Postmaster Hood purchased the homestead of Rev. Dr. Day, corner Collins and Willow streets, in September, 1889, for $3000.

Samuel C. Hood purchased the house of Thomas W. Stoneman, Butler's Hill, in October, 1889, for $2600.

St. Julian hall opened on the evening of the 20th January, 1890, by a concert by the Milton Brass Band. It was owned by Thomas B. Dane, and was formerly known as the Methodist chapel. The hall is 32x65 feet, and will seat about 400 persons.

Dr. Fuller's homestead, corner Cliff and William streets, was erected in 1890.

Jacob Bingay purchased the property formerly belonging to the late Dennis Horton, Main street, in August, 1890.

The Edward Huestis homestead property, corner Main and Albert streets, was purchased by James Sykes in 1890. He removed the dwelling house to Water street, south of the store of Josiah B. Lewis.

The lot of land, with cellar, brick wall, etc., belonging to Viets & Dennis, formerly the site and remains of Princess block, were sold at auction on the 26th February, 1891, to E. M. Viets for $7000. The new Princess block was opened on the 3d October, 1891. The plate glass windows in the lower story measure 153,496 inches, and were the largest in any building in Yarmouth at that time.

The Oddfellows' building, corner of Second and John streets, was erected during 1891 by The Oddfellows' Building Association of Yarmouth (Limited). The capital was $6000 in 6000 shares of $1 each. James A. Wallace, John Guest, John A. Craig and B. R. Williams were the incorporators.

The homestead property of the late T. V. B. Bingay, on Cumberland street, was purchased at auction on the 11th May, 1891, by R. S. Eakins

for $2000. The two lots of land on Forest street, adjoining the above, were purchased by A. E. McGray for $1250.

The following dwelling houses were constructed during 1891-2: A. K. VanHorne's, corner of Albert and William streets; James G. Baker's on Carleton street, and John Baker's on Clements street.

The following properties originally belonging to the estate of the late H. G. Farish were sold at auction on the 9th July, 1891, as follows: The homestead property on the west side of Main street, for $4770 to Walter Thomson, who also purchased, at the same time, the lot adjoining on the south belonging to Mrs. George W. Tooker for $1575; and the Rev. Mr. Campbell's lot, corner Forest and Hawthorn streets, for $450. Total $6795.

The properties belonging to the estate of the late Mrs. Aaron Goudey were sold at auction on the 15th July, 1891, as follows: The homestead, on Main street, for $900 to Capt. William Hibbert; lot on the south for $400 to Norman A. Wyman; lot and barn in rear of homestead for $325 to Capt. William Hibbert; lot south of the barn lot for $200 to John Thompson; lot and small dwelling on Albert street for $350 to Josiah B. Lewis.

The building, land and machinery of the Milton Manufacturing Co., at Milton, were sold at auction on the 10th September, 1891, to Samuel A. Crowell for $5600.

Mrs. Catherine L. Moody purchased the property on the corner of Forest and William streets from Mr. Pearson in August, 1891, for about $3250.

The Archibald property on Cliff street (now the Cliff House) was sold to the Boston Marine Insurance Co. in August, 1891, for $3000.

William V. Brown purchased the double house on Alma street, belonging to the Halifax Building Society, in 1891, for about $2400.

Levi B. Wyman purchased the lot of land corner of Cliff and South Park streets in November, 1891, and finished his handsome dwelling on the lot during the next summer.

Capt. Augustus Cann disposed of his dwelling and lot on Parade street to J. Townsend Anderson in March, 1892, and purchased the lot of land, corner of Collins and Carleton streets. He began the construction of his very attractive homestead the same year.

The lot of land on which the Tabernacle church stood was purchased by Norman S. Porter in 1892, immediately after the fire, for $690, or $10 per foot frontage.

Trinity church corporation purchased the present Rectory property, corner William and Forest streets, in March, 1892, for $4500.

Charles L. Brown sold his property on Cliff street in February, 1892, to James Frost & Sons, and a month later purchased the lot corner of South Park and Cumberland streets, and erected a new dwelling house upon it the same year. Messrs. Frost erected the large coach office and stable at the same time.

The Bank of Nova Scotia building was opened in May, 1892. It was erected by Rhodes, Curry & Co., of Amherst. It is of brick, with freestone trimmings, is three stories in height, and is elegantly fitted throughout.

The Studio block was completed in November, 1892.

William Law & Co.'s large warehouse, Water street, was erected in October, 1892. It is 47 feet front by 97 feet deep, is three stories high and has four floors and a cellar on the water front.

Ellenwood's, Half Bald, Owl's Head and Holmes' Islands, of the Tusket group, were purchased by the Mud Island Lobster Co. from Dr. E. E. Josselyn, of Philadelphia, in October, 1892, for $2000.

Yarmouth block, corner Main and Brown streets, was completed December 20th, 1892.

W. H. Redding purchased the Harvey Spinney property on Cliff street in April, 1893.

Samuel C. Hood sold his property on Church Hill in April, 1893, to L. J. Roy.

The present agricultural exhibition building, Parade street, was erected in 1895. It is 80x150 feet, 24 feet post, with a portico 30x50, terminating in an open tower. It has an ell in the rear 30x50 feet, which is used during exhibitions as an art gallery. There are two promenades around the building, with convenient waiting rooms, restaurant, ticket offices, etc. It opened on the 3d October of that year with the annual fair.

The water office building, corner of Water and Jenkins streets, was erected in 1893. It is 25x45 feet, one story high, of brick, with metallic roof.

The homestead property of the late Charles Dodds, corner of Cliff and Willow streets, was purchased by Thomas Hall in February, 1894, for $2500.

The homestead property of the late Capt. Charles W. Clements, corner of Alma and Clements streets, was purchased at auction by Mrs. S. F. Raymond on the 5th September, 1894, for $1900.

The homestead property of Samuel Killam, jr., corner of Parade and Second streets, was sold at auction on the 12th September, 1894, and was bid in at $3350 by Levi B. Wyman as the site for the new Zion Baptist church. Arrangements for the purchase of the old church and premises on Main street were completed on the same day by Robert Caie for the sum of $5000. The house on the Killam lot was purchased at auction by L. E. Baker for $290, who removed it to a lot on Brunswick street. The barn was purchased by Charles T. Grantham for $115, who removed it. The lot measures 100 feet on Parade street by 120 feet on Second street. This site was abandoned, however, by the committee, and the present location selected.

Dwelling houses erected in 1894: John M. Smith, adjoining the Mission building, Main street; brick block of tenements on Cliff street, by Dr. A. J. Fuller; J. Lyons Hatfield on Clements street; Mrs. H. Arthur Spinney, Collins street; Capt. R. M. Ferguson, Parade street; Charles R. Reid, Willow street; Edward Alder, Cumberland street; Havelock Ricker, Green street.

The homestead property on Main street, owned by the late Rev. J. T. T. Moody, known as the "Rectory," was purchased by the Yarmouth Building and Loan Society, in October, 1894, for $3400.

The presbytery of St. Ambrose church, on Albert street, was completed in October, 1894.

Porter & Pendrigh purchased the lot and building occupied by them, corner of Main and Jenkins street, in January, 1895. They opened in the new store on the 6th February of that year.

A. J. McCallum purchased the dwelling house of C. C. Richards, Willow street, in March, 1895, for $3000.

J. D. Rolston purchased his homestead on William street from Nelson O. Pearson in 1896.

Norman L. Trefry's house and premises on Brunswick street were sold at auction on the 15th August, 1896, to James G. Baker for $1340.

The double tenement house and land, corner of Alma and Second streets, belonging to the estate of the late Dennis Crosby, were purchased at auction on the 19th August, 1896, by Capt. Alvin W. Robbins for $1600.

The Tusket River Co.'s mills and lands at Tusket were sold to Dickie & McGrath in August, 1896, for $40,000.

The dwelling house and lot owned by the late Pearl D. Kinney, Argyle street, were sold at auction on the 28th October, 1896, and were purchased by Willard M. Kelley for $955.

The building and land on Main street, known as the Millen property, were sold at auction on the 11th November, 1896, and were bid in by E. K. Spinney at $3900.

The homestead property of the late Charles W. Clements, corner of Alma and Clements streets, was purchased in 1896 by W. L. Harding for $1750.

The homestead property of the late Capt. Benjamin D. Robbins, Argyle street, was sold in October, 1896, to Henry Phipps, for $1000.

The property at Milton formerly owned by the late Aaron Sollows was sold at auction on the 2d November, 1896, to R. Caie for $1045.

The Hotel Lorne property was sold at auction, under foreclosure of mortgage by Sheriff Guest, on the 8th December, 1896, for $7200 to Charles T. Grantham.

George H. Lovitt's block, east side Main street, was completed in December, 1896. It is 36 feet front and 100 feet deep, is of brick, three stories. The building is heated with hot water. The brickwork was done by Churchill & Burton, the plumbing and heating by G. J. Morton, and the carpentering by Norman Crosby.

The property on Kirk street, formerly owned by J. H. Hurlburt, in rear of the Hotel Lorne, was sold at auction on the 23d February, 1897, and was purchased by T. W. Stoneman for $1850.

The following dwellings were in course of construction in 1897: W. L. Lovitt, Vancouver street; Rev. E. D. Millar, Porter street; R. H. Pendrigh, Brunswick street; J. M. Lawson, corner Forest and William; and Albert H. Poole, Cliff street.

The Yarmouth Hotel property was sold at auction on the 11th March, 1897, in compliance with the will of the owner, Mrs. R. Balfour Brown, and was bid in at $9000 by Charles T. Grantham for Mrs. Roberta Ablœscher.

W. H. Redding purchased the homestead property of the late J. W. H. Rowley in June, 1897, at a price in the neighborhood of $2500. He

made a large addition to it in the rear, remodeled it inside, and fitted it with hot water heating, lavatories, etc.

The lot of land and dwelling house, corner of Main and Parade streets, belonging to the estate of the late John Murphy, were purchased at auction by J. Harold Lovitt on the 29th May, 1899, for $3700. One-half of Mechanics block, Main street, was bid in by Charles W. Murphy at $4000.

The Dominion Atlantic Railway purchased the Lovitt wharf property from Mrs. Joseph Burrell in June, 1897, for $12,000, and the lot fronting on the harbor, adjoining the wharf property, from E. K. Spinney for $1400.

Lovitt & Lovitt erected their large warehouse on Water street during 1897. This building is 100 feet long by 50 feet wide, is three stories high, with a decked roof. There were used in its construction 64,615 feet of timber, 11,000 feet of two inch plank planed, 50,000 feet of inch boards, 36,000 shingles for the roof and 85,000 for the walls. The roof deck took 450 yards of canvas to cover. James E. Huestis was the architect.

Walter Thomson's large warehouse, Hawthorn street, was erected in 1897.

The homestead property of the late Mrs. Delight Crosby, Sand Beach, was sold at auction on the 19th August, 1897, for $975 to Miss Isabel Crosby.

Robert Williamson's property, Kirk street, was purchased by Joshua Huestis in December, 1897, for $1120.

The dwelling house and lot of Mrs. Roberta Ablœscher, Main street, were purchased at auction on the 22d December, 1897, by Edward F. Parker for $3525.

The lands of the South Shore Railway were sold at auction by Sheriff Guest on the 30th October, 1897, to Jacob Bingay.

The new opera house was opened on the 27th January, 1898, by the performance for three nights and matinee of "Olla Podrida," under the direction of Miss W. Blanche Hudson. A portion of the funds were given to the Old Ladies' Home, under whose auspices the concerts were given. The building, which is fireproof, is owned by Charles T. Grantham.

Dr. W. O. Gray's house, on Willow street, was offered at auction on the 4th April, 1898, and was bid in at $2300.

The lot of land and house on Prince street, erected by Capt. Jacob Crosby, were sold at auction on the 10th June, 1898, to Mrs. Margaret Longard, of Halifax, for $1750.

The Pelton house, corner Cliff and Carleton streets, was sold at auction on the 18th July, 1898, and was purchased by Charles T. Grantham for $2120.

The homestead property of the late George R. Smith, Forest street, was sold at auction on the 9th November, 1898, and was purchased by George C. Lewis for $3175. The lot of land on Park street adjoining was bid in at $400.

The property belonging to William V. Brown was sold at auction on the 9th August, 1898, as follows: House and premises eastward of Oddfellows block, John street, for $1485 to Frank Killam; one-half of the double house on Alma street (painted white) no offer; double house on

Alma street (painted red) for $1600 to Charles T. Grantham; house in Landers' Row to W. A. Killam for $695.

The homestead of Thomas R. Jolly was sold at auction on the 30th August, 1898, to Robert S. Eakins for $2100.

The Yarmouth Woollen Mill property, including the engines, boilers, shafting, etc., were sold at auction on the 3d October, 1898, for $8200 to Samuel A. Crowell.

The new dwelling house and premises of Albert H. Poole, Cliff street, were sold at auction on the 6th December, 1898, to Dr. Fuller for $2750. The house was completed that spring.

The homestead property of the late James Murray, Main street, was offered at auction on the 1st May, 1899, and bid in at $5000.

Charles G. Pollard purchased in October, 1899, the property on Cliff street, formerly owned by Charles E. Cann.

The Arthur W. Kinney property at Salem was sold under foreclosure of mortgage on the 26th October, 1899, and was bid in for the estate of Theophilus Crosby for $625.

A. W. Horner purchased the property of the late Lewis Allen at Salem in October, 1899, for $600.

The real estate, machinery, patterns and all plant, stock in trade, etc., of the Burrell-Johnson Iron Co., were sold at auction on the 11th January, 1900, by the liquidator, for $35,000, H. Bradford Cann being the purchaser.

The homestead property of the late Mrs. Ann Wyman, Main street, was sold at auction on the 5th July, 1900, to close the estate, and was bid in at $1600. The house on Alma street was also bid in at $300.

The dwelling house of Henry A. Killam, Brunswick street, was sold at auction on the 7th August, 1900, to William Law, M. P. P., for $1760.

The dwelling house of George J. Morton, William street, was sold at auction on the 7th August, 1900, to Capt. R. M. Ferguson for $2408.

The homestead property of the late Thomas McMurray, Collins street, was purchased at auction on the 11th October, 1900, by William Corning, of Chegoggin, for $2530.

INCORPORATIONS, SOCIETIES, &c.

INCORPORATIONS, SOCIETIES, &c.

TEMPERANCE ORGANIZATIONS.

The reader is referred, in this connection, to pages 11, 12 and 13 of this volume for the details of the formation of the first Temperance Society in this County.

The Providence Temperance Society held its first meeting in the Wesleyan chapel on January 13th, 1834.

Acadia Division, No. 1, Sons of Temperance, was instituted November 18th, 1847, with the following officers: F. W. Redding, W. P.; David Edgar, W. A.; John Tooker, R. S.; W. R. Alden, A. R. S.; John Edgar, F. S.; A. C. White, T.; R. S. Eakins, P. W. P.; G. S. Brown, C.; A. R. Noble, A. C.; James A. Sterritt, I. S.; J. M. Patch, O. S.

Central Division, No. 2, instituted December 19th, 1847. Officers—Samuel Flint, W. P.; J. W. Hutchinson, W. A.; Thomas Dane, R. S.; Robert Brown, A. R. S.; Edward Bingay, F. S.; Nehemiah Clements, T.; A. W. Homer, C.; A. D. Rust, A. C.; Richard Saunders, I. S.; Nelson Gardner, O. S.; John Cann, jr., P. W. P.

Providence Division, No. 3, Chebogue, instituted December 22d, 1847. Officers—John Crawley, W. P.; Thomas Hilton, W. A.; Charles W. Kelley, R. S.; Harvey Healey, A. R. S.; Benjamin Cleaveland, F. S.; Frederic H. Hilton, T.; Stephen Hilton, P. W. P.; Chandler Robbins, C.; Thomas W. Hilton, A. C.; Gideon Hilton, I. S.; Philip Hilton, O. S.

Milton Division, No. 4, Milton, instituted December 24th, 1847, Christmas eve. Officers—James B. Dane, W. P.; Joseph Shaw, W. A.; Thomas Dane, R. S.; Norman S. Porter, A. R. S.; John Cann, sr., T.; Nelson Corning, F. S.; John Cann, jr., C.; Isaac R. Chute, A. C.; William Bancroft, I. S.; Willoughby A. Bath, O. S.; James McMillen, P. W. P. Charter members: John Cann, sr.; James B. Dane, James McMullen, William Burrill, Benjamin Brown, Joseph Shaw, John Cann, jr., Isaac Chute, Thomas Dane, James Hines, Isaac Hopkins, W. A. Bath, Dennis Sullivan, Norman S. Porter, John Flint, William B. Cann, John Young, Nelson Corning, William Bancroft.

Yarmouth Section, No. 1, Cadets of Temperance, organized July 11th, 1848. Officers—James W. Hutchinson, Worthy Patron; George S. Brown,

Deputy Worthy Patron; Whitman Rogers, Worthy Archon; George Power, Vice-Archon; John Allen Waterman, Secretary; Reuben Tooker, Assistant Secretary; George Ramsay, Treasurer; David Wyman, Assistant Secretary; George Fox, Guide; Charles Baker, Usher; James Mitchell, Watchman; Nathan McConnell, Assistant Watchman. Its meetings were held in Central hall. The following were among its early members: George Powers, Nathan McConnell, Reuben Tooker, George Ramsay, David Burton, David Wyman, Fred B. Dakin, George Fox, Ingram Gidney, Charles Baker, Robert Ellenwood, James Mitchell, William Haskell, Benjamin Huestis, Frank White, William Gibbons, John Anderson, John Burton, Samuel Flint, John Allen, James Allen, Edward Bingay, George Head, Thomas Lewis, George Gardner, William Brown, Nelson Hammond, Thomas McCulloch, Hibbard Flint, William Gardner, William Perry, John Haley, Joseph Knowles, James Haley, George Brown, Henry Roberts, Edgar Goudey.

Chebogue Division, No. —, Arcadia, was instituted April 21, 1848. Officers—Angus M. Gidney, W. P.; Harvey Gardner, W. A.; Freeman Gardner, R. S.; John Williamson, A. R. S.; John Richards, F. S.; David Gowen, T.; Heman Gardner, C.; William A. Trefry, A. C.; Job H. Trefry, I. S.; John Turner, jr., O. S.; Ansel Robbins, P. W. P.

Hebron Division was instituted May 16, 1848. Officers—John Sanders, W. P.; Joseph Rogers, W. A.; Richard Crosby, R. S.; Nathan Patten, A. R. S.; Leonard Tiley, F. S.; Henry Landers, T.; T. W. Longstaff, C.; D. J. Landers, A. C.; Isaiah Crosby, jr., I. S.; Thomas Simonds, jr., O. S.; Josiah Crosby, P. W. P.

Mariners' Division, No. 56, was instituted at Yarmouth on the 29th January, 1849. Officers—Dr. Joseph B. Bond, W. P.; John Edgar, W. A.; George H. Redding, R. S.; Thomas Purdie, A. R. S.; Joseph Patch, F. S.; Alexander Lawson, Treasurer; Robert Haskell, Conductor; Joseph Hurlburt, Marshal; Benjamin Crosby, Inside Guard; F. W. Redding, P. G. W. P., Outside Guard; John Murray, P. W. P.

The formation of the Grand Division of the Province took place in Concert Hall, Yarmouth, April 22d, 1848. The following were the officers: F. W. Redding, G. W. P.; Angus M. Gidney, G. W. A.; John Tooker, G. S.; James B. Dane, G. T.; Thomas Hilton, G. Chaplain; Charles W. Kelley, G. C.; William Burrill, Grand Sentinel; Samuel Flint, G. P. W. P.

Cadets of Temperance, Section No. 1, organized June, 1858. Officers—James E. K. Crosby, Worthy Archon; William Bond, Vice-Archon; Albert Durkee, Secretary; James Lawson, Assistant Secretary; George H. DeForest, Treasurer; Norman Tooker, Assistant Treasurer; George W. Kinney, Guide; Rufus Utley, Usher; Thomas Crosby, Watchman; J. B. Crosby, Assistant Watchman.

Hiawatha Lodge of Good Templars was instituted in the early '60s, and was a most healthy and vigorous Temperance Society for five or six years. It held its meetings at first in Huestis hall, Brown street, but its membership grew so rapidly that larger quarters became necessary and Lovitt's hall was secured. At one time it had about 300 members, male and female. After a few years it removed to Huestis building, and

gradually grew less in interest and membership until it finally ceased to exist.

Scotia Temple of Honor and Temperance was instituted at Milton on Thursday evening, June 29th, 1871, by G. S. Knollin, assisted by S. J. Roberts, T. D. Denham, D. A. Vaughan, James Olive and G. S. Clark. There were 21 applicants for the Charter. The following were the first office bearers: James Olive, W. C. T.; Freeman C. Gardner, W. V. T.; James Burrill, W. R.; Edward Allen, W. A. R.; H. Clifford Creed, W. F. R.; Joseph Burrell, W. T.; George H. Gardner, W. M.; Benjamin W. Gillis, W. D. M.; Samuel Burrill, jr., W. G.; William White, W. S.; Nathaniel Currier, W. R. H. S.; Henry Burrill, W. L. H. S.

St. Ambrose Total Abstinence Society was founded March 25th, 1883, with the following members: William Rodgers, William Whalen, James Long, John Murphy, Hugh McManus, John Madden, Eugene Gallagher, Andrew McManus, Dominick McDevitt, James W. Power, Alexander Stewart, John Steele, John O'Brien. The first officers were: John Murphy, President; Eugene Gallagher, Vice-President; James W. Power, Secretary; Alexander Stewart, Treasurer.

Society of St. Vincent of Paul was organized September 27th, 1878, in connection with St. Ambrose church, Yarmouth, with the following officers: James Osborne, President; Hugh E. Gillis, Vice-President; James H. Goodwin, Secretary; M. M. LeBlanc, Treasurer.

THE DUTCHER REFORM MOVEMENT.

The Dutcher Reform movement began in Yarmouth on the 1st August, 1877, Mr. George M. Dutcher arriving in town from Massachusetts at that time. He addressed crowded audiences every evening in the different churches, and on Monday evening, August 6th, the Dutcher Temperance Reform Club was instituted, with the following officers: President, John K. Ryerson; Vice-Presidents, Freeman S. Crosby, Robert M. Kelley and J. W. Rogers; Secretary, William Law; Assistant Secretary, E. A. S. Ryerson; Chaplain, Amos Crosby; Treasurer, Thomas B. Crosby; Marshal, W. H. Brackett. Committee, Mrs. J. K. Ryerson, Mrs. A. F. Stoneman, Mrs. W. J. Hatfield, Mrs. G. G. Sanderson, Mrs. William Law, Mrs. J. N. Gardner, Mrs. George H. Guest, Mrs. T. M. Lewis, Joseph Burrell, J. R. Rogers and George E. Lavers. Before the close of each meeting the pledge was offered for signature, and then would ensue a scene of extraordinary enthusiasm. During the first week there were added to the pledge signatures numbering as follows: Thursday evening, 106; Friday, 117; Saturday, 140; Sunday afternoon, 70; Monday evening, 170; Tuesday, 199; Wednesday, 320; a total of 1122. An immense picnic was held on the grounds of William Murphy on Wednesday, August 15th, at which 3000 persons were present, and were entertained free of charge. This immense company returned to town in procession, headed by the Milton Brass Band, the different temperance societies carrying their banners, etc. Five hundred persons signed the pledge on the grounds, and up to that date 2600 names had been placed upon the roll. An immense pledge book was made expressly for this Society, in which the names of over 4200 persons were placed under the pledge before the

Society ceased to exist. This book has been in the possession of the writer since that date, and no little interest is revived by reading over the names of the signers.

As an outcome of this intense excitement a quantity of liquor—14 kegs brandy and two quarter casks of wine, seized for violation of the revenue laws—was sold at auction on the 10th November, 1877, by J. W. H. Rowley, by order of the Collector of Customs. It was purchased by William V. Brown, as agent for parties connected with the Reform Club. The price of the lot was $315, or about $1.40 per gallon. After the sale the head of the sample cask was knocked in and the contents emptied into the sewer. The balance of the liquor was burned near the railway station on the 29th November, in the presence of a large number of spectators.

A hall, named the "Dutcher Hall," was erected at Sandford, which cost $600, a result of the enthusiasm which prevailed in that section.

Dutcher Reform Clubs were instituted all over the Province, the interest over that gentleman being unprecedented. Wherever he went he received a genuine ovation. Telegrams were sent from Amherst, Annapolis, Windsor, Halifax and other Clubs to the parent Society in Yarmouth, from week to week, and on January 8th, 1878, a letter, which proved to be the last, was published in the HERALD, from Mr. Dutcher, in which he stated that he had, in company with Mayor Wells, of Washington, D. C., instituted a Club in that city. That Club passed a resolution asking Congress to amend the Constitution of the United States by abolishing the sale, manufacture and importation of liquor within its jurisdiction.

As an unfortunate ending of this wonderful wave of temperance reform it is our painful duty to add that Mr. Dutcher, while on a tour through one of the Western States, "fell from grace," and at once dropped out of the movement, followed as rapidly by the Clubs everywhere.

THE GREAT TEMPERANCE JUBILEE.

The fiftieth anniversary of the organization of the first Temperance Society in Yarmouth was held at Yarmouth on Thursday and Friday, August 1st and 2d, 1878. It was a most imposing demonstration. Yarmouth never witnessed anything that could be compared with it. The Centenary celebration of 1861 fell far behind it, both in interest and impressiveness. The addresses were very superior, the speakers being Rev. George Christie, chairman; Rev. John Read; Rev. Dr. Miner, of Boston; Zephaniah Porter, Esq., Daniel Corning (the only surviving brother of the 8 who first signed the Pledge of the Society, whose Jubilee they were then celebrating); Mr. George M. Dutcher, Rev. Mr. Temple, of St. John, N. B.; Rev. Dr. Clay and others. The number in attendance at the Rink on the first day could not have been much short of 6000, while hundreds, unable to gain admission, were standing at the doors and windows. The procession was very large, and the writer will not dare to venture on the number composing it. The route lay along Pleasant street, to Argyle street, to Main, and to Milton corner. When the head of the procession turned into Argyle street the rear of

the procession had not yet formed in front of the rink. The order of the procession was as follows: Milton Brass Band; members of old temperance societies; David Corning, Esq., in a barouche; temperance veterans in carriages; Central Division; S. of T.; Milton Division (ladies in carriages); Hebron Division; Pittacus Division, Arcadia Division; Hopewell Division; officers and past officers of Grand Division; Lodges of Templars; officers of County Lodges; Scotia Temple of Honor; Yarmouth, Tusket, Arcadia, Hebron and Sandford Reform Clubs; Children's Band of Hope; George M. Dutcher; past officers of Reform Clubs in carriages; clergymen and other visitors and citizens. During the time of the procession it seemed as if the town and thousands from the country were either taking part or looking on with interest. Both days were pretty generally observed as holidays—or, perhaps it would be more correct to say—were devoted to the Jubilee. On Thursday afternoon all the stores and other places of business were closed and nearly all on Friday. The opening exercises were participated in by Rev. J. T. T. Moody, Rev. D. Oram, Rev. Mr. Foster and Rev. George Christie.

INSURANCE ASSOCIATIONS.

In Mr. George S. Brown's book, issued in 1888, entitled "Yarmouth, Nova Scotia," it is stated that the first Marine Insurance Company in Yarmouth was organized in 1809. It had 50 shareholders who held among them 75 shares. They were as follows: James Shipley, Samuel Marshall, 5 shares each; Robert Huston, 3; Joseph Tooker, 4; Samuel Poole, Thomas Perry, Levi Perry, Horace Baker, Amasa Durkee, David Flint, Anthony Landers, Waitstill Lewis, Robert Kelley, James Jenkins, John Killam, William Brown, Silas Clements and Samuel Kelley, 2 each; and Alexander Bain, Jonathan Baker, Nathan Baker, Job Hatfield, William Harris, Thomas W. Crowell, Thomas Wilson, Samuel S. Poole, Henry Hilton, Jacob Kelley, Israel Kelley, Nehemiah Patch, Jacob Killam, John Raymond, Joseph Robbins, Joseph Robbins, jr., John Trask, Samuel Ellis, Lemuel Crosby, Jacob Tedford, John Prout, Stephen Rose, Zebina Shaw, Job Smith, Elkanah Clements, Othniel Beal, Christopher Strickland, Benjamin Scott, William Saunders, Ezra Churchill, Elisha Perry and Edward Crosby, 1 each. The first Directors were: Samuel Marshall, Joseph Tooker, John Killam, jr., Job Hatfield, Samuel Poole, Robert Huston and Elkanah Clements. Miner Huntington was appointed Broker, with Samuel Poole, Surveyor. This Association went out of business about the year 1812.

The next Insurance Association established in Yarmouth was that of the Marine Insurance Association, which was organized on the 30th January, 1837, a meeting having been held on that day of "Shipowners, Merchants and others interested." It was decided that the sum of £10,000 should be subscribed as a stock for the said Company, and a Committee of nine gentlemen was appointed to prepare the necessary rules and regulations. On the 18th March, 1837, the Society put forth its first announcement as follows:

YARMOUTH MARINE INSURANCE ASSOCIATION.

The above Association, being now formed, and all the Shares subscribed for, offer to take risks on Vessels, Merchandize, etc., belonging to the County of Yarmouth, against the perils and dangers of the seas, and other usual risks (according to the form and tenor of their policies) to an extent not exceeding Fifteen Hundred Pounds on any one vessel or risk.

The Committee chosen at a Meeting of the Shareholders will meet on every Thursday in the week at 2 o'clock, P. M., at the office of the Subscriber, to decide upon the applications submitted to them, and for the transaction of ordinary business.

Blank forms of application, terms as to credit on premiums, etc., and all other necessary information can be obtained at the Office of the Broker.

All applications for Insurance will be addressed to the Broker, and letters per mail to him must be postpaid.

BENJAMIN BARNARD, Broker.

Yarmouth, March 18th, 1837.

In March, 1839, the Company was permitted to take risks on vessels and cargoes in the Counties of Digby and Shelburne.

There were originally 60 shareholders and 80 shares. The first Directors were: Robert Kelley, Thomas Killam, Stayley Brown, John Moody, E. W. B. Moody, George Allen and Ebenezer Scott. Robert Kelley was the first President. The shares were subsequently increased by stages until in 1858 they numbered 200.

The Company went out of business with the other Marine Insurance Companies in Yarmouth in 1883.

The Acadian Insurance Company was established on March 6th, 1858, with 150 shares and 100 shareholders. The first Directors were: George S. Brown, Aaron Goudey, W. H. Townsend, Amasa Durkee, J. W. Moody, William Rogers and George Ryarson. T. V. B. Bingay was Broker. The Company ceased to do business after 1881.

The Commercial Insurance Company began business on April 6th, 1861, with 150 shares and 103 shareholders. Its first Directors were: A. C. Robbins, John W. Lovitt, Andrew Lovitt, Benjamin Killam, jr., Nathan Utley, William K. Dudman and Joseph B. Stoneman. Alex. S. Murray, Broker. Risks on any one vessel limited to $8000. It closed its business about 1886.

The Atlantic Insurance Company was established in February, 1865, with 150 shares. The first Directors were: George B. Doane, John K. Ryerson, Bowman Corning, Hugh Cann, Samuel Brown, N. K. Clements and John Young, with John Killam, Broker. It closed its business in 1881.

The Pacific Insurance Company began business February 19th, 1870, with 200 shares. The following composed its first Board of Directors: Thomas Killam, William D. Lovitt, John Young, John Lovitt, Freeman Dennis, William H. Moody and Nathan B. Lewis. William A. Chase was Broker. It closed its business in 1882.

The Oriental Insurance Company was established on New Year's day, 1874, with 300 shares, and, unlike its predecessors, which had no capital,

began business with a paid up capital of $30,000. Its first Directors were: William Law, James J. Lovitt, Henry Lewis, John R. Corning, Abram M. Hatfield, James M. Davis and Robert Ellenwood. Job Hatfield was Broker. It closed its business in 1883.

The Boston Marine Insurance Company, of Boston, Mass., established an agency of their association in Yarmouth in 1882, with William Law & Co. managers. As an outcome of the business resulting through this agency the company erected the substantial and attractive brick building on the corner of Main and Cliff streets at a cost of over $30,000.

SOCIETIES.

The Carpenters and Joiners' Union was established on the 25th March, 1834. At a meeting held on July 2d, 1851, the following resolution was adopted: "Resolved, that we do adopt and carry into effect ten hours a day as a working day, viz.: From 7 o'clock till 12 a. m., and from 1 o'clock till 6 p. m., and that we consider ourselves bound upon honour as men to work neither more nor less than the hours above named." This took effect July 7th, 1851. The resolution passed, with one dissenting voice. It was signed by 131 mechanics, all there were present at the meeting.

Friendly Fire Insurance Society, of Chebogue, was established on Monday, 19th February, 1837. I find two traces of losses paid by this Society shortly after its establishment. A notice asking persons desirous of joining the Society to do so, without delay, appeared in the HERALD of January 9th, 1862, signed by Thomas W. Hilton, secretary, which is proof that it kept in business for at least a quarter of a century.

Yarmouth Literary Society was formed in the fall of 1830.

Yarmouth Dorcas Sewing Circle was formed in the fall of 1840. First sale Jannary 11th, 1841.

Irish Benevolent Society was established January 14th, 1841, W. McNamara secretary.

UNION ANTI-TOBACCO SOCIETY.

Established at Kemptville, 4th April, 1844.

RULES AND REGULATIONS.

First—This Society shall be called the Union Anti-Tobacco Society.

Second—The officers of this Society shall be a President, Secretary, and a committee of three persons who shall be chosen annually.

Third—No member shall use any tobacco by chewing, smoking or snuffing, or in any other way, except it be ordered by a physician.

Fourth—No member shall sell or buy any tobacco (except it be for a medicine), but shall do all he consistently can to discountenance the use of tobacco.

Fifth—Any member violating the rules of this Society, and being convicted thereof, shall pay to the Secretary of the Society one shilling & 3d. for the first offence, two shillings and 6d. for the second, and

expelled for the third. (Any money received on this account shall be expended.)

Sixth—This Society shall meet 12 times in a year, viz., on the 2d Monday in each month.

Seventh—These rules may be amended, added to, or revised at any annual meeting.

Names of the officers—President, William Prosser; Secretary, Nathaniel Churchill, jr.; Jeremiah Harding, Calvin Gray and Harvey Hamilton, Committeemen. Members—Nathaniel Churchill, jr., Jeremiah Harding, Eleazer H. Wheaton, Elisabeth A. Churchill, Elenor B. Travis, William Prosser, Jane Harding, George H. Tinkham, Benjamin Churchill, Wm. Prosser, jr., George W. Wheaton, James Prosser, Mary A. Prosser, William Hurlburt, Mary Roberts, Deborah Roberts, Mary A. Kendall, Jonathan Roberts, Benjamin Roberts, David Kendall, Jonathan Goodwin, Lydia C. Vinimburgh, Asa McGray, Handley Roberts, jr., William McGray, Daniel Crowell, Samuel Gray, Mary E. Gray, Samuel H. Mood, Sarah Gray, Seth Tinkham, James Gray, jr., Sophia E. Gray, Delilah Roberts, Sarah Hamilton, Zilpha Hamilton, Edwin B. Bent, Fanny Churchill, Maria Andrews, Prince W. Kinney, Abigail C. Andrews, Samuel T. Hatfield, Samuel Purdy, Deborah Hamilton, Valpey Windsor, Freeman Hurlburt, Jeremiah Harding, jr., Daniel Roberts, Sarah Roberts, Ewen Crowell, Sarah Ann Harding, Mary ———, Deliah Churchill, Sarah Travis, Harvey Hamilton, Rhoda A. Roberts, Eliza Tinkham, Seth Tinkham, jr., James Hurlburt, Stephen Tinkham, Nathaniel Churchill, Abner Andrews, Thomas Allen, Jacob A. Roberts, John W. Roberts, Eloy Roberts, John Prosser, Abigail Churchill, Sarah E. Harding, John Harding, Mary E. Hurlburt, Lucy Mangerson, Calvin Hurlburt, Robert Prosser, Mary E. Andrews, Deborah Hamilton, Zaccheus Churchill, jr., Edmund C. Doane, Norman Hurlburt, Calvin Valpey, Experance Tinkham, Margaret Tinkham, George McConnell, Abigail Churchill, Sarah Hatfield, William T. Hatfield, William Flint, Job Reynerd, Mary G. Travis.

The "Gegoging Book Society" was founded on the 21st day of October, 1834. It had a very stringent code of by-laws, and heavy fines, for those days, were rigidly enforced. The subscribers were: William Harris, sr., Edward Harris, Richard Harris, Wm. Harris 3d, George Cann, Samuel Cann, David Rose, sr., James Kelly Rose, Nathan Shaw, John Rose, Ebenezer Rose, Rufus Porter, Vincent Harris, John Williams, jr., Alexander Bain, Benjamin Tooker, Calvin Cann, David Rose, jr., Homes Chipman, Lyman Cann, Dennis Sullivan, David Landers, David Churchill. The officers were: Benjamin Tooker, President; John Williams, Secretary; Jno. Harris, sr., Treasurer; Richard Harris, keeper; David Rose, sr., Edward Harris, Wm. Harris, Benj. Tooker, John Williams and Richard Harris, book committee; David Rose, sr., David Rose, jr., Calvin Cann and John Rose, inspectors. At a meeting held on the 1st June, 1835, it was unanimously voted to change the name of the Society to the "Dartmouth Book Society." I subjoin the catalogue of books belonging to the Society, viz.:

Book of Martyrs
Rand's Sermons
Baxter's Saints Rest
Mariners' Library
Anecdotes of Natural History
Memoir of Parsons
Bunyan's Holy War
Meditations for the Afflicted, Sick and Dying
Christianity Vindicated
Church of God
Hall's Help to Zion's Travelers
Indian War
Dissertations on the Mechanism of the Heavens
Couvier on the Revolution of the Surface of the Globe
Fanny Newell
Watts on the Mind
Lectures on Chemistry
Ella of Gravelock
Hill and the Valley
Demerara
Weal and Woe
Black Hawk
History of the Middle States
The Family Monitor
The Rocket Cabinet
Bunyan's Works on the Adaptation of External Nature to the Physical Condition of Man
Howett's History of Priestcraft
Goodrich's Ecclesiastical History
Aids to Mental Development
Watson's Answer to Thomas Payne
Baxter's Miscellanies
Relics of Antiquity
Trimmer's Natural History
Whitfield's Sermons
Whitfield's Memoirs
Life of Andrew Fuller
Travels in Peru—Edmond Temple, 2 vols.
Memoirs of Mrs. Judson—Harriet Newell
The Christian Philosopher
Historical Parallels
The Wisdom of God in Creation
Burns' Life of Luther
Aids to Devotion
Milton's Paradise Regained
Dodds' Works (2 vols.)
Flint's Geography
Morrall's Voyager
Riley's Vanatine
Herschell's Astronomy
Keith on the Prophesies
A Treatise on the Millennium
Missionary Gazetteer
Life of John Calvin
Memoir of Felix Neff
Fontenell's Plurality of Worlds

How long the Society kept in existence I have been unable to ascertain. The minutes close, with a filled book, on the 2d May, 1836.

The Yarmouth County Agricultural Society was formed on the 29th April, 1842, convened by advertisement for the purpose by the Sheriff. Every other County in the Province had a similar Society previous to this time. The officers elected for the first year were: Hon. James Bond, President; John Saunders, Vice-President; Reuben Clements, second Vice-President; Herbert Huntington, Secretary; Stayley Brown, Treasurer; John Bingay, Mark Killam, William Harris, Joseph Robins, Gabriel B. VanNorden, Caleb Cook, H. G. Farish and E. W. B. Moody. Anyone could become a member—resident of the County—on payment of five shillings annually. This Society kept up its meetings until 1848.

A similar Society was formed at the Court House, Tusket, on the 8th October, 1842, called the Township of Argyle Agricultural Society, with the following list of officers: Matthew Jeffrey, President; Rev. James Lent, Simon D'Entremont, Vice-Presidents; James Bingay, Secretary; John Ryder, Treasurer; Reuben Spinney, Thomas Willett, Israel Harding, jr., James Frost, Reuben Abbott, Prince Kinney, John Burke, William J. Hatfield, J. V. N. Hatfield, Archibald Jeffrey and John Gavel 2d.

The Yarmouth Township Agricultural Society was formed at Hebron on the 4th January, 1855. Its first officers were: Joseph A. Ellis, President; David Eldridge, Vice-President; James Churchill, 2d Vice-President; Thomas W. Longstaff, Secretary; Josiah Raymond, Treasurer

Jesse Wyman, John Rose, Richard Crosby, Loran Cann, Joseph Rogers, Henry Saunders, John McCormack, Benjamin B. Moses.

The present Yarmouth County Agricultural Society was organized on the 3d October, 1867, with the following officers: William B. Townsend, President; William Burrill, Vice-President; Charles E. Brown, Secretary; William Kinney, Henry Burrill, Dennis C. Weston, Enos K. Rogers and Stephen Churchill.

The Catholic Mutual Benefit Association was organized on the 22d July, 1893, with 13 charter members, and the following list of officers: F. G. J. Comeau, President; J. M. Edgar, 1st Vice-President; W. H. Whalen, 2d Vice-President; John O'Brien, Recording Secretary; Daniel Ashe, Assistant Secretary; R. H. Ross, Financial Secretary; L. A. D'Entremont, Treasurer; J. Madden, Marshal; Charles Saulnier, Guard. Number of members enrolled to July 1st, 1902, 80; number of deaths, 5. The sum of $6000 has been disbursed by the Society for the relief of widows and orphans.

A Debating Club was established December 23d, 1834.

A Mechanics' Institute was formed in Yarmouth in the latter part of 1835. A series of lectures was delivered under its auspices in the winter of 1835-6 by Rev. E. Crawley, Rev. Thomas McCulloch, D. D., Titus Smith, Mr. Young, James Forman and Alexander McKenzie.

Yarmouth Juvenile St. George's Society was founded in 1841; J. W. Moody, President; J. Norman Bond, Vice-President.

H. J. Sorenson opened a Reading Room on his premises, Argyle street, on the 5th February, 1841, where a large number of periodicals and newspapers were furnished to subscribers. It was closed on account of lack of support on the 8th August, 1842.

Yarmouth Singing Society was organized in February, 1846, Andrew Homer Director.

Hiram Lodge, A. F. & A. M., was organized October 2d, 1848, with George Killam first Worshipful Master. Keith Hall (Hood's building) was opened on Monday evening, December 4th, 1865.

Milton Lyceum was opened August 28th, 1849.

A Gymnasium was opened January 28th, 1850, by E. P. Fox.

Yarmouth Free Discussion Club was organized January 28th, 1853. John T. Hutchinson first Secretary.

Yarmouth Volunteer Rifle Corps was organized July 29th, 1857. J. W. H. Rowley, Captain; George S. Brown, first Lieutenant; Thomas B. Dane, second Lieutenant; John Baxter, Manus Kane, Robert Williamson, first, second and third Sergeants; Augustus Hesse, W. E. Huestis and L. G. Swain, Corporals; Joseph R. Kinney, Clerk.

Y. M. C. A. was organized in Exchange Hall, October 11th, 1858. The following were its first officers: Rev. T. B. Smith, President; Job Smith, W. B. Townsend, Vice-Presidents; John Thorburn, Secretary; A. F. Stoneman, Treasurer; N. K. Clements, James Kinney, T. M. Lewis and W. Healey, Managing Committee.

Yarmouth Mining Company was organized March 10th, 1862, with 200 shares of $5 each.

Scotia Lodge, A. F. & A. M., was established March 27th, 1863, John Baxter first Worshipful Master.

Yarmouth Gas Light Company was organized May 2d, 1863. Capital $40,000. It began with 70 consumers. Directors, Samuel Killam, President; J. W. H. Rowley, Secretary; John W. Lovitt, Nathan Moses, George Killam, George S. Brown, Horace Barnes, Thomas D. Bixby.

Yarmouth Registre of Shipping was organized January 28th, 1864. Thomas Killam, W. H. Jenkins, J. K. Ryerson, Hugh Cann and John Young were elected Directors at its first meeting, February 16th, 1864.

Yarmouth Medical Society was organized at Lovitt's hall December 19th, 1867. President, Dr. Bond; Vice-President, F. A. Webster; Secretary and Treasurer, J. C. Farish; Directors, G. J. Farish, Geddes, Harley, Kirby, J. L. R. Webster, H. L. Kelley, Barton, E. K. Kelley, Bingay, Moody and Harris.

Inland Navigation Company was incorporated in 1811, to open communication between the head of Forchu harbor and Lake George and other lakes by means of locks. Capital £5000, divided into 100 shares. About 30 vessels were built between Milton and Hebron, and brought down through these locks into the harbor.

The Commercial Wharf Company was incorporated in March, 1850, with a capital of £5000, in 50 shares, with £25 per share paid up. Its first Directors were: E. W. B. Moody, President; Reuben Clements, William H. Moody, Jacob Utley, jr., and Benjamin Ellenwood. The property was sold to Aaron Goudey and A. F. Stoneman in 1866, and the company ceased to exist.

The Moody-Brown Company was formed in November, 1852, and leased the Commercial wharf for the purpose of supplying outfits for the fisheries. The stockholders were: E. W. B. Moody, Robert Brown, Benjamin Ellenwood, Aaron Goudey, Gilbert Sanderson, Nathan Utley, George J. Goudey, David Cook, Walter C. Weston, Leonard Weston, Amos H. Scott, Lewis L. Wyman, Lemuel Robbins, Ansel Robbins, Robert D. Butler, Isaiah Crosby, jr., Nehemiah Crosby, Charles Knowles, John Hemeon and Samuel Holmes.

The Bank of Yarmouth began business in January, 1865, in the building corner of Main and Parade streets. Capital $400,000. First Directors: W. H. Townsend, President; Thomas Killam, John W. Lovitt, Loran E. Baker, Charles E. Brown. On September 30th, 1886, its capital was reduced to $300,000, and the amount returned to its shareholders.

The Exchange Bank of Yarmouth was established in 1869 and commenced business in the western store in Ryerson block, Central street. Its capital was $400,000, which was reduced in January, 1882, to $280,000, the amount being placed to reserve account. First Directors: W. H. Townsend, President; Benjamin Killam, Joseph R. Kinney, Aaron Goudey, George B. Doane, A. F. Stoneman, John H. Killam.

The Bank of Nova Scotia established an agency in Yarmouth in February, 1839, under the management of James Bond and Stayley

Brown. The latter retired in 1842, and in 1858 James Murray was appointed manager, which position he held until April, 1881, when he retired. The new Bank building, adjoining the Boston Marine building, was erected in 1892.

A brass band, called the "Acadia Brass Band," existed in Yarmouth during the winter of 1849-50, and continued for several years. The date of its formation and the names of its members cannot be fixed. A concert was given in January, 1850, which was largely attended.

A Lyceum was organized at Tusket on the 7th January, 1857, with the following officers: Rev. P. Tocque, President; Dr. Kirby, 1st Vice-President; James M. Lent, 2d Vice-President; Capt. John Murphy, Treasurer; Enos Gardner, Secretary. John Murphy, Israel Harding and B. Richards were committee of management.

Merchants' Exchange Reading Room opened in Ryerson's block June 21st, 1866.

Yarmouth Choral Union was organized March 12th, 1868.

Union Royal Arch Chapter was established November 22d, 1875, F. A. Pitcher first Principal Z.

Yarmouth Preceptory, No. 31, K. T., was established March 1st, 1892; Charter granted July 19th, 1892. The following were the Charter members: Sir Kts., E. Franklin Clements, Thomas R. Jolly, Arthur Rogers, George W. Johnson, Hiram E. Chute, Charles S. P. Robbins, Edgar J. Vickery.

Yarmouth Building and Loan Society was organized March 20th, 1876, at Utley's hall. First Directors: William V. Brown, Nathan Moses, William Haley, Rev. J. R. Campbell, T. B. Flint. Trustees: Dr. J. C. Farish, J. C. Anderson, R. S. Eakins. William V. Brown, first President.

Mutual Relief Society of Nova Scotia was organized in August, 1881. Directors: A. C. Robbins, President; Jacob Bingay, Vice-President; William V. Brown, Secretary; Thomas B. Crosby, Treasurer; J. Went. Bingay, Solicitor; William Law, George W. Johnson, E. K. Spinney, J. R. Kinney, A. W. Eakins, Joseph R. Wyman; Rev. G. E. Day and James C. Farish, Medical Examiners.

Yarmouth Game Society was organized in November, 1888, H. W. Cann, Secretary.

Marshalltown Brick & Pottery Company was organized on the 27th February, 1884, with the following Directors: B. P. Ladd, J. K. Ryerson, Edward Hogan, Weymouth; Henry C. Richards, Digby. John Lonergan was appointed President, and T. B. Flint, Secretary-Treasurer.

Cowan Gold Mining Company, of Yarmouth, was organized in 1885. The following were the shareholders, the first named three being the first Directors: L. E. Baker, David Cowan, S. C. Northup, A. C. Robbins, E. K. Spinney, William Cowan, of Marshalltown; E. M. Viets, J. D. Dennis, John Wentworth Moody, Joseph R. Wyman and Thomas B. Crosby.

Yarmouth Philharmonic Society was organized October 1st, 1885.

Bluenose Cycle Club of Yarmouth was organized June 30th, 1885.

Rockingham Gold Mining Company was organized in 1885, 2000 shares, 25 cents each. William V. Brown was Secretary-Treasurer.

New Success Oil Stove Company was organized February 24th, 1886, with T. B. Crosby, President; A. W. Eakins, Vice-President; Hiram Goudey, Secretary-Treasurer; William V. Brown, General Manager. Capital $10,000.

Pubnico Point Mining Company was organized in 1885, with Mathurine D'Entremont, President; Henry L. D'Entremont, Secretary; L. A. D'Entremont, Charles D'Entremont, Louis B. D'Entremont, Louis P. LeBlanc, Directors. $10 a share.

The Western Bank—Notice was given on the 1st March, 1871, of application for incorporation from Dominion Parliament to incorporate this Bank, but it did not materialize. A second notice called a meeting on January 11th, 1872, to organize the Bank, signed by Samuel M. Ryerson, Thomas Killam, John Young, Samuel Killam and Byron P. Ladd, provisional directors, but no action was taken.

The Milton Brass Band gave its first concert in Ryerson hall on the 4th May, 1875.

The Yarmouth Woollen Mill was erected in 1881. The corporation, by vote of the Municipal Council, was relieved of taxation for ten years. It was originally intended to have been erected to the westward of the residence of George W. Johnson, on the west side of Water street, on the line of the Western Counties Railway. The capital of the company was $50,000, all of which was taken by A. C. Robbins, L. E. Baker, Jacob Bingay, Hugh Cann and W. D. Lovitt, Directors. Incorporated December 27th, 1881. The first goods (650 yards) produced by this mill, were sold to Viets & Dennis on January 13th, 1882.

Cranberry Head Gold Mining Company was organized January 17th, 1882.

Yarmouth Telephone Company was organized June 1st, 1882, with the following Directors: Anselme O. Pothier, President; J. Murray Lawson, Secretary-Treasurer; and Thomas Killam. The lines of this company were opened to Tusket and Tusket Wedge on the 17th June of the same year. In April, 1884, they were extended to West Pubnico, with offices at Eel Brook, Argyle, Lower Argyle and Pubnico Harbor. Later connection was made with Barrington, thence to Shelburne, Liverpool, Halifax and intermediate places.

The Nova Scotia Steamship Company was organized June 3d, 1882. Directors: T. C. Hersey, President; H. J. Libbey, Treasurer-Secretary; E. F. Clements, Manager; J. B. Coyle, Samuel Killam, Daniel C. Emery, R. B. Humphrey.

The Maitland Telephone Company was organized in 1882, with J. H. Harris, President; W. S. Porter, Secretary and Manager, and Joseph Goudey, Director. Telephone connection was first established with Port Maitland on Friday, August 25th, 1882. This company sold its plant, rights and privileges to the Nova Scotia Telephone Co. in October, 1897, for $2200.

Power Knitting Company was organized in March, 1883, with a capital of $12,000, divided into 120 shares of $100 each, for the purpose of manufacturing woollen shirts and drawers. The stockholders were: A. C. Robbins, A. L. Kerr, W. D. Lovitt, Hugh Cann, Wm. S. Robbins, Spinney, Eakins & Co., W. H. Gridley, J. B. Kinney, W. A. Chase, Bowman Corning, Henry E. Haley, L. C. Haley, L. B. Allen, J. R. Kinney, S. A. Kinney, J. H. Porter & Co., and John H. Holmes. It started operations on the 1st April, 1883, employing 12 hands—4 males and 8 females—turning out about 72 dozens pieces weekly. The machinery was driven by a water motor in the building now used as the electric light station. The first Directors were: A. C. Robbins, President; Hugh Cann, A. L. Kerr, W. A. Chase, J. B. Kinney. Mr. Kerr was appointed General Manager, and William S. Robbins, Secretary-Treasurer.

Yarmouth Duck and Yarn Company was incorporated June 13th, 1883, with the following provisional directors: W. D. Lovitt, President; Samuel Killam, Vice-President; Thomas Killam, Secretary-Treasurer; A. C. Robbins, Bowman Corning, Frank Killam, Thomas E. Kelley and John Oldfield. The original building was 77½x99 feet, three stories high, of brick, chimney 100 feet high, fitted with 3400 spindles and turned out 900,000 yards of duck per annum. The whole establishment cost $100,000, the capital stock being $150,000, in shares of $100 each. The first yard of duck was manufactured on the 7th May, 1884, and the first ship to be fitted with sails made of its duck was the new ship County of Yarmouth, launched that year, a picture of which is shown elsewhere in this book.

Diamond Lodge of Oddfellows, No. 51, was instituted February 3d, 1887, with the following officers: Fred Miller, N. G.; John Guest, V. G.; John A. Craig, Secretary; H. E. Haley, Treasurer; William Millen, Permanent Secretary; C. E. Filleul, Conductor; W. T. Sterritt, Warden; S. B. Ray, R. S. N. G.; William Webster, L. S. N. G.; B. W. Ray, R. S. V. G.; James Wallace, L. S. V. G.; A. E. S. Eldridge, R. S. S.; B. R. Williams, L. S. S.; James Sellars, Guard; J. B. Gray, Sentinel.

Yarmouth Steamship Company was organized February 1, 1887, with L. E. Baker, J. W. Moody and Lyman E. Cann Directors. Capital increased from $75,000 to $190,000 to acquire new steamer Yarmouth and City of St. John. Capital again increased to $342,000 to purchase new steamer Boston on the 3d September, 1889, by unanimous vote.

Yarmouth and Shelburne Steamship Company was organized December 29th, 1887. Capital $21,000. $25 per share was paid at the first meeting. Directors: Bowman Corning, President; George K. Trefry, George H. Guest, B. B. Law and W. H. Cook. The LaTour was then in course of construction by the Burrell-Johnson Iron Co., and the Arcadia was purchased at the time of the meeting.

Yarmouth Driving Park Association was formed in June, 1891. Park opened October 8th and 9th, 1891.

Western Counties Railway was incorporated in 1870. First Directors: L. E. Baker, President; John Young, B. P. Ladd, Frank Killam, George B. Doane, George S. Brown, S. M. Ryerson.

The Farmers' and Citizens' Co-Operative Company was organized on

the 12th July, 1888, with the following Directors: Charles K. Robbins, William Corning, R. S. Eakins, Amos Brown, G. G. Sanderson. The store was first opened on the 1st October, 1888, with Pearl D. Kinney manager.

Yarmouth Street Railway Company was organized in July, 1888, with provisional directors as follows: James J. Lovitt, President; B. F. Pearson, Halifax, Secretary. The cars made their first trip on the evening of the 6th August, 1892.

Yarmouth Co-Operative Deposit and Loan Society was organized in 1886. J. W. Moody, President; Bowman Corning, Vice-President; S. B. Murray, Secretary-Treasurer; E. K. Spinney, Thomas Killam, Charles L. Power.

Merchants' and Manufacturers' Company was incorporated in October, 1888, with provisional directors: E. F. Clements, S. B. Murray, R. S. Eakins, William C. Rowe, A. M. Perrin, J. W. Bingay, E. N. Clements, J. R. Wyman. Capital stated $20,000, which is announced by official notice in the HERALD to have been increased on the 28th February, 1889, to $50,000.

Kemptville Lumber Company held its first annual meeting on the 3d June, 1889. Amial Spinney, E. E. Ring, Jonathan Randall, Samuel Roberts and C. R. Reeves provisional directors.

Milton Manufacturing Company was organized June, 1889, H. B. Cann, President; Charles I. Kent, factory manager; George H. Gardner, Secretary-Treasurer; L. E. Cann, B. B. Law, S. A. Crowell and J. H. Killam.

The Yarmouth Branch of the Society for the Prevention of Cruelty was organized on the 3d February, 1890, T. B. Flint, President, and Charles R. Kelley, Secretary.

Yarmouth Amalgamated Telephone Company was organized in July, 1890, E. F. Clements, Manager; Charles F. Brown, Superintendent; Jacob Bingay, R. S. Eakins, B. W. Chipman and C. F. Fraser, of Halifax, Directors.

Carleton Telephone Company was organized February 11th, 1884. Capital $500, which was increased in August, 1895, to $1000. First Directors: S. M. Ryerson, President; Edwin Crosby, Secretary-Treasurer; W. H. Miller, A. R. Durkee, Nathan Hilton.

Champion Liniment Company was incorporated in August, 1897. Capital $12,000, divided into 480 shares of $25 each. James A. Blackadar, E. C. Simonson, William Corning, James Brown, Henry Patten and John M. Barnaby, provisional directors.

Cape Sable Packing Company was organized in May, 1896. A. Freeland Nickerson, James E. Swim, Smith F. Nickerson, Maurice S. Nickerson, Thomas S. Poole, Wilfred C. Poole and Albert H. Poole, incorporators. Capital $8000, in 80 shares of $100 each.

Usher Steamship Company was organized in 1900. Capital $245,000. H. B. Cann, Charles W. Cann, George B. Cann, Augustus Cann, C. C. Richards, John H. Killam, Hugh D. Cann, applicants for incorporation.

THE OLD LADIES' HOME.

The turning of the first sod and laying of the foundation stone for the Old Ladies' Home took place with appropriate services on the morning of the 11th June, 1889, and was made one of the specialties of the celebration of that day, it being kept as the 128th anniversary of the settlement of Yarmouth. There was an immense crowd in attendance, a large number being on the platform. Rev. W. McIntosh opened the exercises with prayer. G. G. Sanderson, Esq., acted as chairman and briefly referred to the occasion that had brought the assemblage together, congratulated the Society on its progress and furnished a few statements of the position of affairs. He introduced T. B. Flint, Esq., who delivered the oration of the occasion. It is deemed fitting to reproduce here the latter part of this most excellent address:

"Hitherto the cares of the ladies who manage the society have been confined to gathering funds for the erection of a suitable building for the Home. The first sod for the foundation will be turned as an earnest of practical work. Shortly the visible results of their thoughts, their labors, their generosity and the generosity of friends of this movement will rise before the eye. Passers by will see, not without emotions of pride, we trust, a beautiful, substantial and comfortable Home where the declining years of many of those whom we love to honor may be rendered happy and peaceful. It is to be made as far as the ability and skill of the managers will permit a true home for those who otherwise might be without one.

"Who will not hope for their success? And if successful, how can we measure the benefits it may bring to many? How can we proportion its relations to other interests of the community? Certainly not by its cost, although that will be considerable. Not by the outward show of

the modest architecture of the building; not by the wide publicity that may be given of its affairs, nor by the loud noise it may make in history—no, for in all these particulars it would be easily overshadowed, and if it depended on such considerations for fame it would soon be forgotten. We measure it rather by the kindly sympathies it represents, and by the universal spirit of humanity to which it will ever silently but eloquently appeal. These give it its true utility. These alone render it of enduring value. Let it ever be an incitement to generous giving and to charitable thought.

"We owe many debts to the past. In this way let us try to repay them. Inheriting the fruits of past labors, of past energies expended, of the forethought for our welfare of those who are gone, our duty is clearly pointed out. As social needs grow in number and variety the demands upon our sympathies are more and more pressing. Those who are assisting in works like these are placing those who follow them under like obligations. In a thousand directions the rewards will be richer than can be estimated in money. Their happy effects will reach wherever affection may find objects for its care or wherever suffering remains to be alleviated. This Home then will become in that light not merely a dwelling for a privileged few so fortunate as to obtain shelter under its roof, but to all who look upon it it will become a sort of enchanted palace, radiating happy influences, a monument of thoughtful benevolence, and a practical blessing to those who gave, to those who receive and to the community among which it is placed."

Mr. Flint, on taking his seat, was warmly applauded.

The Milton Brass Band played several attractive airs.

The ceremony of turning the first sod was conducted by Mrs. F. H. Wilson and Mrs. Charles R. Kelley—the former cutting the sods and placing them in a wheelbarrow, and the latter wheeling them a short distance and dumping them upon the ground. This portion of the ceremony was greeted with loud clapping of hands. A benediction was pronounced by Rev. Mr. Fisher, and the Band played "God Save the Queen," after which the assembly dispersed.

The first person to enter the Home was Mrs. Pitman, widow of W. H. Pitman, on the 20th November, 1890. The building was erected by Mr. Milford Simms, under contract for $7782. The Home, completed, including hot water heating, grading lot, etc., cost about $11,000. The lot of land on which it is situate was the gift of Senator Lovitt and his brother, the late Mayor James J. Lovitt.

THE CALIFORNIA FEVER.

On October 1st, 1849, Mr. F. W. Redding announces that the "fast sailing brigantine Mary Jane (to be coppered) will leave this port (Yarmouth) for San Francisco on or about the 1st of November. She has been put into thirty shares of forty pounds each, which gives the possessor of a share one-thirtieth part of the vessel and cargo, together

with a passage. There are at present ten shares undisposed of. Persons desiring of purchasing will please make application at the store of F. W. Redding."

The Mary Jane sailed from Yarmouth for San Francisco on Thursday, November 22d, 1849, being the first vessel to sail from a Nova Scotia port for California direct. Her crew comprised: James Baker, master; William Cook, mate; Ebenezer Scott, B. B. Redding, Waitstill Baker, George A. Baker, Robert VanNorden, William S. Whitten, Thomas O'Brien, Charles J. Fox, G. W. Brown, John Young, Ebenezer Healey, Benjamin Killam, jr., Charles Hilton, Robert Hilton, Freeman Dennis, Silas Baker and William H. White, steward. She was loaded with boards, house frames, shingles, waggons, bricks, etc. She had undergone thorough repairs, and no expense was spared in fitting her for her long and perilous voyage. At the hour of leaving, 1 p. m., four or five hundred persons, of both sexes, assembled on Queen's wharf, and every countenance exhibited a solemn aspect. The crew, with one exception, were all natives. As she left the wharf a farewell salute was fired from some cannon on the wharf, and three cheers were given and returned by those on board. The Mary Jane arrived at 'Frisco on the 25th May, 1850, after a passage of 183 days. She was shortly afterwards disposed of at a good price and was sold early in 1851 at Tahiti, or Otaheite, and was the first vessel from the British Colonies seen in those waters.

Brig Zone, Bond master, sailed from Yarmouth December 18th, 1849, for San Francisco. Her cargo consisted of: 15,700 feet scantling and house frames, 53,411 feet boards and planks, 33,800 shingles, 3000 bricks, 12 pairs window sashes and glass, 27 doors, 15 grindstones and cranks, 400 tins lobsters, 1 patent saw mill gear, 8 casks dried haddock, 2 hhds. lime, 2 bags and 2 casks nails, 1 bbl. hardware, etc., etc. There were on board: George W. Bond master; Henry Hilton, mate; Malachi Healy, Levi Wyman, Alfred VanNorden, Jacob Tooker, Norman J. Bingay and Charles W. Moody. She was sold at 'Frisco to Sydney, New South Wales, parties.

Schooner Eagle, Calvin Valpey master, sailed from Yarmouth on the 9th November, 1850, for San Francisco. She arrived at Cape de Verde in 32 days, crossed the equator in 41 days, passed through the Straits of Magellan in 77 days, and arrived at Juan Fernandez in 100 days, where she remained 1 day, and arrived at San Francisco on the 18th April, 1851, making the passage in 159 days. She had as passengers and crew: Joseph H. Cann, Samuel Ellenwood, Jonathan Moulton, Ezekiel Moulton, Zebulon Servant, H. G. Williams, Robert Williamson, James Starr, Joseph Muncey, Israel Pitman, John Churchill, Albert Bath, Enos Knowles, Augustus White.

Packet schooner Brilliant was purchased by a company of gentlemen in Yarmouth who intended emigrating in her to Australia October 1st, 1852. She sailed from Yarmouth on Monday morning, December 13th, 1852, at 11 o'clock, a large number of friends witnessing her departure. She was the first vessel from Yarmouth to Australia direct. Her route was for Melbourne via Cape of Good Hope. The following is a list of her passengers: Thomas V. B. Bingay, Mrs. Bingay and 4 sons; Miss

Elizabeth Moody, Capt. George S. Fletcher, Mrs. Fletcher, 4 daughters and 3 sons; Capt. James Moody, Wentworth Roberts, John B. Bingay, C. John Bond, Jacob Allen, Edwin Wetmore, George Wetmore, Jacob Wetmore, William Halstead and William Perry. She arrived at Australia April 11th, 1853.

Messrs. Alexander Murray, Robert Murray, Joseph Raymond, jr., Daniel Kelley, jr., and Capt. George Abinett, all of Yarmouth, were passengers on ship Fanny from Boston to Australia, which sailed about December 24th, 1852. Her passenger list numbered 112. She arrived at Melbourne April 21st, 1853.

CIRCUSES AND MENAGERIES.

James Hopkins & Co.'s Menagerie exhibited in Yarmouth, opposite Mr. Richan's tavern, on September 9th and 10th, 1834. The number of persons who attended on the first day was computed at from 900 to 1000, by far the greatest assemblage ever witnessed in Yarmouth up to that date. Owing to the unfavorable appearance of the weather on the second day the number of spectators did not exceed 150. About half-past three o'clock a heavy rain storm commenced, accompanied by a gale of wind, which increased with such violence that the pavilion soon began to give way, and the assembly had little more than time to rush out, apparently more frightened than hurt, when it was entirely levelled to the ground. The confusion of the scene was increased by loud peals of thunder and very vivid lightning.

The Menagerie from the Zoological Institute, Boston, comprising "a rare collection of Animals and Birds, many of which (taken at great hazard and expense by the Company's Hunters in India and Africa) have never been exhibited in this Province, among which are the Gnu, or horned horse, a rare specimen of nature's handiwork;—the Zebra, Pelican, Angola Goat, &c., &c., a very large Elephant, with a splendid Eastern 'Saddle,' Lions, Tigers, Monkeys, Hyenas, Dromedaries," &c., &c., was exhibited in Yarmouth on the 28th, 29th and 30th September and October 1st, 1836. It was entirely lost by the dreadful disaster which befel the steamer Royal Tar by fire a few weeks later, the details of which are given elsewhere in this volume.

The Boston Amphitheatre or Circus, under the management of H. H. Fuller, exhibited in Yarmouth, under its pavilion, on the 31st August and 1st September, 1837, and at Argyle on the 30th August.

The New York Circus, or American Olympiad, of Messrs. Rockwell & Stone, exhibited in Yarmouth on the 13th and 14th August, 1845.

Stone & Murray's Combination Circus gave exhibitions on the Parade on July 31st, 1869, arriving by teams early in the morning. They left for Barrington the same evening after the close of the performance.

There have been a large number of circus and tent shows given in Yarmouth since the above dates, but as very little interest attaches to their visits as matters of history, the remainder have been omitted.

FOUNTAINS.

Yarmouth has been fortunate in having three beautiful and artistic Public Drinking Fountains presented to her by three generous and public-spirited citizens. They are placed respectively at Milton Square, Moody's Corner, and at the junction of Forest and Prince streets. William Law, Esq., M. P. P., also presented a very appropriate and artistic Fountain to the Mountain Cemetery. A miniature picture of each of these Fountains is shown herewith.

MILTON FOUNTAIN.

The Fountain at Milton Square was placed in position on the 20th May, 1893. It is the beautiful, substantial and most useful gift of Miss Clara Killam. It is a massive iron monumental structure, standing on a granite pedestal, and surmounted by a bronze statue of a horse. The pose of the statue is exceedingly attractive. The height of the monument is about 12 feet, and is most suitably proportioned. The iron work is paneled and richly ornamented. A brass plate in one of the panels bears the following inscription:

Presented to
MILTON, YARMOUTH,
BY CLARA KILLAM,
May 1, 1893.

There are two drinking troughs for horses and cattle and four for smaller animals. They are fed with Lake George water, from the overflow of the drinking fountains. The latter are supplied through faucets, which are automatic, and through which a moderate stream of water flows continuously. Drinking cups attached with chains are handy for the thirsty wayfarer. The fountain was designed by Mr. J. L. Mott, of New York, especially for Miss Killam, and is very handsome and appropriate. This gift forms a permanent addition to the many attractions of Milton, and is an ornament highly valued by the public, who thoroughly appreciate Miss Killam's thoughtful, humane and generous spirit.

The Drinking Fountain at Moody's Corner was placed in position on the 6th May, 1895, when the names of the generous donors were for the first time made known. It presents an imposing and attractive appearance, is of bronze, is octagonal at the base, and is handsomely ornamented. It has two taps, two large bowls for horses and

SOUTH END FOUNTAIN.

cattle, and four smaller ones at the base for dogs and other small animals. A constant flow of water from the Lake George service keeps the receptacles full. The Fountain bears the following inscription: "Presented to the Town of Yarmouth by Nathan B. Lewis and Wife, May 1st, 1895." The erection of this Fountain and the rebuilding of the old row of buildings known as "Moody's Row," made a complete transformation in the appearance of this important portion of the town. The sidewalks in the vicinity were paved with asphalt, crossings were laid at the corners; the streets widened, and an electric clock placed in position, which indicates the hours of 7 a. m., 12 m., 1 and 6 p. m. by blowing a blast from the fire alarm whistle, and other improvements made.

FOUNTAIN IN MOUNTAIN CEMETERY.

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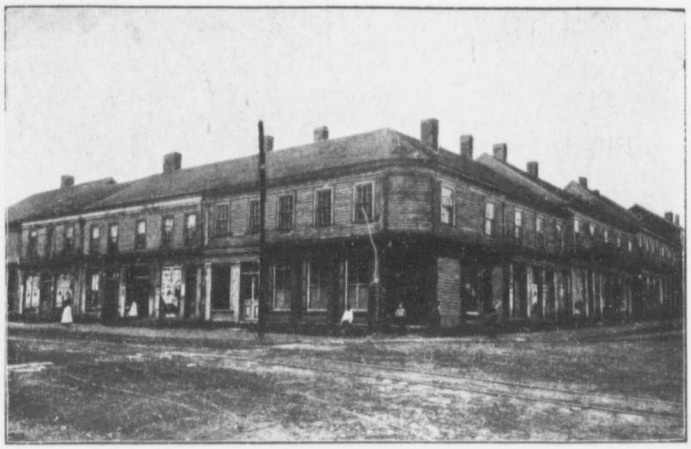
MOODY'S CORNER—From

MOODY'S CORNER—OCTOBER, 1885.

SOUTH END FOUNTAIN.

cattle, and four smaller ones at the base for dogs and other small animals. A constant flow of water from the Lake George service keeps the receptacles full. The Fountain bears the following inscription: "Presented to the Town of Yarmouth by Nathan B. Lewis and Wife, May 1st, 1895." The erection of this Fountain and the rebuilding of the old row of buildings known as "Moody's Row," made a complete transformation in the appearance of this important portion of the town. The sidewalks in the vicinity were paved with asphalt, crossings were laid at the corners, the streets widened, and an electric clock placed in position, which indicates the hours of 7 a. m., 12 m., 1 and 6 p. m. by blowing a blast from the fire alarm whistle, and other improvements made.

FOUNTAIN IN MOUNTAIN CEMETERY.



MOODY'S CORNER—February, 1895.

MOODY'S CORNER—October, 1895.

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The artistic and attractive Fountain in the Mountain Cemetery—the generous gift of the late William Law, Esq., M. L. C.,—was placed in position on the 29th October, 1897. It stands on a marble base, in the centre of a massive basin; is a lofty shaft of bronze surmounted by a Stork, from whose mouth shoots into the air a tiny stream of water. This stream descends in spray, filling the small receptacles attached to the Fountain, which again falling in little rivulets, descend at last into the basin at the base, in which in summer numerous gold and silver fish are placed. The Fountain occupies a prominent position near the main entrance to the Cemetery, on an ornamental lot, and is a valuable addition to this most attractive spot.

FOREST STREET FOUNTAIN.

The Fountain at the junction of Forest and Prince streets was placed in position on the 24th June, 1895. It is of a beautiful pattern, is of bronze, and makes a handsome appearance. It bears the inscription: "Presented to the Town of Yarmouth by Hugh E. Cann." Like the others, it has troughs for animals and faucets for the passers by to draw from.

EARTHQUAKES.

Two slight shocks of earthquake were felt in Yarmouth, and, in fact, throughout Nova Scotia, on the 1st February, 1848, one of them just

before daybreak, the other about 8 o'clock in the morning, both accompanied by a rumbling noise.

The shock of an earthqhake was felt in Yarmouth, extending eastward as far as Windsor, at 4 p. m. on June 3d, 1853.

Two slight shocks were felt throughout the Province on the 8th February, 1855.

A severe shock was experienced in Yarmouth on the 13th March, 1855, at 11 p. m., lasting 10 seconds. It caused houses to shake violently and dishes to rattle. It was accompanied by a loud rumbling noise.

A slight shock of earthquake was felt in Yarmouth on the morning of the 15th January, 1856, at 7.30 o'clock.

A smart shock was again felt in Yarmouth at 9 a. m. of May 28th, 1856.

About a quarter before 6 o'clock on Friday morning, October 22d, 1869, a violent shock of earthquake was experienced in Yarmouth. It was preceded by a rumbling noise, and lasted several seconds, making buildings tremble, dishes rattle, etc. The shock was felt throughout the Province and also in New Brunswick.

A shock of earthquake was experienced in Yarmouth on Thursday afternoon, March 7th, 1874, accompanied by a rumbling noise, and rattling of dishes, but no damage.

At 10 o'clock on Sunday evening, December 31st, 1882, a rather severe shock of earthquake was experienced in Yarmouth. It lasted for from half to three-quarters of a minute, and was accompanied by one or more flashes of light, and by a low rumbling sound resembling the rapid passage of a heavy carriage over a hard road. It was felt in Carleton, Brier Island, Shelburne and Halifax.

MAILS.

The first post office in Yarmouth was opened in June, 1806, Dr. H. G. Farish postmaster. In May, 1812, parties most interested subscribed £40 a year to have Mr. Jesse Wyman carry a mail from Yarmouth to Digby, on horseback, weekly, sometimes carrying two or three letters, sometimes none. Ten years afterwards the luxury of a carriage was afforded.

On the 15th October, 1834, James T. C. Enslow "respectfully begs to notify the public that he has commenced running once in each week between Yarmouth and Shelburne, leaving Yarmouth every Wednesday afternoon precisely at 4 o'clock and Shelburne every Monday morning at 10 o'clock. Residence at W. Richan's."

On the 24th June, 1836, Mr. Wyman "begs to inform his friends and the public that he has commenced running a covered Carriage (drawn by two horses) between Yarmouth and Digby, leaving Yarmouth every Sunday morning at 6 o'clock, and arriving at Digby on Monday at 12 o'clock, and leaving Digby on Tuesday immediately after the arrival of the Steamboat from Annapolis, and arriving at Yarmouth at 4 o'clock on Wednesday afternoon."

A semi-weekly mail via Digby was received for the first time in

Yarmouth on January 11th, 1847, by which Boston papers of the 13th December, 1846, and Halifax papers of the 7th January were received.

On the 19th August, 1849, it was officially announced that after the 5th September next the mails for Halifax and intermediate offices on the Digby route will be dispatched in the afternoon of Wednesday and Saturday at 4 o'clock precisely, and will arrive at Halifax on Friday and Monday forenoon (40 hours). The mails for Shelburne on Tuesday at 9 a. m., reaching Shelburne in 48 hours; arrive at Yarmouth from Shelburne on Monday afternoon in 52 hours.

On the 23d June, 1852, Edward Young announces that a "Covered Stage will leave Digby every Tuesday, Thursday and Saturday morning at 6 o'clock, arriving in Yarmouth between 5 and 6 p. m.; and will leave Yarmouth every Monday, Wednesday and Friday morning at 10 o'clock, arriving at Digby at 9 p. m."

On the 18th January, 1853, it was announced that a "Daily Stage Line between Yarmouth and Digby would run, leaving every morning (Sunday excepted) at 6 o'clock. Fare $3. Apply to Hugh McManus, Yarmouth, or James Brown, Digby."

Young & Hutchinson put a handsome new and commodious covered coach on the Digby and Yarmouth line May 11th, 1853. They were the mail carriers, and ran tri-weekly each way.

Davison & Graves placed a new and easy covered Coach on the route between Yarmouth and Liverpool on the 1st June, 1853, leaving Yarmouth every Monday and Thursday morning, and arriving at Liverpool at noon on the following day.

A daily mail between Yarmouth and Halifax was first instituted June 4th, 1854, three times each week via Digby, and three times via Shelburne, on alternate days.

Frost Brothers succeeded O. S. Davison as mail carriers between Yarmouth and Shelburne on the 28th January, 1891.

OMNIBUSES.

The first person to undertake the omnibus business in Yarmouth, so far as any record shows, was Mr. Abraham Killam, who drove an omnibus from the new Baptist meeting house at Hebron to Milton on the 20th August, 1840, leaving Hebron every morning at 7 and 9, and at 1, 3 and 5 p. m; returning left Yarmouth at 10, 2, 4 and 6.

Mr. Thomas Landers began running an omnibus regularly between Milton and Moody's Corner every day in the week (Sunday excepted) on the 20th April, 1846. Fare each way 4d.

Mr. Robert Strickland ran an omnibus six times a day between Milton and Moody's Corner, beginning January 18th, 1847. Mr. Henry Thurston purchased the "bus" from Mr. Strickland on the 15th July, 1854, and ran it regularly daily for some time.

The next person to engage in the business was a Mr. Gibson, in 1851 or 1852, succeeded by Mr. Freeman Crosby, Mr. Ramsay and Mr. John Burrill.

Mr. L. Chipman began running an omnibus between Moody's Corner and Milton on the 21st May, 1854.

Mr. Alexander Fraser commenced running an hourly omnibus between Milton and Moody's Corner on the 7th September, 1857, "drawn by a span of horses and a covered carriage."

Mr. Prince W. Nickerson imported "a handsome omnibus" from Boston and placed it on the route between Milton and Moody's Corner, hourly, on the 4th May, 1865.

A daily stage was placed on the route between Yarmouth and Tusket by Mr. Roland VanNorden on the 11th July, 1866.

Mr. Charles Carey placed a two-horse carriage on the route between Milton and Moody's Corner, for the conveyance of passengers, making a trip each way, every hour, on October 1st, 1874.

Mr. Alexander Bain commenced running an omnibus between Milton and Moody's Corner in 1878, which he continued until the introduction of the electric street railway.

CUSTODES.

The following received the appointment of Custodes in the years noted. For the first three no dates were procurable: John Crawley, Samuel S. Poole, Judge Ritchie; 1841, H. G. Farish; 1856, E. W. B. Moody; 1863, W. H. Moody; February, 1873, Nathan Moses; 1876, Nathan Hilton. For Argyle—1856, Abram Lent; 1872, Israel Harding.

SHERIFFS.

1798, Thomas Crowell.
1818, George Hunter.
1823, John Bingay.
1847, Dec., Robert S. Eakins.
1848, Dec., Joseph B. Bond.
1849, Dec. 1, Joseph Shaw.
1865, Jan. 1, William B. Townsend.
1870, Dec. 13, Wm. K. Dudman.
1883, Oct., Thomas B. Flint.
1886, Dec. 31, George H. Guest.

STIPENDIARY MAGISTRATES.

Nathan Hilton was appointed Stipendiary Magistrate by a convention of Justices of the Peace in the town, held in the court house on the 3d August, 1876, which he held up to the time of his death, which occurred on the 30th August, 1895, when he was succeeded by Sandford H. Pelton, Esq.

POSTMASTERS—Yarmouth Town.

1806, H. G. Farish; 1856, Richard Huntington; 1857, Abel C. Robbins; March 26th, 1860, Richard Huntington; 1863, A. Lawson; 1864, June 1, Alexander J. Hood.

Clerks of the Peace—1789, Elishama Eldridge; 1790, Andrew Butler; 1817, John Murray; 1821, Thomas Dane; 1828, John Forman; 1831, John Tooker; 1874, T. B. Crosby; 1887, Hiram Goudey.

Argyle—1856, James M. Lent; 1857, William S. Robbins; 1859, James M. Lent; 1872, Enos Gardner; 1900, Charles K. Hurlburt.

Members of the Legislative Council—1838, James Bond; 1842, Stayley Brown; 1878, Loran E. Baker; 1900, William Law.

TOWN MISSION BUILDING.

The foundation stone of the Mission building was laid without any ceremony on the 7th July, 1890. In the stone was placed a box containing the names of the teachers, officers, trustees and workers in connection with the school, copies of the local papers, and the box in which the gift of a ring was contained with the letter accompanying it by the late Mr. Austin Cook.

The building was formally opened on Thursday evening, January 15th, 1891, with appropriate services. Addresses were delivered by Revs.

William McIntosh, G. R. White and J. J. Teasdale; Scripture reading by Rev. H. L. A. Almon; prayer by Rev. C. F. Cooper and Benediction by Rev. W. H. Heartz.

The building is 39x70, two and half stories high, and cost, with its furnishings, $3600. The lot of land, which was the generous gift of the late William D. Lovitt, is 50x125 feet, extending from Main to the street in the rear. The donors of $100 and over towards the erection of the building were: Dr. I. M. Lovitt $350; estate Miss Alexander $200; estate N. B. Lewis $100; Hon. L. E. Baker $100; Hon. Senator Lovitt $100; Miss Clara Killam $100; H. & N. B. Lewis $100. The receipts from the public, under $100, made a total of $2300, and the ladies and workers connected with the Mission raised $1000 by sales, concerts, etc. The original Trustees were: W. D. Lovitt, Hugh E. Cann, E. K. Spinney, S. A. Crowell, George M. Ewan, W. T. Sterritt, Alvin Haley, T. B. Flint, B. E. Rogers. The latter gentleman for many years labored in season and out of season towards carrying on the work of the Mission, and in reducing and finally paying off the debts on the building, and to him, in a large measure, is due the success attending this most excellent institution.

THE MOUNTAIN CEMETERY.

This Cemetery received the first attention of our townsmen in 1859. In January of that year the subject of graveyards was brought up for discussion before the "Yarmouth Free Discussion Club." From the records of that Society we quote: "The question of the evening was taken up, viz.: Is it sound policy, or compatible with reason, to continue the burying of the dead in the centre of the town? After an animated discussion, the following resolution, offered by Thomas Dane, Esq., was passed unanimously: That the public graveyard is situated where in time it is likely to be surrounded by a dense population, and as the existence of a burying ground in such a locality may be considered a *grave* obstacle as regards health and convenience; that therefore from motives of expediency and humanity the practice of burying the dead in the aforesaid graveyard ought at once to be discontinued."

On motion of George Redding. Esq., a committee of three was appointed to report at a future meeting the most suitable site for a rural cemetery. The committee consisted of Dr. Joseph B. Bond, Thomas Dane and George Killam. On the 30th July, 1859, a public meeting was held in the court house. Samuel Brown, Esq., occupied the chair, and J. A. Flint, Esq., acted as secretary. On motion, Dr. Joseph B. Bond, Dr. James C. Farish, Comfort Haley, William Churchill, J. A. Flint and Rev. George Christie became a committee to solicit names to form an association for the purposes above mentioned. Several meetings followed during that and the next year in furtherance of the general design. On the 1st of August, 1860, the association was incorporated. Joseph B. Bond, J. K. Ryerson, George S. Brown, George Ryarson, J. W. H. Rowley, James C. Farish, G. J. Farish, William Rogers, L. E. Baker, Robert M. Kelley, Robert Brown, William E. Huestis, Samuel Flint, Dennis Crosby, John Baxter, J. Alvin Flint, W. H. Townsend, with their suc-

cessors, associates and assigns, were named as the body corporate. In September of the same year the first officers were chosen, viz.: E. W. B. Moody, President; J. B. Bond, Vice-President; G. J. Farish, Treasurer; J. A. Flint, Secretary. The full number of shares having been taken up during the fall, the first regular annual meeting was held January 15th, 1861, when the officers were re-elected, Dr. G. J. Farish being both Secretary and Treasurer. The stock was $8000, in 2000 shares of $4 each.

The ground purchased was the land known as the "Mountain," and by the records was deeded to the Company by John Redding, Benjamin Brown, James Jenkins, John Williams, Ebenezer Porter and others, together with the glebe lands belonging to the parish of Holy Trinity. The first sale of lots took place by auction on October 18th, 1861, when 31 lots were sold, bringing to the corporation the sum of $1504. In May, 1864, about 9 acres of land were purchased from Thomas Killam, Esq., making the whole area (up to that date) about 20 acres.

The following table shows the number of interments made in the Cemetery from its opening in December, 1861:

Year.	Interments.	Year.	Interments.	Year.	Interments.
1861	2	1875	62	1888	48
1862	68	1876	53	1889	54
1863	56	1877	67	1890	64
1864	69	1878	94	1891	73
1865	55	1879	78	1892	81
1866	67	1880	58	1893	60
1867	67	1881	63	1894	111
1868	64	1882	74	1895	77
1869	31	1883	62	1896	68
1870	59	1884	66	1897	70
1871	55	1885	70	1898	61
1872	67	1886	61	1899	75
1873	51	1887	60	1900	97
1874	85				

Total 2661, averaging 68 per year.

The first grave was dug for Ella R. Hutchinson, aged 8 years, who died December 6th, 1861, and was buried three days afterwards.

As the seasons have followed each other our citizens have taken a greater interest in this hallowed spot, until it seems as if the Cemetery never looked so beautiful as it does at present.

THE COURT HOUSE AND JAIL.

An examination of the Records of the General Sessions of the Peace for the October term, 1801, "held at Tusket Village on the first Tuesday (the 6th), it was ordered that the sum of £75 be raised for building a goal in the district of Yarmouth and Argyle." At the latter sitting it was ordered that "a goal shall be built on public land near the burying ground at Tusket Village; that said goal shall consist of the following dimensions: On the floor twenty feet by twenty-five feet; height of posts to be 13 feet; the lower story to be 6 feet 6 inches in the clear between the floor and beams; the lower room to be made in two separate apartments, the one to contain eight feet by nineteen feet, for criminals, and

the other to contain twelve feet by nineteen feet, for debtors, with an entry across one end of six feet wide. The wall of the lower story to be made with squared timber, to the thickness of nine inches, exclusive of the covering. The building to be framed; posts to be 9 inches thick; the floors and walls for criminals to be 9 inches thick, made of plank or timber. The floor for debtors to be made of plank 2 inches thick. The outside to be clapboarded, shingled and well served from the weather. For criminals, one window of 6 panes, with a grate of iron (inch bars): for debtors, one window of 12 panes, with iron grates; for the upper story to be four windows with 22 panes each." "James Kelly, Esq., and Capt. Theunis Blauvelt (by their own consent) were appointed by the Court a Commission to superintend the building of the goal. The building cost £86. In 1819 the sum of £7 11s. 8d. was voted to repair the court house at Tusket."

The Sessions met in the new building for the first time in October, 1805. Up to this time the Court held its sessions in churches, meeting houses, school houses, Richan's tavern, and in other buildings in Yarmouth, Jebogue, Tusket and Abuptic.

The building was extended in length 20 feet on two occasions—in 1833 and in 1870.

At the General Sessions of the Peace, held on the 29th October, 1818, the "Grand Jury recommended to the Honorable Court that the district of Yarmouth and Argyle be amerced in the sum of £200 for the purpose of building a Court House in the town of Yarmouth," which was referred to the next sitting.

At the March term, 1819, "Joseph N. Bond and Henry G. Farish were appointed commissioners for purchasing land and erecting a Court House and Jail in the Township of Yarmouth, and the Court, in compliance with the wishes of a most respectable Grand Jury, do accept of Miner Huntington and John Killam to consult with and assist the said Commissioners in the said business."

Mr. Bond resigned his appointment, and Benjamin Barnard was appointed in his stead; and "the Court do recommend to the Commissioners that the said Court House and Jail be built as near the cross road leading from Jebogue to Mr. James Bond's and Mr. James B. Moody's corner, opposite Major Huston's, (this is now Argyle street) as possible, the particular position to be decided by a special sessions to be held for that purpose."

On the 26th June, 1819, the Sessions met at the house of Benjamin Barnard, when it was ordered that "in the opinion of the Justices the Court House and Jail be built somewhere between Mr. Thomas Russell's house, on the Jebogue road, and Mr. James Bond's corner, opposite Major Huston's, on said road, either on the south or north side."

It appears that the arrangements for the building of the Court House were begun on a lot of land near Nehemiah Porter's (near the site of the present Jail) and this site was objected to by the following Justices: Samuel S. Poole, J. N. Bond, James Lent and Jacob Kelley, who sent an order to Miner Huntington and John Killam, and "directed that you desist from proceeeding on the building of said Court House on or near

the premises of Nehemiah Porter, where the timber for said building is now lodged."

However, the erection of the building was proceeded with, and in October the Sessions appointed "Miner Huntington, John Killam and Henry G. Farish, Esqs., joint commissioners to complete the Court House and Jail now erected at Yarmouth." The minutes of the proceedings of the Court are barren of further information regarding this building. The Jail occupied the first story and the Court House the second, access to the latter being had by a flight of stairs on the outside on the south side. The building was occupied for the first time on the 10th October, 1820, at the fall sessions of the Court.

The present Court House was erected in 1862 and completed in 1863, the building being opened for the first time on September 22d, 1863. The

THE YARMOUTH JAIL.

commissioners appointed for its erection were: E. W. B. Moody, John W. Lovitt and Samuel Killam. The latter gentleman resigned, and Hon. Stayley Brown was appointed in his stead.

The Court House was raised in the fall and winter of 1888-9, and the stone foundation and steps placed under it. The new rooms were first opened and occupied on the 21st May, 1889.

The handsome and substantial Jail, erected on the site of the former Court House and Jail, combined with the adjoining lot attached, was begun in August, 1864, and completed in 1865. The prisoners were transferred to it on the 12th September, 1865. The Jail has always been classed among the best kept in the Province. Many improvements and changes have been made in its interior arrangements, particularly during the present keeper's (Mr. Joseph Burrill) term of service. The following official statement, issued by George L. Sinclair, M. D., inspector of humane and penal institutions, is presented, with much satisfaction:

County of Yarmouth Jail, situated in Yarmouth, inspected in June and September, 1901. Sheriff, George H. Guest; Jailer, Joseph Burrill.

This is a brick building and contains quarters for the jailer and family. There are 19 cells and one strong room for debtors' use. The cells are in two tiers; five open into each of three corridors, and four and the debtors' room into the fourth. The lower tier for male criminals is concreted and the walls and ceilings are whitewashed and as clean as a new pin. On the upper tier the floors are wood, scrupulously clean, as is the entire jail. In each cell is an iron bedstead fixed to the wall, and having a straw mattress, pillow, blankets, but no sheets, except in the debtors' room, which is better furnished than the cells. Women prisoners and men awaiting trial may be kept on the upper floor. This jail has a yard surrounded by a high fence and the prisoners break stone for the streets. This is, I think, the best jail in the province — clean, sanitary, well managed and under good discipline.

THE FIRST TOWN CLOCK.

In the issue of the HERALD of June 20th, 1844, the following advertisement appears:

TOWN CLOCK!

For the mutual benefit of the inhabitants of Yarmouth and vicinity, and as a remedy to the inconvenience so greatly felt in knowing the time of day by all classes, independent of giving notoriety to this our happy and peaceable little village, 'tis contemplated to procure, by subscription, a CLOCK to be placed in the central part of the Town, that may be heard 3 or 4 miles either way, and as the Court House, from its locality, is more likely to answer the desired purpose, the same is respectfully recommended.

A Clock, with a Bell weighing 150 lbs., can be bought for $250, exclusive of other necessary expenses.

'Tis the fervent desire of the Projectors to see the same in operation, and as the fair sex are never found deficient in laudable deeds, they are earnestly solicited not to let the male part of the community partake solely of the praise, but to join cordially in this our undertaking.

SAMUEL T. RAMSAY,
JOHN EDGAR.

☞Subscription lists will be found at the stores of Messrs. Townsend & Robbins, Brown & Churchill, Allen & Brown, Samuel T. Ramsay, F. W. Redding, John Edgar.

The meeting was largely attended, and a large amount subscribed for the purpose. A committee was appointed to solicit further subscriptions.

viz.: Robert Guest, Amasa Durkee, N. K. Clements, John P. Falt, with L. E. Baker collector, and A. W. Homer secretary. The clock and bell arrived from the United States in December, 1854. They were at once placed in position in the tower of the Tabernacle church, and "the clock kept good time, the bell, which is a fine toned one, being heard for miles around." The weight of the bell was nearly 1000 pounds. The bell and clock were both destroyed, with the church, by fire on the morning of March 11th, 1892.

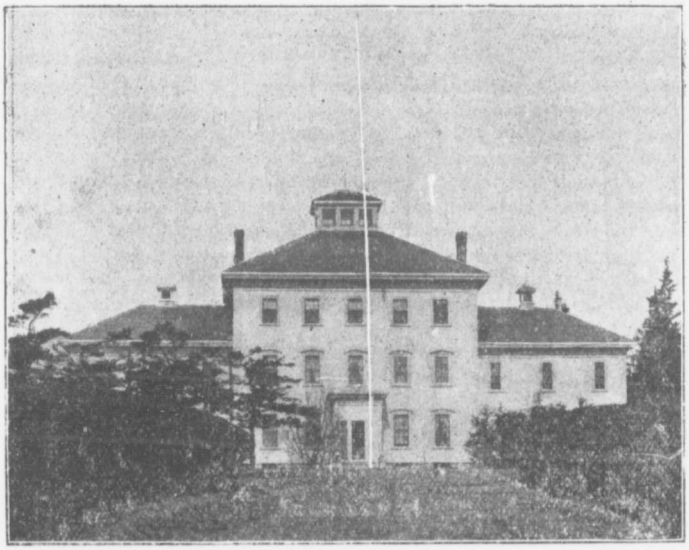
THE LATE HERBERT HUNTINGTON.

Herbert Huntington's monument arrived from Halifax November 7th, 1853, and was immediately erected over his remains. It is a fluted granite pillar, 14 inches diameter, about 12 feet high, surmounted with an urn, resting on a granite base 3 feet square, and bears this inscription:

HERBERT HUNTINGTON
Represented his native County
Yarmouth,
as Member of the House of Assembly
for 20 years,
with signal zeal, ability, and
disinterestedness;
serving part of that period as
Member of the Executive Council
of Nova Scotia,
and Financial Secretary.
The Legislature
of a grateful country, by unanimous
vote, raised this Monument
to his memory.
Born 1800. Died 1851.

It is the only instance of the Legislature of Nova Scotia voting a monument to a Member of the Assembly. At the time of his death Mr. Huntington had retired from politics on account of ill health. The grant of money for the monument was unanimously voted—the leaders and members of both sides of politics voting and eulogizing the deceased.

At the opening of the Mountain Cemetery a fine lot was purchased, and Mr. Huntington's remains, with the monument, were removed thither.



THE POOR'S ASYLUM.

A Public Meeting was held on the 24th June, 1857, to consider the propriety of taxing the town for land and building a Home for the Poor. A resolution was passed, and the farm of John Richards, Chebogue, was selected by a committee appointed for the purpose and purchased for £500. The building was opened in August of that year, but was soon found to be inadequate for the purpose. It was sold at auction and was purchased by John K. Ryerson, who moved it to town, and placed it on the north side of Parade street, where it still remains, having been changed into a double tenement with extensive alterations and additions made to it.

The lot for the present fine Asylum was purchased and the building erected in 1870. It was taken possession of in August of that year. The main building is 42x46 feet, three stories high, each 10 feet clear, with an attic containing four large sleeping rooms and a circular staircase leading to a cupola 8x12 feet on the top. On the north and south sides are wings.

each 31x24 feet, two stories high. The corridor is 5 feet wide and 108 feet long. A wing at the rear is exclusively for the keeper's family, and is 24x25 feet, two stories high. The building is admirably adapted for the purpose. At the time of its erection it was far superior to any in the Province, outside of Halifax. It cost $6500, exclusive of the land and barn. The building was erected under contract by Kinney, Haley & Co.

THE GRAND HOTEL.

The contract for the erection of the Grand Hotel was awarded to Rhodes, Curry & Co., of Amherst, and work on the cellar begun on the 11th July, 1893. The lot is 113 feet front by 300 deep. The building is 113 feet front on Main street, 140 feet on Grand street and 155 feet on the south side. It is of brick, three stories high with a Mansard roof.

It was opened on the 2d July, 1894. A reception and ball were given by the Directors at its formal opening on the evening of the 19th July, which was an unqualified success, and was, without doubt, the most

brilliant social event of its character ever attempted in Yarmouth. Upwards of 400 guests were present, including many strangers from different parts of the United States; also from Halifax, St. John, Windsor, Kentville and other provincial towns. The Hotel was looking its best, being most beautifully and tastefully decorated with a profusion of flowers and shrubbery. Under the radiant electric lights the scene was enchanting. From that date this fine Hotel has held its position as one of the leading and most interesting institutions of the Province, and sustains its reputation as being second to none of its class in Canada.

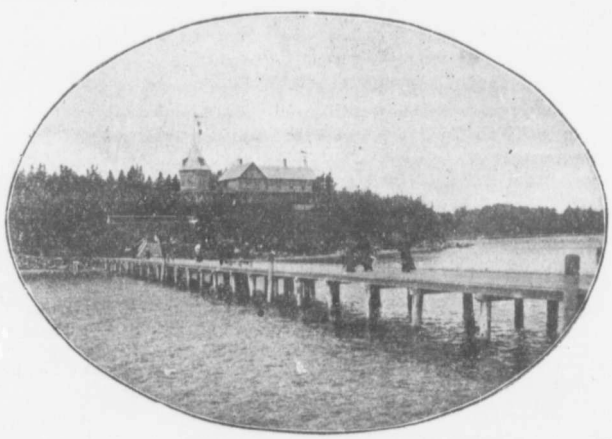
YARMOUTH YACHT CLUB.

The Yarmouth Yacht Club was organized January 16th, 1895. The first election of officers took place on the 31st January, as follows: Commodore, W. L. Lovitt; Vice-Commodore, A. Cann; Secretary, J. Harold Lovitt; Treasurer, E. J. Vickery. A valuable cup was procured in 1896 for competition among the yachts of the Club, to become the property of the owner of the yacht winning it three times in succession. The following are the names of the winning yachts and owners up to the present year:

Year.	Yacht.	Owner.
1896	Sabot	Augustus Cann and others
1897	Savitar	C. T. Grantham
1898	Taupou	Hon. Senator John Lovitt
1899	"	" " "
1900	Sabot	Augustus Cann
1901	Hermes	Irvine A. Lovitt

The present Club House was erected in the spring of 1896. The number of members at present is 65.

The following yachts belonged to the fleet during the first year: Sabot, Savitar, Nanthilde, Aberdeen, Marion, Ripple and Spray. Since that date the following have been added: Bonita, Taupou, Gytha, Marion, Tyro, Kitty, Vixen, Lady Alice, Nono, Viking, Hermes and Mist.



BAY VIEW LODGE, BAY VIEW PARK.

THE FARISH FAMILY.

Of the many illustrations in this volume, it will be noticed that several of the oldest views of Yarmouth are the productions of Miss Sarah B. Farish, later well known as the wife of the late Rev. J. T. T. Moody, D. D., Rector of Holy Trinity parish. Another of the illustrations is from the pencil of her son, the late Dr. James C. Moody, who recently died at Windsor, N. S.

Mrs. Moody was widely known in her younger days as an artist of exceptional talent. She took the prize of £7 10s. for the best oil painting exhibited at the Industrial Exhibition in Halifax in October, 1854, the painting being a representation of the death bed of Leonardo da Vinci. She also received an award of merit for other drawings and paintings at the same exhibition.

Her illustrations of ancient scenes in Yarmouth are invaluable, both on account of their truthfulness to life and also of their rarity. Without her the present and future generations would have no correct idea of how Yarmouth appeared in the earlier days of its history.

For these views I am indebted to her daughter, Mrs. Edward M. Viets, who kindly placed them, with many others, at my disposal for this work.

Mrs. Moody was a daughter of the late Henry Greggs Farish, Esq., M. D., for many years a leading physician and citizen of this town and county. He was also the first postmaster in the town. Dr. Farish was a gentleman of scholarly attainments and antiquarian tastes, to whom Yarmouth owes much. All his children appear to have inherited a love of literature and of historical enquiry. To them all, the public is greatly indebted for the presentation of Yarmouth records and scenes which otherwise would have been in danger of being entirely overlooked.

It is a source of satisfaction to the writer to express his gratitude and that of the community to these worthy and estimable fellow citizens, whose memories should ever be cherished by all Yarmouthians.

MISCELLANEOUS.

The first Funeral of a person whose remains were followed to the grave by a Society (other than that of Rev. Ranna Cosset, in 1815) was that of Mr. John Buscey, who was buried on Sunday, 9th April, 1848, by the Sons of Temperance. About 200 of the Sons formed in the procession, followed by a vast concourse of the citizens.

The Grand Lodge of Free Masons of Nova Scotia held a Communication at Hiram Lodge room on the 23d June, 1852, the Provincial Grand Master Hon. Alexander Keith being present. After installing the officers a procession was formed and proceeded to Trinity church, where an address was delivered by the Rev. J. T. T. Moody. This was the first Masonic procession in Yarmouth, except the one above alluded to.

On the 9th March, 1848, Samuel Flint, A. D. Rust, Andrew Homer, Amasa Durkee, John Ryerson, Robert Brown, Edward Huestis and John C. Moulton called a meeting by advertisement "of all interested (with themselves) in erecting a PUBLIC HALL in some central location," to meet at the room occupied by Central Division, S. of T., on Saturday evening, March 11th, at 7 o'clock. The night of meeting having arrived, Mr. Edwin Sterns was appointed chairman, and Mr. George Stayley Brown, secretary. After a good deal of discussion, it was agreed that a Hall, 65x36 feet on the ground, and 24 feet post, should be erected on the corner of Main and Central streets—that it be built by 100 shareholders, and that in its management each shareholder should be entitled to as many votes as he shall have shares. A subscription list for shares was then opened and a number subscribed their names thereto. The result of this meeting was very distasteful to the general public—some objecting to the amount of shares, others to the qualification of each share representing a vote, and a still larger number to the spot selected, arguing that "the ground selected ought not to be a swamp, or a hollow, but some eminence in the central part of the town." Be it remembered that the site spoken of is that on which the brick building of Young & Baker, now occupied by Cook & Stoneman, now stands!

The first Sabbath School in Yarmouth was opened by Mr. Joseph Ellis, Chebogue, in his own house, about 1821. Rev. Mr. Campbell, in his "History of Yarmouth," states that "after careful and extended enquiries on the subject, I believe that the first Sunday School proper in the County was opened in Lower Chebogue by the Rev. Abel Cutler in 1817." The writer does not wish to enter into any controversy on the subject, but in his researches he has come across the statement made above, which was published many years ago, and which, so far as public records reveal, was never contradicted.

A Sunday School connected with the Episcopal Church was opened on Sunday, January 12th, 1835, with about 80 scholars. In November, 1837, a public examination of the scholars was held, which was very satisfactory. The average attendance from November to December, 1836, was 86. In February, 1837, the Methodist Sunday School was opened, and in May of the same year the Baptists established one.

A public meeting was held on the 28th March, 1840, to form a society for the suppression of illicit or contraband trade in Yarmouth. Capt. Ebenezer Scott was called to the chair and Mr. Charles Lewis secretary. A Society by the name of "The Society for Suppressing Illicit Trade within the Township of Yarmouth" was organized, with Capt. Ebenezer Scott, President; John Tooker, Secretary; Capt. Benjamin Rogers, Treasurer, and Thomas Hilton, Benjamin Killam, E. W. B. Moody, W. H. Moody, Nathan Weston, John Murray and George W. Brown, Committee. A code of by-laws was adopted, which were very severe on smugglers or others engaged in illicit trade.

The following item, copied from the Baltimore American of March —, 1836, will prove of interest to our shipowners and shipmasters generally:

Mercantile Enterprize.—The brig Canada, Capt. Hardie, which arrived here a few days ago from Cadiz, left this port in July, 1833, and in that period of time has been kept moving with an activity which has not often been surpassed in the annals of mercantile enterprize. Her first port of destination, after leaving this, was Batavia; thence successively she went to Manila, Linton, Manila, Valparaiso; thence along the west coast of South America to Guayaquil and various intermediate ports; thence to Montevideo, Rio de Janeiro, Cadiz and back to Baltimore. During her absence she visited twenty-two different ports, including six which were twice entered. She was out 586 days, and in that time sailed upwards of 63,000 miles, being an average of about 108 miles per day.

An Interesting Advertisement.—Yarmouth Inn Removed.—The subscriber would respectfully inform his friends and the traveling public that he has removed from opposite the mansions of the Messrs. Bingay, to that large and pleasantly situated house on Butler's Hill, lately occupied by Mr. C. G. Coffin, where gentlemen can be accommodated with private rooms, from which they can have a fine view of vessels entering our harbor and the adjacent Bay, laden with the luxuries and more staple

merchandize of foreign countries, and taking in return the produce of our fishing banks, well-grown forests and cultivated fields.

N. FIFIELD.

July 7, 1837.

Mr. Fifield was an eccentric and prominent character in Yarmouth. He carried on a general business and also kept a "tavern," as indicated above. The spot from which he moved is a little south of the Providence church, north of Barnard street. The Coffin house, afterwards known as "Noah's Ark," from the fact that Mr. Fifield, whose christian name was Noah, is shown in one of the original sketches in this volume. The Cape Breton "Giant" arrived in Yarmouth on the 13th November, 1850. "Big Angus," as he was called, was a Scotsman by birth, 19 years old at this time, was 7 feet 3½ inches tall, measured 52 inches round the chest, and his foot was exactly 14 inches long. Mr. Fifield obtained control of "Big Angus," and exhibited him throughout Newfoundland and the United States in 1852-3.

A Marriage of 4 Sons and 2 daughters.—On the 5th February, 1839, at True Blue estate, Crooked Island, Bermuda, under special license from the Lieutenant-Governor, Nelson, eldest son of Daniel Moss, Esq., to Miss L. J. Collie; George, second son of Daniel Moss, Esq., to Miss Sylvia Wier; Samuel, third son of Daniel Moss, Esq., to Miss Farquharson; Israel, fourth son of Daniel Moss, Esq., to Miss Sophia Meadows; also Mr. William Hannah to Frances, eldest daughter of Daniel Moss, Esq., and Mr. Richard Hannah to Caroline, third daughter of Daniel Moss, Esq. The two last named grooms were brothers. The above is copied from the Bermuda Gazette.

The following anecdote is copied from the Halifax Acadian Recorder of May 8th, 1854: "In the beginning of February, Captain Killam, of Yarmouth, being on his return home with the postman, the evening being cold, the stage stopped for the night at Holden's, in Clare; but Captain Killam, being desirous of going farther, left the stage and travelled on. Becoming very cold he called at a French house to warm himself, and knocked at the door. The inmates being in bed, they demanded, in broken English, who was 'dare?' He answered 'Killam,' and opened the door, when he saw the man armed with the shovel, and his wife with the tongs, who exclaimed: 'Sacra Killam! Sacra Killam!' and left the house. The captain, finding that they were much alarmed at his name, went further on to warm his fingers."

The late "Joe Howe" was very fond of adding a line or verse to each marriage notice that was published in his paper, and the writer here presents a sample:

"Married, in Matilda, U. C., Mr. Israel Satan, journeyman cabinet maker, to Miss Grace Parlor.

"Mankind are free, peace shall abound,
Since *Grace* by *Satan* has been found;
And in full proof that peace is meant,
Israel by *Grace* has pitched his tent.
No more in desert wilds he'll roam,
He's got a *Parlor* for his home."

In October, 1837, Ebenezer Clark & Co., Chegoggin, erected an establishment, "at considerable expense, for the manufacture of nails, axes and other tools," and "William Richan, on a less extensive scale, but no less deserving of encouragement, manufactures oil cloth table covers, not a whit inferior to those imported from the States."

On the 8th September, 1838, the wife of Mr. William Wyman, Salmon River, was delivered of three daughters, two of whom were living at the time of the record (1839). This was the first case of triplets in Yarmouth since its settlement.

In the House of Assembly, in March, 1841, £100 was voted towards the erection of the Beacon at Butler's Point, at the entrance of Yarmouth harbor; and the duty paid on the importation of the two Fire Engines was voted to be remitted. The duty amounted to £72 14s. 3d. A grant of £100 was also passed to build a Breakwater at Green Cove, provided £300 were subscribed and expended for the object by the inhabitants and the site secured to the public.

A Novel Launch.—A fine schooner, called the Black Hawk, was launched on the afternoon of the 12th July, 1837. She was built by Dr. Webster, and her burthen was 29 tons, and 17 by new measurement. Although but a small vessel, her *debut* into her "destined element" caused quite a sensation. Being built on Butler's Hill, a considerable distance from shore, it was necessary to convey her thither by the agency of oxen; and about fifty of these animals, in pairs, were appended to a chain cable of sufficient length for the purpose. The schooner was let down upon a huge sled—the chain was fastened—the word "all ready' was given, and the oxen started. A multitude of all sorts and sizes of folks were spectators of the novel and animating scene, and formed quite a procession in the wake of the Black Hawk, as she descended the hill to Moody's Corner, and thence down the lane that led to Redding's wharf, till she found a resting place on the mud flats considerably below high water mark. The next flood tide floated her, and she was hauled alongside of Lewis wharf, where she was rigged and fitted for sea.

The United States revenue cutter Hamilton, Capt. J. Sturgis, having on board Isaac O. Barnes, Esq., the naval officer of the port of Boston, arrived in Yarmouth on the 15th June, 1839. Capt. Sturgis fired a salute as he entered the harbor, which was promptly returned, gun for gun, from Moody's wharf by our townsmen. A number of citizens were invited on board and inspected the ship during the day. The Hamilton was the first American Government vessel to enter Yarmouth harbor.

The following advertisement appeared in the HERALD in August, 1839:

"*Notice.*—In consequence of some recent threats and suspicious appearances, the subscriber gives notice that any person or persons found inside his gate, or on his premises, after sunset, without lawful business, will be fired upon.

WM. ROBERTSON.

Custom House, Yarmouth, August 19, 1839."

Several seizures of goods had been made at that time, one notable one at Milton. The collector had sent a man to Milton to bring the confiscated goods (liquors) to the customs warehouse. The driver had proceeded a short distance homewards with the goods, when a gentleman ran out and asked him to take a drink. They went to the back of a building for the purpose, and when the driver returned to his team he found his cart empty.

On the 20th December, 1839, the following advertisement appeared:

"*Steam Notice.*—All persons interested in the formation of a company, to be called the "Nova Scotia Western Steam Company," having for its object a weekly communication by STEAM BOAT with Halifax, and all the intermediate Ports, are requested to meet at the Phœnix, or Richan's Hotel, on Monday next, at 2 o'clock, P. M., for the purpose of forwarding the interests of the said Association, now about to be formed. ☞A punctual attendance is requested."

At the meeting the opinion was expressed that the steamer would pay better, and would be of much greater advantage to the public, if her route was extended to Eastport, or some other port across the Bay. So the matter dropped.

Yarmouth Lighthouse was lighted for the first time on the 15th January, 1840. It was a plain revolving light, visible one minute and a quarter, invisible half a minute. The building was painted white, and the light was 135 feet above the sea level.

A ferry for foot passengers was established across the Tusket river, 6 miles below Tusket village, with John Bouchie and Benjamin Muff, licensed ferrymen, November 20th, 1856. Landings near the residence of John Bouchie, east side, and near Muff's on the west side. Rates for adults each way 7½d.; children under 12 years of age 4d. A ferry for foot passengers was also established at the same time across Pubnico harbor.

A prisoner was condemned to the pillory from the hours of 12 to 2 p. m. on the 10th June, 1838, in front of the gaol. The pillory cost £1.

During 1836 60 persons died in Yarmouth township. Of these 7 were between the ages of 60 and 80; 5 between 40 and 60; 12 between 20 and 40; 8 between 10 and 20; and 28 under 10 years.

The largest ship built in Nova Scotia up to 1851 was the ship Bourneuff, which was built by Mr. Francis Bourneuff, at Belliveau's Cove, Digby County, in that year, for Allison & Spicer, of St. John, N. B. She was 1495 tons register and was three decked.

There was a light fall of snow in Yarmouth on the 26th May, 1836, and on the 10th June, 1837. Again on the 10th May, 1855, the ground and buildings were covered with snow several inches. It disappeared the same night.

The Coronation of our Virgin Queen was celebrated in Yarmouth in a spirited and highly creditable manner on the 28th June, 1838. The HERALD described it thus: "The morning was delightful, and at an early hour peal followed upon peal of cannon. The "Red Flag of Old England" was seen proudly waving in every direction, and from the shipping in port; and innumerable other flags could be seen for miles conspicuously expanded to the breeze. At 7 o'clock the bells were rung. At 12 the regular firing commenced. Royal salutes of 21 guns each were fired on the site of the old Block House, on the Parade, on the heights at Milton, opposite the Long Wharf, near Richan's Hotel, at the Cove, and on Bunker Island—147 guns—besides continual desultory firing during the whole day. At 6 o'clock a party of gentlemen sat down to dinner at Richan's Hotel; the worthy host did the thing in proper style, as we are informed. After the 'shades of evening' had fallen, we observed many windows illuminated, and a large bonfire blazing near the town. We understand fireworks had been prepared, but the heavy rain which commenced about dusk prevented their display."

The small pox was prevalent in Yarmouth in February, 1849. It had been in the community for some weeks in a mild form, but was not discovered until the 12th of that month. Four cases resulted fatally. A general vaccination of the inhabitants was ordered by the Board of Health, and was universally complied with.

At low water, a little before dusk, on Tuesday evening, April 18th, 1843, the tide suddenly rushed in, in the space of a few minutes, to the height of from five to seven feet, and immediately receded with equal rapidity, dragging some small vessels from their moorings, and leaving the flats again bare. The whole took place in about 20 minutes. At Bunker Island and the Cove the water rose 10 feet. The schooner Bee, Capt. Bradford McGray, on entering Cook's harbor, was raised and lowered by the wave, striking the bottom, splitting her keel and rudder, starting one of her butts, and wrenching out a great part of her oakum.

Sidewalks from lower town to Milton were laid during the first fortnight in June, 1843, and were much appreciated by the populace. These walks were made of *mud*, a ditch having been cut between the driveway and the walk, for pedestrians. If these footpaths were "much appreciated by the populace," how they would have rejoiced at our present splendid asphalt and granite curbed walks.

The following is a list of the cargo shipped by Thomas Killam, in the schooner Clyde, Capt. Wyman, for Gibraltar and a market in the Mediterranean, on the 27th April, 1844: 50 tons ice, 32 fresh salmon, 6 fresh halibut, 900 fresh codfish, 1 carcass veal, 26 bbls. alewives, 12 bbls. herrings, 15 boxes smoked herrings, 5 bbls. pork, 2 kegs lard, 1 cwt. cheese, 40 bbls. potatoes, 1 box cranberries, 40 small spars, 1200 staves, 10 M. shingles, 1200 feet ash oars, 19,000 feet boards.

On Friday, August 29th, 1845, His Excellency the Right Honorable Lucius Bentick, Viscount Falkland, &c., Lieutenant Governor and Commander-in-Chief of Nova Scotia, visited Yarmouth, coming overland via Shelburne. He was met at Tusket bridge by a number of representative citizens and escorted into town, arriving about noon. A beautiful arch of evergreens and flowers spanned Argyle street at its junction with Main street, decorated with a variety of flags. An address was presented to him, after which the bell of the Episcopal church "rang out a merry peal," and a royal salute was fired by the Artillery Company under command of Capt. Huestis. His Excellency left town early next morning for Digby.

His Excellency Sir John Harvey arrived in Yarmouth via Digby route on Monday, September 27th, 1847. He was met at Beaver River by the sheriff, members of Parliament and other citizens and escorted into town, where he was entertained at the hotel of Mrs. Eakins, Argyle street. A salute of 17 guns was fired, and flags waved in all directions. A levee was held in the evening, when an address was presented to His Excellency, who responded in fitting terms. He left town Tuesday morning by the same route for Halifax.

The emigrant ship Caleb Grimshaw, Capt. Hoxie, with 390 passengers on board, besides her crew, took fire 16 miles S. E. of Flores, on the 20th November, 1849. Capt. David Cook, of the Yarmouth bark Sarah, gallantly and humanely rescued the entire number and transferred them to his vessel, landing them at New York on the 15th January, 1850. The story of the rescue is one of the most thrilling connected with our merchant marine, and created a great sensation throughout the world at the time. The news of the destruction of the Caleb Grimshaw and the rescue of those on board had reached New York some days previous to the arrival of the Sarah, and a magnificent reception was accorded Capt. Cook. A vast crowd gathered at the City Hall, and when Capt. Cook made his appearance on the platform, a scene of enthusiasm followed which is rare, indeed, in a meeting of New York merchants. The cheering was most rapturous and protracted, evidently coming from the heart. There could not be a greater compliment to the gentleman, coming, as it did, from quiet business men, who never join in the shoutings and cheerings of public meetings. Capt. Cook was presented in public with a box costing $125, containing the freedom of the city. He was also presented with $5000 in cash; the chief mate with $750; the second mate with $400; the carpenter with $350; each of the able bodied seamen with $125; ordinary seamen with $100, and apprentices $100 each. The United States Senate also passed resolutions commending Capt. Cook for his bravery. Upon his arrival in Yarmouth Capt. Cook was tendered a public reception, presided over by the sheriff, at which an address was presented, signed by 235 inhabitants of Yarmouth, to which Capt. Cook made an appropriate reply. The assemblage was addressed, in feeling terms, by venerable Rev. Harris Harding, Rev. George Christie and others.

The telegraph poles through town were erected on the 22d September, 1851, via the Digby route. The office was first opened in the Queen's Row on the 8th June, 1852, with A. Lawson as manager and operator.

The first railway locomotive was put in motion in New Brunswick July 23d, 1852, on the line of the St. Andrews-Quebec railway.

The post office department of Nova Scotia was transferred to the Government of Nova Scotia on the 6th July, 1851. The rate of postage to all parts of the Province was fixed at 3d., not exceeding half an ounce, to England 1s. sterling.

The first cargo of railway iron for the European & North American Railway was carried from England to Shediac, N. B., by the bark Mary, owned by Thomas Killam, M. P. P., of Yarmouth, in August, 1853. A picture of the Mary is shown elsewhere in this volume.

A plank sidewalk was laid in front of the building of Young & Baker in April, 1857, which was extended the same month to Clements' Corner. This was the first of the kind in town.

The 9th of June, the anniversary of the settlement of Yarmouth, was celebrated for the first time on Wednesday, 9th June, 1858, the 97th anniversary. A procession of the firemen, bonfires, illuminations, "fireworks from Whitten & White's and White & Dane's lofty buildings," were simultaneously discharged, salutes and an oration by Charles B. Owen, Esq., comprised the leading features of the display.

His Excellency Earl Musgrave, accompanied by the Countess and their son, arrived in Yarmouth per H. M. steamer Styx, on the 4th August, 1858, and were given a cordial reception. Salutes were fired, arches erected over the streets, bells were rung, etc. They were the guests of George S. Brown, Esq., Rock Cottage. A public reception was given at Mason's hall, which was gaily decorated, and an address presented, which was responded to happily by His Excellency.

The announcement of the successful laying of the first Atlantic Cable was enthusiastically celebrated in Yarmouth, in common with every city and town throughout Canada and the United States, on Wednesday, August 18th, 1858. The celebration in Yarmouth had, up to that time, never been surpassed in splendor, nor even up to the present time were more elaborate preparations made or successfully carried out. It would be tedious to produce even an outline of the programme, but many of our citizens have vivid recollections of the event.

January 19th, 1860, was the "cold Friday" throughout New England. Overcoats and wraps were worn indoors, and it was not until the 23d

that persons could venture out of doors with any degree of comfort. The wind blew a hurricane, and it is recorded that in Boston no human being passed in either direction for some hours. In a school of 40 scholars not one attended.

H. R. H. the Prince of Wales arrived at Halifax on board the Hero with the squadron on the morning of the 30th July, 1860, and remained there till the following Thursday morning. Taking the train for Windsor the run was made in 1 hour and 30 minutes. Here they took carriages for Hantsport, at which place he embarked for St. John, N. B., in the steamer Styx. From St. John he proceeded to Fredericton, Pictou, Charlottetown, etc. An address, signed by 212 persons of Yarmouth, was transmitted to Halifax and presented to His Royal Highness. The address was suggested at a public meeting called for the purpose at Lovitt's hall, where a committee of six gentlemen, consisting of E. W. B. Moody (Custos), John Murray, Rev. George Christie, Rev. J. T. T. Moody, Dr. Joseph B. Bond and J. W. H. Rowley were selected. His Royal Highness made an extended tour of Canada and the United States and was met at Portland, Maine, by the Hero, Ariadne and squadron, in which he sailed for Portsmouth, England, direct, on October 20th, 1860.

Friday, February 8th, 1861, was the coldest day experienced in Yarmouth for twenty-five years. In the morning the thermometer stood at 12 below 0; at Annapolis 14 or 15, and at Halifax 10 below.

A fact in connection with the electric light is interesting to note at the present time. In the HERALD of May 2d, 1861, the following item appeared: "An attempt has been made to illuminate the court of the Tuileries and the Palais de Carousel, Paris, by the electric light, which has been very successful. The apparatus is placed in a cellar under Marshal Vaillaint's apartments in the Tuileries, and the illuminating power is so great that ordinary gas jets seem absolutely lightless. The appearance of these localities every evening is that of an animated fair. The cost of the electric light is stated to be considerably less than that of gas."

His Excellency the Earl of Musgrave arrived in Yarmouth per H. M. S. Gladiator on the 7th September, 1861, for the purpose of inspecting the Volunteer Rifle Company, when an address was presented him, flags displayed, salutes fired, etc.

On the night of the 21st December, 1860, the stall floor of Mr. Ebenezer Rose's barn, at Chegoggin, gave way, and six of his valuable cows were strangled. The accident was caused by a hired man neglecting to replace the supports of the floor that had been taken down during the day to facilitate the removal of compost.

James Haslin shot his brother John, at Pubnico, on the 28th August, 1861. He was tried, found guilty, and was sentenced to death by the Chief Justice on the 20th September. There was intense excitement over the trial, and the court house was packed throughout the days occupied in the investigation. This is the only case of a person being found guilty of murder in this County in the writer's recollection. Haslin's sentence was subsequently commuted to imprisonment for life in the penitentiary.

On Monday afternoon, October 28th, 1861, the packet schooner Melrose sailed from Yarmouth for Boston, with 31 persons on board, and no vestige of her was ever seen afterwards. For particulars see the "Record of the Shipping."

Brig Napier, Creighton master, sailed from Havana on the 1st September, 1861, in ballast, for New York, and as nothing had been heard of her up to December 18th, she was given up as "not heard of," and had been abandoned to the underwriters. Judge of the surprise of the Yarmouth people then, when, on the morning of the 18th December, the Napier sailed up the harbor, all on board well. It appears that after leaving Havana the Napier met adverse winds, and on the 13th September put into Wilmington, North Carolina, where she remained until December 3d. After obtaining her cargo of turpentine she was detained for several days by the local authorities, for fear that she might be captured and her cargo become a prize to the Federal Government. She put into Yarmouth for supplies, being bound for London, England, and sailed a few days later. From the captain it was learned that molasses at Wilmington was 75 cents a gallon, coffee 60 cents and tea $1.25 a pound, salt $5 to $6 per bushel and very scarce.

Yarmouth has always proved herself "ready and willing" to dispense charity for suffering humanity whenever an appeal is made to her citizens. In response to an appeal made in 1833, a subscription was raised in Yarmouth towards the fund of £10,000 to repurchase for the family of Sir Walter Scott the fine estate of Abbotsford. In 1846 the sum of £183 was subscribed in aid of the sufferers by the burning of St. John's, Newfoundland. In 1855 another subscription, amounting to £300, was raised in aid of the families of sailors and soldiers who perished in the Crimean war. In 1863 another appeal was made in aid of the destitute operatives of Lancashire. A public meeting was called and a committee appointed to solicit subscriptions. The sum of $1475.18 was raised and remitted to Lord Derby.

During a gale of wind on the 6th December, 1862, the long row of buildings known as "Landers' Block," on what is now known as Alma street, was blown down, and the fog bell and tower at the Cape were moved from their foundation a distance of two or three feet, bringing up against a stone abutment. It was the worst gale experienced in

Yarmouth for many years. A number of our townsmen assembled on the Friday following and raised the walls, etc., of Mr. Landers' building gratuitously.

Arcadia was chosen as the name for Upper Chebogue at a public meeting held on the 27th January, 1863.

A public meeting was held in Baxter's hall in January, 1863, to provide means of paying for a night watchman for the central district. Sufficient funds were raised by subscription and a watchman secured, who entered upon his duties at once.

Early Closing.—The subscribers, believing the present system of keeping their stores open until a late hour to be quite unnecessary, and being desirous to afford the young men in our employ more time for recreation and mental improvement, we have determined to close our stores at 8 o'clock in the evening from the 1st of April until the 1st of November, and at 7 o'clock during the remaining months.

P. S. There will be no goods sold from our stores after 8 o'clock, and the public will please take notice and make their purchases before that hour. Goes into operation Thursday night, June 4, 1863.

Young & Baker,	S. J. Fleet,	N. K. Clements & Co.,
Corning & Gray,	W. H. Moody & Sons,	George R. Smith,
W. H. Townsend & Son,	T. M. Lewis,	A. J. Hood,
W. T. Frost,	J. T. Hutchinson,	Charles Tooker, jr.,
Joseph Challen,	T. B. Dane,	Denis Sullivan,
Dane & Brown,	Dennis & Doane,	A. F. Stoneman,
Jos. B. Stoneman,	Law & Porter,	Wm. Burrill & Co.
Joseph Burrell,	Charles E. Brown,	

At Tusket on the night of the 23d August, 1864, two men—John Hamilton and Daniel Benson—got into a quarrel, which resulted in Hamilton drawing a knife and stabbing his opponent in the abdomen, inflicting a fearful wound. Benson lingered till the next night, when he expired. Neither of the men had resided long in the County. Constables went in pursuit of Hamilton, who made his escape, but he was captured at New Tusket on the following Monday and lodged in Yarmouth jail. Benson was 50 years old, and left a widow and five children. Hamilton was tried at the next term of the Supreme Court before Judge Johnston, and the jury returned a verdict of manslaughter. He was sentenced on September 22d to three years' confinement in the Provincial penitentiary.

The following paragraph, which was originally printed in the English Quarterly Review in March, 1825, appears rather rich at the present time: "We are not advocates for visionary projects that interfere with useful establishments. *We scout the idea of a railroad as impracticable.* What can be more palpably absurd and ridiculous than the prospects held out of locomotive travelling *twice as fast* as stage coaches? We should as

soon expect the people of Woolwich to suffer themselves to be fired off upon one of Congreve's ricochet rockets, as to put themselves at the mercy of such a machine going at such a rate!"

H. M. S. Sphinx arrived at Yarmouth on the 6th October, 1865. On the 9th she anchored in the harbor above Bunker Island, and received a supply of coal. She was the first British warship to enter Yarmouth harbor above the "Narrows."

Robert Brown's Salt Works began operations on the 1st July, 1870, at Horton's wharf.

Telephone connection was had with Halifax, for the first time, on the evening of the 18th December, 1879, over the wire of the Western Union Telegraph Co. Conversation was carried on with perfect distinctness.

On Friday, February 10th, 1882, the worst snow storm for years visited Yarmouth, blocking the streets and highways. The "bus" stopped running at 10 p. m. No mails were received at Yarmouth from Thursday, the 9th, until Monday, the 13th, excepting one from Barrington. The latest Halifax papers received at Yarmouth up to the 15th February were dated the 9th, and no American mails came to hand during the week.

Small pox was prevalent at Salmon River, Digby County, in February, 1882.

In the HERALD of August 30th, 1883, is a statement from the late Mr. A. Lawson, alluding to his perusal of old Nova Scotia papers in the Massachusetts Historical Society, Boston, dating as far back as 1752. Among them was a copy (No. 1) of the Halifax Gazette, dated March 23d, 1752, "printed by John Bushnell at the printing office on Grafton street." It was 10x15 inches in size, printed on one leaf in two pages, two broad columns to a page. Another was a fyle (volume 2d) of the Nova Scotia Gazette and Weekly Chronicle, published in 1767; and the third were two copies of the Halifax Journal of November 2d, 1771, and November 14th, 1773, printed by John Howe.

Standard time was adopted in Yarmouth on the 1st January, 1884, by several of the business establishments. On the 3d March, 1889, it was adopted by the churches, and a few weeks later was generally in use.

A squall on Monday afternoon, October 13th, 1884, blew over the staging of the new Baptist church at Ohio. The staging had reached the height of over 100 feet, around the open space in which the spire was to be built, and four men were at work on the topmost stage. They were just about finishing it, and would soon have had ropes out in different directions, when Joseph N. Crosby, the contractor, warned the men of

danger. They were: John Perry, Joseph Saunders, James Patten and Everett Crosby. They started for the ground, but Perry and Crosby had only descended half way, when the whole structure came crashing to the ground, burying them in the ruins. Mr. Crosby escaped with a sprained ankle, but Mr. Perry was considerably bruised and scratched, but no bones were broken. Loss about $100.

THE TREFRY MYSTERY.

Mr. Benjamin Trefry left his brother's house, on the Tusket Forks road, on Saturday afternoon, October 18th, 1884, a little before sundown, intending to go to Mr. Fred Armstrong's, about a mile and a half distant. He had been digging potatoes all day, and left them in the field in barrels. He had engaged two men to work on his house the next Monday. They went to Mr. Trefry's, but he was not there. No tidings of him were had afterwards. About 150 men searched in the woods and grappled the lake, but all without avail. The disappearance of Mr. Trefry caused much excitement for a long time, and it was thought that he was the victim of foul play. Some suspicions having rested on Mr. A. Hurlburt, between whom and the missing man there had been ill feeling, he was arrested, brought to town and lodged in jail, but in the absence of any formal complaint, was released. The Local Government offered a reward of $500 for the discovery of the body.

An examination took place at Arcadia before William V. Brown, Esq., J. P., on November 15th, when Mr. Corning appeared for the prosecution and Mr. E. N. Clements for Mr. Fred Armstrong, who was arrested on the charge of complicity in the murder of Mr. Trefry. Joshua Trefry, sr., father of the supposed murdered man; Sylvine Dulong, David Andrews, Mrs. Caleb Trefry, Eva Hurlburt, Odbin Hurlburt, Amelia Hurlburt and Sarah Jane Frost, to whom the missing man was to have been married in a few days, gave evidence. The shot of a gun was heard by Sylvine Dulong a few minutes after Hurlburt had passed his place, in the direction in which he was going. There was no evidence, however, against Armstrong, and he was at once discharged, and returned home to East River. All efforts to find the body of the missing man resulted in failure. A diving suit was procured, and the East River searched, but to no purpose. This being the case, Hurlburt, who had gone to the United States and had been arrested there, was released.

On Saturday evening, May 6th, 1882, four prisoners—McCann, Tinkham and his son John, and Theophilus Smith—escaped from Yarmouth jail, by spreading apart the iron bars of the grating of one of the windows. They were seen next morning about 17 miles from town. The space between the bars through which they crawled was 7½ inches.

A snow storm, which began on Wednesday, March 18th, 1885, continued throughout Thursday, accompanied by a heavy N. W. gale. All traffic was at a standstill, the roads and streets becoming almost

impassable. On Friday the streets in town were partially opened for travel, but another light fall of snow, accompanied by a high wind, voided the work that had been commenced. Main street presented a most unusual and picturesque appearance. The Western Counties Railway was completely blocked. With a large gang of workmen and two locomotives the road was opened to Brazil Lake the next Tuesday evening. No mails were received in Yarmouth from Thursday evening until noon of the following Tuesday. It was the most remarkable snow storm to occur in Yarmouth within 50 years.

Tusket Forks received the more euphonious name of Quinan at a public meeting of the inhabitants of the section on the 15th May, 1885, in honor of the deceased pastor of that name who had greatly endeared himself to them.

Lieut. Governor Richey, with Mrs. Richey and daughter, arrived in Yarmouth on the afternoon of Friday, September 11th, 1885. They dined at Gilman's, Tusket, and were entertained at the Lorne Hotel in Yarmouth. A party of gentlemen went over to Tusket to escort them into town. A public reception was tendered His Honor the next morning at the Court House, and an address presented.

A portion of the roof of the Cotton Duck factory was twisted off during a gale on the 7th December, 1885, and turned over on the remainder of the roof. The steam heating pipes and sprinklers were broken, and the escaping steam caused some temporary excitement among the employees.

The new school house at Plymouth was opened during the winter of 1885-6. It is 35 feet long by 25 feet, 22 feet 6 inches post, with a hip roof. The inside is sheathed. It cost about $1100. At this time Plymouth was assessed for about $27,000, with 40 families and 200 residents.

A prisoner in the County jail, named James E. Paton, a blacksmith, a native of Ireland, committed suicide on Christmas eve, 1885, by cutting his throat with a pocket knife, dividing one of the arteries of the neck, and bleeding to death. He resided at Milton, where he married a Miss Allen, by whom he had one daughter. He was confined in jail on account of threatening language towards his family.

The Blonde Rock received its name from the fact that a ship named Blonde was wrecked on the rock on the 10th May, 1782. A shallop (either the Lucy or the Freedom) arrived at Liverpool on the 22d May, having on board 43 of the Blonde's crew.

The death occurred at St. Stephen, N. B., in December, 1868, of old Mr. Ward, a colored man, at one time well known in Yarmouth. He came to Yarmouth many years previously from Upper Canada, where he

boasted of having fought against the rebels. He built a small house on Starr's road, the spot being still known by the name of "Ward's Corner." Here he one night stabbed Isaac Turner, who soon after died from the wound. Ward was tried and sentenced to the penitentiary, and on the expiration of his imprisonment removed to St. Stephen, where he resided until his death, a period of about 18 years. He was a person of considerable intelligence.

The first gold crusher erected in Yarmouth County was put in operation on the 23d June, 1869, at Chegoggin River. It was driven by water power, and was manufactured by the Burrell-Johnson Iron Co. for S. M. Ryerson, proprietor of the "Cream Pot" gold district at Cranberry Head.

The Exchange Bank held its first general meeting for the election of Directors, etc., on Wednesday, August 11th, 1869, when the following were chosen: W. H. Townsend, Benjamin Killam, jr., George B. Doane, Joseph R. Kinney, John H. Killam, Aaron Goudey and A. F. Stoneman. At a subsequent meeting of Directors W. H. Townsend was chosen President. The Bank commenced business in Ryerson's block on Monday, August 16th, 1869.

Upon the opening of the Windsor & Annapolis Railway, a new era dawned in Yarmouth regarding the conveyance of the mails, which hitherto took three days to reach Halifax, leaving Yarmouth via Digby tri-weekly, and also via Shelburne tri-weekly—on alternate days on the two routes. Immediately after the opening of this road to Annapolis they were dispatched via Digby on Sunday at 9.20 p. m.; on Wednesday and Friday at 7 a. m.; arriving in Halifax in 36 hours; from Halifax they arrived in 27 hours. A few weeks later a daily mail was dispatched via this route, occupying the same time.

Outrages.—About 2 o'clock on Sunday morning, October 17th, 1869, five bottles filled with paraffine oil were thrown at the windows of the residence of Heman Gardner, clerk of the license. Two of the bottles lodged in one of the parlors without breaking; another went into the bedroom in which Mr. Gardner slept, breaking and scattering its contents; whilst two others, whose force was broken by striking the sashes, dropped outside the windows. The windows were badly shattered. On Sunday night stones were thrown through windows of the stores of Sheldon Lewis and William Lewis, in the lower section of the town, and two of the large panes were broken in each store. On Tuesday night another assault was made on the house of Mr. Gardner, a number of stones being thrown against it, but without doing much damage. The perpetrators were not discovered. A public meeting was called by the sheriff, W. B. Townsend, at the request of 54 ratepayers, for Saturday, October 23d, at 2 p. m., at which, after several enthusiastic addresses, a subscription list was opened for the purpose of raising a fund sufficient to pay a night

watchman until the sitting of the spring sessions. And thus was inaugurated the first policeman for the town. It was also resolved that a reward of $100 be offered for the conviction of the perpetrators of the outrages, and also a strong determination was expressed "to sustain the clerk of the license, both morally and financially, in the prosecution of his duty."

A violent wind storm raged in Yarmouth and vicinity on Saturday night and Sunday morning, September 3d and 4th, 1870, during which a large portion of the breakwater at Maitland was swept away, and numbers of fishing boats were driven ashore in that vicinity. At Eel Brook two houses and a barn were blown down. Two new houses on Roberts' Island, and the stable of John Carland, Pubnico, shared the same fate. Eleven vessels at Pubnico and those anchored at Barrington and Port LaTour were driven ashore, and several went to pieces. Schooner Ajax, Capt. James D'Entremont, of Pubnico, was found on Sunday morning near Thomas Island, with one anchor out, waterlogged, spars and bulwarks gone to the deck, bowsprit broken, part of stem gone, cargo of fish. She was towed into Lockeport. Owned by the master. All the crew perished. They were: Maxine D'Entremont, West Pubnico; Samuel Cotreau and Maturine Richards, Tusket Wedge; Thomas Thomson (colored), Salmon River.

Yarmouth Marine Railway Company was incorporated 1870, with a capital of $15,000. First Directors: Nathan Moses, President; Hugh E. Cann, James B. Kinney, George B. Doane, Frank Killam. The railway was completed on the 6th October of the same year, the brig Alexander William being the first vessel to be placed on it.

STREET LIGHTING.

The first practical movement to light the streets of Yarmouth was made by the ladies of the town in January, 1871, by the insertion of the following advertisement in the HERALD of January 19th of that year:

"*Light! Light!*—The Ladies of Yarmouth in favor of having the Streets lighted, will please meet at Ryerson's Hall, on Friday afternoon next at 3 o'clock, to consider the best method of providing a Public Entertainment in order to raise the amount required for the purpose."

The meeting was decidedly a very successful one, as the announcement was made the following week of their "first public entertainment," by the "ladies' association formed for the purpose of lighting Main Street." The programme consisted of "choice music, short addresses by various talented speakers, and refreshments of the most complete and varied description to be provided in abundance."

This was followed on the 17th February with a "Calico Ball," which was one of the best entertainments of the sort ever had in Yarmouth, and which added $174 to the funds of the association. The lamp posts were placed in position during the last week in April, and the streets were first lighted in May, 1871, the expense for the first month's gas being $8.92. On March 1st, 1872, 13 lights were in use, at a cost per annum each of $9.59.

A night watchman was engaged by several merchants on Main street, who subscribed the amount necessary for his services. He began his beat on the 4th August, 1871.

The Free Public Library—the gift of Hon. L. E. Baker—was instituted on the 6th February, 1872, with 2500 volumes.

Small pox visited Yarmouth in December, 1872. On Christmas day all the churches were closed, and for some weeks the schools were ordered closed by the Board of Health. On New Year's day there were reported to be five cases in town, one at Hebron, five at Deerfield, one at Argyle, and a number at Pubnico. Deaths had occurred: one in town, Mrs. George Carey; one at Deerfield and four at Pubnico. The weather for a fortnight previous had been extremely boisterous and cold, freezing the harbor over solid as far down as Bunker Island. It will long be remembered as the "dull Christmas." The small pox disappeared in the County by the middle of January, the total number of deaths at Pubnico being 7.

The miniature ship City of Ragusa, 2 tons burthen, 20 feet long, 6 feet beam, yawl rigged, with two hand propellers, arrived at Boston on the 8th September, 1870, from Liverpool, G. B., which port she left on the 2d June. She reached Queenstown in 12 days, and after remaining four days proceeded on her voyage. Her crew consisted of Charles Barkeley, a native of Ireland, captain, and Nicholas Primoraz, an Austrian. A dog accompanied them, but died on the passage. This is the first record of so miniature a craft crossing the Atlantic.

An election to decide if the ratepayers of the Township of Yarmouth were willing to take stock in the Western Counties Railway, to the extent of $100,000, was held on the 8th July, 1873, resulting as follows:

	For.	Against.
No. 1—Hartford,	166	80
2—Yarmouth,	619	63
3—Arcadia,	69	65
4—Carleton,	75	19
10—Tusket Lakes,	7	22
	936	249

Majority for, 687.

The first sod of the Western Counties Railway was turned on Monday morning, September 22d, 1873, at Lovitt's wharf.

The first cargo of deals from Tusket to England was shipped by Andrew Mack & Co. on the Yarmouth bark Acadian in June, 1874.

The Beacon Lighthouse, Yarmouth harbor, was erected in the summer of 1873, under the direction of Mr. Charles Tooker, harbor master,

the contractor being Mr. Francis Ryerson. It was lighted for the first time on Monday evening, February 16th, 1874.

One of the most important events up to that time in the history of Yarmouth occurred on Wednesday, September 2d, 1874, when the first rail of the Western Counties Railway was laid near Lovitt's wharf. The first spike was driven by George B. Doane, president of the company; the second by S. M. Ryerson, treasurer; the third by B. P. Ladd, one of the directors; the fourth by J. K. Ryerson, M. P. P. for the County; the fifth by G. W. Tooker, and the sixth by J. W. Bingay, secretary of the company. The first locomotive—the Pioneer—arrived at Yarmouth on the 20th October, 1874, and the first trip made on the 27th October, 1874. The road was formally opened for traffic between Yarmouth and Digby on Monday, September 29th, 1879, the first passenger ticket, No. 1, being purchased by J. R. Kinney, M. P. P. The first excursion (a Maying party) left on Tuesday, May 10th, 1875, at 1 p. m., going as far as Pitman road, returning at 5 p. m. The train started from the foot of Lovitt street, with 12 platform cars, and with between 1100 and 1200 passengers, accompanied by the Milton Brass Band.

The first train passed over the Intercolonial Railway from Truro to Amherst, Tuesday, October 8th, 1872.

Miss Armstrong, a noted temperance lecturer, preached in the First Baptist Church in Yarmouth, on Sunday evening, September 13th, 1874, it being the first time that a lady preached from a pulpit in the town. It was estimated that 1000 persons were present, and many were unable to enter on account of the crowded state of the church.

His Honor Adams G. Archibald, Lieut. Governor of Nova Scotia, arrived in Yarmouth on Thursday evening, July 8th, 1875, accompanied by his daughter and his private secretary. An address was presented to him on Friday morning at the Court House. The Custos, in a few well-chosen words, welcomed His Honor to Yarmouth, to which he replied in suitable terms. In the evening, by invitation of George B. Doane, Esq., president of the Western Counties Railway, a party of about fifty ladies and gentlemen accompanied His Honor and Miss Archibald on a railway excursion as far as Lake George, the line being completed only to that point. His Honor remained in town until Monday, when he proceeded to Shelburne.

A spelling match between 15 gentlemen and 28 scholars from the public schools was given in Ryerson's Hall on Friday evening, July 9th, 1875. The hall was packed, the audience being estimated at 800. The first prize was won by Mr. Richard Huntington, editor of the Tribune; the second by Mr. F. Dunham, of the high school; the third and fourth by Miss Nellie Moody and Miss Anna Hilton, equal. Extra prizes were presented to Miss Minna Killam, Mr. Edgar Killam, Miss Louisa Coy and Miss Grace Hill.

There was a great snow storm in Yarmouth on the 13th April, 1875. Good sleighing for two days. It was the greatest fall of snow known in Yarmouth for many years.

The first arrival of a vessel at San Francisco from Liverpool, G. B., via the Cape of Good Hope, was by a British ship on the 5th December, 1876. The passage was made in 136 days, and was considered "a novelty."

Yarmouth's contribution to the St. John, N. B., sufferers by fire July 12th, 1877, amounted to $2363. The supplies from Yarmouth were the first to reach the city from outside.

The first message received at the Yarmouth Telegraph office was addressed to the HERALD, was dated from Wolfville, N. S., in June, 1852, and contained the melancholy intelligence of a drowning accident that occurred off Blomidon, whereby a party consisting of Rev. Mr. Very, of New Brunswick; Benjamin Rand, Anthony Phalen, W. H. King, W. E. Grant and Professor Chipman, of Acadia College, were drowned. They were returning from a searching expedition from Blomidon, when a squall struck and capsized their boat. There was only one cry for help—from Prof. Chipman—and all passed quietly beneath the waters, the boatman, from Gaspereaux, alone being saved. It was a great shock to the College and its friends.

The new ship Tollington was launched at Tusket on the 12th September, 1877, was towed to Yarmouth, rigged, went to Philadelphia, discharged 600 tons of ballast, took on board 61,160 bushels of grain, and arrived at Hull, England, on the 6th November—all in the space of 54 days. The passage across to Hull was made in 20 days. Was this ever equalled for speed?

Five children of Capt. Abram M. Hatfield, Wyman Road, died of diphtheria within the space of 16 days in 1878. They were: Julian Harte, 14 years, 30th March; Emma Josephine, 7 years and 6 months, and Walthu L., 6 years and 6 months, April 6th; Jessie Barr, 2 years, April 8th; and Evelina Kinney, 15 years 10 months, April 15th.

The corner stone of the Ladies' Seminary at Wolfville was laid with appropriate ceremonies by Mrs. J. W. Lovitt, of Yarmouth, on Tuesday, July 9th, 1878.

A social party of the Lewis family was held at the residence of Mr. William W. Lewis, Argyle street, on the 30th August, 1878. There were present and seated at the same table five generations. The circumstance was the more remarkable, as both sexes were not included. The old saying: "Arise, daughter, and go to thy daughter, for her daughter's daughter hath a daughter," was literally fulfilled. There were present: Great great grandmother Deborah Kelley, widow of Israel Kelley, Kelley's

Cove; great grandmother Deborah Allen, widow of James Allen, Ohio; grandmother Elizabeth Lewis; mother Margaret A. Kelley, wife of Charles R. Kelley; and Ethel L. Kelley, her daughter, aged two years. There were also present about fifty relatives and friends, including three great grandmothers, three great great aunts and uncles, fifteen great aunts and uncles, several aunts and uncles, and numerous cousins.

News was received in Yarmouth on Saturday and Monday, June 21st and 23d, 1879, of the safe arrival, at different ports, of 29 Yarmouth vessels—14 ships and 15 barks—aggregating 29,239 tons register, the largest number ever reported within the same space of time.

A Whirlwind.—About 4 p. m. on Saturday, July 5th, 1879, a quantity of hay, about 100 pounds in weight, lying in front of the residence of Hon. L. E. Baker, was caught by a whirlwind and lifted in the air over 200 feet. Af er being whirled about in the air, the hay separated into small bunches, some descending to the southward of the jail, and others falling near the spot where they were carried aloft. Outside the limited area of the whirlwind—a few yards in diameter—there was only a light air from the northwest.

THE PETRIFIED WOMAN ON MUD ISLAND.

The brig Amaranth, Capt. George Card, of Windsor, N. S., was wrecked on Mud Island in January, 1837. The captain and two men escaped to land by a cable that was got from the vessel to a tree on the shore. Four sailors, the steward, stewardess, and a lady passenger were drowned. Their bodies were found next day and were buried on the rugged headland where they met their doom. There they rested for more than thirty years, when some one, with a morbid curiosity, dug into the grave of the lady passenger, and found the corpse a solid mass of stone, all parts being intact and in a perfect state of preservation, except the head, which had decayed. In color it resembled gray marble. The grave was subsequently dug up by parties visiting the island, the story of the petrified woman having spread far and near. When Capt. George Kinney resided there he removed the body to another part of the island, where it has since been allowed to rest undisturbed.

The Western Counties Railway closed on the 15th January, 1880, the train from Digby that day being the last to run over the road until it re-opened for traffic on Monday, 26th April, 1880.

The first cargo of deals from Yarmouth County was taken to London in the year 1833, shipped by Messrs. James B. Moody & Co. from the mouth of Chegoggin River. The deals were sawn at the mill of Walter Churchill. The venture turned out rather unprofitable—a dead loss, in fact—the shippers being drawn upon for about £6 sterling to pay balance of expenses in England. In 1832, from the same good authority, we learn that the bark Norman, George Bond master and owner, sailed from

Yarmouth for Belfast with a cargo of deals and birch top-timber. The deals came partly from Tusket River and partly from Weymouth; the timber was cut in the vicinity of Lake George. In 1834, the new brig Thetis, owned by E. W. B. Moody, Esq., took a cargo of deals to Liverpool, England, and in 1835 the brig Henrietta, Capt. Kinney, sailed for the same port with a cargo of deals, principally sawn on the Tusket River. From that time down to 1880 very few cargoes of deals, if any, were shipped from Yarmouth, when the bark John G. Hall sailed from Yarmouth on the 5th July, with a cargo for Greenock—the deals being supplied by Messrs. Blackadars & Co., Meteghan River.

His Excellency the Marquis of Lorne, accompanied by his aide-de-camp Capt. Chater, arrived in Yarmouth by a special train on Thursday evening, August 12th, 1880. He was welcomed at the station by a vast concourse of people, the artillery brigade forming a guard of honor, and the Milton Brass Band. He then entered a barouche drawn by a span of horses, and was driven through the town (visiting Mountain Cemetery during the drive) until dark. The next day a reception was held at the Court House, after which His Excellency visited the different manufacturing establishments of the town, and also the marine school, and at a quarter to 2 took a special train for Digby. The town was handsomely decorated and illuminated.

The inauguration of the telephone service in Yarmouth was made on the 2d February, 1880, when Hon. L. E. Baker had his office and residence connected with what afterwards became the central exchange, Herald building. Sample instruments, as an advertisement, were, however, set up for a few days between the office of the Western Counties Railway (Yarmouth Hotel building), and that of the president, George B. Doane, Esq.

At a sale of shipping, belonging to the estate of Dennis & Doane, on Saturday, June 4th, 1878, the following prices were realized, which conveys a good idea of the low state of shipping at that time in Yarmouth: 24-64ths ship Antoinette, 1118 tons, 7 years old, at $18.00 per ton, to Wm. Law & Co.; 20-64ths ship San Stefano, 1196 tons, 3 years old, $24.95 per ton, to L. E. Baker; 40-64ths ship Winnifred, 1012 tons, 13 years old, $8.00 per ton, Capt. G. E. Burchell; 32-64ths bark Traveler, 830 tons, 9 years old, $9.75 per ton, to L. E. Baker; 36-64ths bark Freeman Dennis, 808 tons, 16 years old, $6.25 per ton, to J. M. Davis; 36-64ths bark Northern Queen, 776 tons, 15 years old, $3.05 per ton, to W. D. Lovitt.

Hon. Edward Blake and Wilfrid Laurier arrived in Yarmouth, by special train, on Wednesday evening, August 17th, 1881. They held a reception at the Court House the next morning, and in the afternoon addressed an immense gathering, estimated at 3500, at the Rink. The streets of the town were gaily decorated, the arches, flags, mottoes, etc., surpassing any display previously witnessed in Yarmouth. Mr. Blake

was the guest of Frank Killam, M. P.; Mr. Laurier and Mr. Pacaud (of the Quebec L'Electeur) were entertained by Hon. L. E. Baker, M. L. C. An address of welcome was read by T. B. Flint, Esq. They were followed on Wednesday, August 24th, by Sir S. L. Tilley, Thomas White, M. P., and Senator Boyd, who also addressed a large audience at the Rink on Thursday. Sir Leonard Tilley was the guest of Jacob Bingay, Esq.; Thomas White, M. P., of R. S. Eakins, jr., Esq.; and Senator Boyd of T. R. Jolly, Esq. There were many illuminations and decorations in the evening, and a number of fireworks were let off as the procession from the station wended its way along Main street.

36-64ths of bark George B. Doane, 941 tons, 9 years old, were purchased at auction on the 24th December, 1881, by Capt. John Hibbert for $10.50 per ton.

Launching on the Ice.—A new schooner, named Hiram, was launched in a novel manner at Petite Riviere in March, 1883. At *low* water she was "let go" from the shipyard of John D. Sperry, and sliding upon the ice in the harbor a distance of 500 or 600 feet, was brought up, in a safe position, where she awaited the action of "Old Sol" to put her afloat. She was 70 tons and was owned by Mr. Sperry.

The first iron sailing ship built in the United States, or on the American continent, was launched in May, 1883, by John Roach, at Chester, Pa. She was 250 feet keel, 42½ feet beam, and 23½ feet deep, was 2200 tons burden, and carried 3300 tons dead weight, with a draught of 21½ feet.

The large sewer through Main street, from Cliff to Parade streets, was finished in the summer of 1883.

On Thursday afternoon, May 3d, 1883, two little girls—one 6 years of age, daughter of Capt. Thomas Perry, the other 8 years of age, daughter of Mr. William Nickerson, both residing at Milton—were sent by their mothers, separately, to the store of Lyman Cann for some articles of groceries, and on the way home the Nickerson girl, becoming thirsty, went into the school house (where she attended school) to get a drink, taking the little Perry girl with her. The janitor, unaware that they were inside, locked the door and went home. As the children did not return home at tea time an alarm was spread and enquiries made through the neighborhood. Exploring parties were set in motion, searching as far as Mayflower hill and Arcadia, where it was thought the children might possibly have wandered in search of flowers. No trace of them being found, the alarm became general, and the members of the Temple of Honor, which met that evening, joined in the search. About midnight some of the parties thought the children might be in the school house. A pane of glass was thereupon smashed, a window opened, and in a few seconds a cry was raised that the lost were found. When the children

ascertained that they had been locked in they quietly wandered through the building, the little Perry girl crying a little, whilst the elder Nickerson child comforted her and herself as best she could. When night came they lay down on the floor in the hall, and were soon in the happy dreamland of childhood, in which position they were found. When asked why they did not make some noise to attract the attention of outsiders, they replied that the windows were too high and beyond their reach.

When the HERALD was first established in 1833 there was only one store above Moody's Corner, that of Thomas Grantham. The population of the County was then only 7000. There were eight stores on Main street, five of them below the Corner, four on Butler's or Church Hill and five on Argyle street. There were two at Milton, one on each side of the bridge. There was then no church or fire bell, no church or family organ in the place; no steam communication with other ports; no light house on Cape Forchu; the weekly mail between Yarmouth and Digby occupied two days on the journey each way; and there was only a fortnightly mail between Yarmouth and Shelburne. There were then only two short railroads on the continent—one in New York and one in South Carolina.

The Jubilee celebration of Her Majesty Queen Victoria was duly observed in Yarmouth on the 28th June, 1887. The programme was similar to those arranged for the 9th of June celebration, consisting of ringing of bells and blowing of whistles at 6 a. m., callithumpian parade, procession of firemen, artillery, truckmen, etc. At noon the children sang National Anthems amid the firing of a royal salute, and T. B. Flint, Esq., delivered an oration, followed at 2 p. m. by sports, games, canoe race, and concert in the evening. A magnificent triple arch spanned Main street at its junction with Parade street, and the town was gaily dressed in bunting. The Seminary, Hood's building, the post office building, the Lorne, American and Yarmouth Hotels and nearly all the stores on Main street and a number of private residences were illuminated in the evening. T. B. Dane and E. K. Spinney acted as marshals throughout the day.

In 1822 the Yarmouth Book Society was instituted. At that time there were only 80 dwelling houses and about 550 inhabitants within the limits of the town, extending from Bain's road to beyond Church Hill and eastward to Broad Brook. Of these houses 19 were in Milton. A number of persons met in the house of James Starr for the purpose of talking over some scheme whereby a Public Library could be opened. The first meeting was held in 1821, and in January, 1822, the project assumed shape, being called the Yarmouth Book Society. The annual fee was $3.00. The books were changed once a month. The cost of the room, lighting (with candles) and heating was $4.00 per year. Some of the fines were curious: folding down a leaf, 2d.; tearing a leaf 3d. per inch; grease or oil spot 4d.; distinct thumb spots 2d.; a break in the binding 4d.; misfolding a map 4d. In 1860 the name was changed to the

Milton Library, which it still retains. It had 20 members, viz.: John Moody, James Starr, Herbert Huntington, John Brown, Stayley Brown, Mary Fletcher, Samuel Corning (Chegoggin), Henry G. Farish, Jacob Tooker, James Bond, James B. Moody, Anthony Landers, Zachariah Chipman (Chegoggin), Abner W. Huntington, Zebina Shaw, James B. Dane, Israel Harding, John Lawson, Thomas A. Grantham, James Brooks. It was held in different places for a long series of years, but on March 2d, 1889, it was opened in the splendid new building expressly built for its home amid appropriate exercises. The building was the gift of Mrs. Robert Caie and Miss Clara Killam, the lot of land on which it is situate being the gift of the late Charles E. Brown, Esq. The building is from a design by Mr. James B. Kinney, is of wood, 45 feet by 28 feet and 15 feet post, with porch and lobby fronting on Main street.

The electric street lights were installed in November, 1887, five in number, on poles 40 feet high, located at the junction of Main and Albert, Cliff, Alma and Parade streets, and opposite the Seminary. The full complement of lights was put in circuit on the 2d April, 1888. The streets were not lighted by electricity, however, until Friday evening, January 6th, 1888, by the Yarmouth Electric Light Company, with a capital of $15,000. A large number of stores were also lighted with the arc lights. The gas street lights were plugged, lanterns, etc., removed by order of the Light Committee on the 4th February, 1888, and litigation followed.

Yarmouth harbor was frozen down to Bunker Island in February, 1888. A passage was cut from the wharf of Parker, Eakins & Co. on the 8th of that month.

Steamer Great Eastern broke loose from the craft having her in tow in August, 1888, and was beached at Transmere, and was broken up. She cost her then owners £20,000.

Some curiosity may exist as to how the name "Milton" became to be applied to the locality which is now known familiarly by that name. The small cluster of houses at the head of navigation was always spoken of as "The Mills," on account of a grist, a saw and a carding mill, all of very simple construction, being erected there. In the year 1826 John Killam built a brig in his yard west of Main street. Yarmouth, at that time, was not a port of registry, and owners were obliged to send to Halifax for their ships' papers. At the launching of this vessel she was named "Milltown," but Thomas Jeffrey, of the customs department at headquarters, filled up the register with the name "Milton," and from that day this name was adopted for the rising village.

Policeman Fader died on the 23d March, 1889. He was the first paid policeman employed by the town, and served a period of nineteen years. He was a native of Chester, N. S., and had been trained in Halifax as a naval recruit. He was 49 years of age, and left a widow and nine children.

High Tide.—There was a very high tide on Monday, January 12th, 1891, the highest ever known in Yarmouth. It overflowed the wharves and floors of the warehouses, causing considerable damage. The wharf of the Yarmouth Steamship Co. was overflowed to a depth of over a foot, and quantities of flour, meal and other goods damaged. Several barrels of lime on Davis' wharf took fire, and the remainder were removed to a place of safety. At Arcadia the tide overflowed the main road and flooded the mill. The marshes at Tusket were covered five feet, and hundreds of tons of hay lost. The beach from Green Cove breakwater to Beaver River was thrown in about 20 feet on an average.

The four school sections of the town were consolidated on the 17th April, 1889, by act of the Local Parliament.

The wife of Mr. John Murphy, painter, of Yarmouth, gave birth to twins (girls) on the 5th May, 1890, making the number of the children of Mr. and Mrs. Murphy *sixteen*—10 daughters and 6 sons—all living, all unmarried, and all, with the exception of two sons, living under the same roof with their parents.

More fires occurred on the 14th February than on any other day of the year—the number being 7. The next highest was the 4th October, with 6; and the 19th January, 14th April, 11th June and the 28th August, with 5 each. The total number of fires recorded in these pages, irrespective of those originating from lightning, is as follows:

January,	51	August,	29
February,	48	September,	41
March,	42	October,	41
April,	62	November,	39
May,	52	December,	49
June,	38		
July,	28		199
			321
	321		
			520

In May only 4 days—17th, 20th, 23d and 27th—are those on which no fire occurred, whilst April and November had 5 each; January, September, October and December had 6 each.

The first wedding to be celebrated on the Mud Islands was that of Capt. Joseph Morrell, of Brooklyn, Yarmouth, and Miss Elva P. Pitman, daughter of Capt. Jacob Pitman, of Mud Islands, which took place on the 1st August, 1889. A large party went down on the steamer Marina. Rev. T. D. Hart, assisted by Rev. A. Rogers, performed the ceremony. A ship's bell, that in shade and shine had called for change of watch at sea, but there used as a school bell, rang out a merry peal at the conclusion of the ceremony. Lunch was served in capital style. The party landed in Yarmouth before sunset. Capt. Morrell was master of ship John Bunyan, then loading at Margaret's Bay for Buenos Ayres, and his bride accompanied him on the voyage.

In April, 1889, a census of the town was taken by the school trustees, for the special purpose of ascertaining what the figures indicate. They were:

School District.	Population.	Boarders and Servants.	Children 5 to 15 years.	Attending School.	Not Attending.	School Register.	Average Attendance.
Milton,	1255		306	242	64	289	197
Centre,	2329	443	494	476	18	449	319
South End,	2006		573	389	184	355	216
Salem,	228		48	40	8	54	34
Total,	5818	443	1421	1147	274	1147	766

Scotia Hall, Lovitt's building, was dedicated on St. John's Day, June 24th, 1890, by several officers of the Grand Lodge. Appropriate exercises, interspersed with music and refreshments, occupied the evening. There were 325 ladies and gentlemen present, and it was, up to that time, the largest Masonic gathering ever witnessed in Yarmouth.

A vote was taken, agreeably to notice, on the 19th July, 1890, on the proposed park purchase, when the proposal was defeated by a vote of 79 for, and 193 against. The land proposed to be purchased comprised over 100 acres, bounded on the north by Park street or Starr's road; on the south by Forest street; on the west by the Haley road, and on the east by the town limits. The cost was to be $3300, and was to be paid for by the issue of bonds payable in 30 years from date, with interest half yearly at not over 4½ per cent.

Rev. George Christie died at Bedford, N. S., July 15th, 1890. He had been for nearly 30 years pastor of St. John's Church, and left Yarmouth in 1877. His remains were brought to Yarmouth and buried in the Mountain Cemetery.

A meeting was held in the Court House on the afternoon of the 8th April, 1891, to consider the feasibility of taxing the ratepayers $10,000 for the purchase of the Rink and grounds adjoining, and presenting them to the Yarmouth County Agricultural Society. There was a large attendance from the different sections of the County. Sheriff Guest presided, and T. B. Crosby was appointed secretary. Speeches were made by Mr. Crosby in favor of the resolution, and by Capt. J. K. Hatfield, John F. Durland, of Hebron, Matthew Roach, of Darling's Lake, and Jefferson Killam, of Rockville, all in opposition. A resolution was passed in opposition to the movement, and the meeting adjourned.

There were married in Nova Scotia in 1890 by license 1740 bachelors, 297 widowers, 1870 spinsters, and 167 widows. By banns, 173 bachelors, 189 spinsters, 25 widowers, and 9 widows.

The Grand Lodge of Free Masons of Nova Scotia met in annual session in Yarmouth on the 10th June, 1891. An imposing procession

was formed in front of the Lodge rooms, headed by the Milton Brass Band, and assisted by the Yarmouth Brass Band in the centre, and proceeded to Providence Church, where a sermon was preached by Rev. Bro. J. A. Logan, of Acadia Mines. A social entertainment was held in Killam Hall in the evening, which was attended by from 500 to 600 ladies and gentlemen. Addresses were delivered by Grand Master Macdonald, Bros. W. F. MacCoy, Hon. Wm. Ross, Dr. Trenaman, Dr. Grier, Rev. Newton Lee, A. C. Bell, L. E. Baker, W. B. Alley and Rev. J. J. Teasdale.

The Grand Lodge of Odd Fellows held its annual session in Yarmouth on the 12th August, 1891. On the previous morning about 175 delegates from Massachusetts, embracing the Middlesex Encampment of Patriarchs Militant, of Boston, Bunker Hill Encampment and the Boston Encampment, and also the Woburn Brass Band of 26 pieces, arrived from Boston. A procession was formed and paraded through the streets of the town, after which the corner stone of the new Odd Fellows' building was laid with appropriate ceremonies. A dinner was served to the guests in the Rink, at which 800 were seated. An address of welcome was presented to the visitors by George Bingay, Esq., after which the usual patriotic and other toasts were drunk. The town was gaily decorated with bunting and took on a holiday appearance during the day. The American delegates returned the same evening to Boston.

The "Missing Link" between Annapolis and Digby was completed on Monday, July 27th, 1891, and Yarmouth for the first time was placed in direct railway communication with Halifax and the rest of the continent. The first carload of freight for Yarmouth to pass over the "Missing Link" arrived on the 19th August, 1891, it being a carload of bricks for the new Bank of Nova Scotia building.

A meeting was called by Mayor Lovitt, in accordance with a requisition for the purpose, on the 27th August, 1891, to decide upon the question of the town taking stock to an extent not to exceed $10,000 in any well understood plan for building a hotel, which would cost not less than $40,000 furnished. After some discussion, a vote was taken in the negative, and the meeting adjourned.

The new stone bridge over Broad Brook at Kelley's Cove was completed in August, 1891. It was erected under the direction of the late Capt. James F. Scott, and is a first-class substantial work.

Hon. L. E. Baker donated the Park on the north side of Beacon street to the town in December, 1891.

In November, 1891, Mr. Joseph Moulisong, of Morris Island, moved his house, 20x24 feet, with an L 14x16, which was situated 100 feet above high water mark, down hill about 300 yards, placed it on five scows, warped it to the Indian Sluice, about three miles distant, and landed it.

He then hauled it a distance of about 300 yards, and placed it on the foundation of the former residence of the late John D. Muise, which had been torn down. The house and L were not separated, and were but little damaged. The time occupied in the removal from the scows to the foundation was only three hours.

Two of Yarmouth's generous citizens purchased one of the largest and best situated lots in the Mountain Cemetery in May, 1893, and presented it to the Old Ladies' Home.

Mr. W. H. Redding commenced taking down the machinery in his shoe factory at Hebron on the 9th of May, 1893, and dismantling the building, preparatory to its removal to Yarmouth town. The foundation for the new factory, corner of Central and Hawthorn streets, was begun at the same time, and a brick basement four feet high erected. On this foundation the old factory was again put up and a third story added. The building was finished, inside and outside, the machinery again set up, and on the 19th June the manufacture of boots and shoes was resumed on a much larger scale, the whole time occupied in the removal and rebuilding of the factory, refitting the plant and appliances being only six weeks.

The $20,000 cash, in exchange for the $100,000 stock certificate held by the Municipality in the Western Counties Railway Company, was received in Yarmouth on the evening of the 26th June, 1893. The seven Directors also received $1500 each for their past services. Both of these amounts were agreed upon between the Company and the London syndicate in January, 1893.

The 4½ per cent. bonds of the Municipality, amounting to $22,400, issued to pay off its portion of the railway bonds, were sold at par in 1893. Lovitt & Co. took the entire lot.

Asphalt sidewalks were laid in July and August, 1893, on both sides of Main street, from the Court House to Cliff street, and from Glebe street to the south line of the store owned by the estate of Zebina Goudey and around the corners of adjacent streets. The granite curbing cost $1443; asphalting $1703.59; total $3146.59, or $1.16 per foot front. The asphalting cost 35½ cents per foot, there being 4800 lineal or running feet.

The shipping of Yarmouth reached its high water mark in 1879, with 207 vessels, measuring 153,545 tons register.

During 1893 over 300,000 letters were mailed at the Yarmouth post office and 60,000 post cards. About 400,000 letters were received.

Their Excellencies Lord and Lady Aberdeen and party arrived in Yarmouth on Monday evening, August 27th, 1894. They were met at

Weymouth by a reception committee, and at the Yarmouth station were received by the officials of the town and municipality and an immense concourse of citizens, who, headed by a torchlight procession, the Yarmouth Brass Band and Yarmouth Garrison Artillery, escorted them to the Grand Hotel. Next day royal salutes were fired, a reception was held at the Court House, where an address of welcome was presented by the Mayor, to which His Excellency made a most felicitous reply. A day of great rejoicing followed. The town was most profusely dressed in bunting, arches and other decorations spanned the streets, bells were rung and the town was thronged with visitors. During the afternoon His Excellency, accompanied by the members of the Dominion and Local Houses, the Town Council and citizens generally, enjoyed a drive to Chebogue, returning via Salem. Whilst His Excellency was absent on the drive to Chebogue, Her Excellency Lady Aberdeen visited the Old Ladies' Home, and subsequently addressed a crowded audience in the music hall, assembled under the auspices of the W. C. T. U. She then, under the escort of a committee of ladies, drove through the Mountain Cemetery, and to Salem, where they met the returning party with His Excellency, and joined in the procession. In front of the Court House a vast assemblage had congregated, and on the steps were arranged the Sabbath school children, under a guard of honor of the Boys' Brigade of the Y. M. C. A., and the Yarmouth Band. They presented a pretty picture, and Lord Haddo took a photograph of the group. Here "God Save the Queen" and the well-known Scotch song "Will Ye No' Come Back Again?" were sung by the children. Lord Aberdeen having seated himself beside his wife, two little girls—Dorothy Murray, daughter of Municipal Clerk Murray, and Jennie Corning, daughter of Town Recorder Corning—advanced from the throng of children and presented two beautiful bouquets—one to Her Excellency and the other to the Governor General. These little misses were each rewarded by a kiss from Their Excellencies. Lord Aberdeen delivered a most happy and highly appreciative address to the children, which was much enjoyed, not only by them but by all present. They were then driven to the hotel. During the evening a torchlight procession, accompanied by illuminated bicycles, fireworks and a general illumination of the buildings throughout the town followed. An "At Home" was tendered the distinguished guests at the Grand Hotel, where they remained over night, leaving town next morning by special train. During Lady Aberdeen's visit to the Old Ladies' Home, being asked to register her name in the visitors' book, she promptly wrote the following: "Aug. 27th, 1894, Ishbel Aberdeen. It has given me much pleasure to visit this charming home-like retreat, and I congratulate Yarmouth on its existence." [Little Dorothy Murray died on the 2d September following, aged 9 years and 11 months.]

Rev. John Rowe died at Central Chebogue in August, 1894. He was born in Irvin, near Glasgow, Scotland, in 1819, and removed to Sydney, C. B., in 1840, where he married a daughter of Major Florrin. He came to Yarmouth about 1866, and held pastorates at Hebron, Ohio, Arcadia and Central Chebogue.

The Dominion Atlantic Railway took over the control of the Yarmouth & Annapolis Railway on Monday, October 1st, 1894.

General William Booth, commander-in-chief of the Salvation Army, arrived in Yarmouth on the evening of September 28th, 1894, accompanied by his son, Commandant Booth, and several other officers. He was the guest of Capt. Eben Scott during his stay. A temporary platform had been erected in front of the First Baptist Church, and an electric arc light placed in a good position near it. Mayor Burrill read an address of welcome to the distinguished visitor, to which he responded at considerable length. After this meeting the crowd went inside the church, which was densely packed. T. B. Flint, M. P., presided, and on the platform were seated: Rev. J. H. Foshay, the Mayor, Sheriff Guest, J. R. Wyman, A. W. Eakins and others. Addresses were made by Mr. Flint and others, and a most telling and interesting address was delivered by General Booth. The exercises were interspersed with music, prayer and Scripture reading. General Booth left by next morning's train for St. John.

Steamer Bowden arrived in Yarmouth on the 28th September, 1894, from Baltimore, with the following plant for the South Shore Railway Company: 76 mules and horses, 35 wagons, 60 wheel scrapers, 40 carts, 3 blacksmiths' outfits, 90 sets harnesses, 25 ploughs. She had also about 100 (mostly colored) laborers to work on the road. The same steamer arrived on Sunday, October 7th, 1894, with a second load, comprising 110 mules, 40 wagons and gear, 40 scrapers and 15 cart bodies. The departure of the South Shore mules took place on the morning of the 9th May, 1895. They were loaded upon a special train of 17 I. C. R. cars. The cars ran right through to Boston.

The $5000 bonds of the Municipality for the right of way of the Coast Railway were secured by tender in 1894 by William Law & Co. at $5.10 premium. Lovitt & Co. tendered at par, and T. V. B. Bingay offered at 99 6-10ths.

The sloop Spray, Capt. Joshua Slocum, on his lone voyage around the world, arrived in Yarmouth harbor on the afternoon of the 20th June, 1895. The dimensions of the Spray were: 40 feet over all, 28 feet keel, 14 feet wide and 4 feet deep. She was 12 70-100ths tons burthen. She was constructed solely by Capt. Slocum at Fairhaven, Mass,, in 1893. The Spray remained in port until the 2d July, when she sailed on her voyage and successfully accomplished it. While in Yarmouth Capt. Slocum rescued Mr. W. H. Gridley, who was paddling in a canoe, and was upset by the Spray during the progress of the cup races that were being sailed on the 1st of July. The Spray arrived at Gibraltar on the 2d August, 29 days from Cape Sable, having called at Fayal, to which port she was 18 days from Cape Sable.

At the request of His Grace the Archbishop, Rev. Fr. Crouzier, P. P. of Eel Brook, called a meeting at that place on the 11th November, 1895, and presented the school trustees, Messrs. Denis Surette and Louis T. Bourque, with a new commodious and complete school building. His Grace authorized Fr. Crouzier to erect the building, and donated the land for the purpose. The trustees tendered their thanks to His Grace the Archbishop and to Rev. Fr. Crouzier for their magnificent gift.

The first carload of freight over the Coast Railway from Yarmouth was shipped on the 17th February, 1896, by William Law & Co. to the Tusket River Lumber Co. The first carload inwards was received by Parker, Eakins & Co. on the 21st February—a car of pine lumber—shipped by the Tusket River Lumber Co. The first excursion train over this road left Yarmouth about 10 o'clock on Friday, February 28th, 1896. It ran as far as Belleville, where it was met at the station seemingly by every resident of the place. Next day an excursion train was run into Yarmouth from Belleville carrying about 500 persons, and on the return about 300 Yarmouthians joined the party, making 800 in all.

The evangelists Crossley and Hunter visited Yarmouth in 1896 and held services for a month beginning on April 12th.

Bay View Park was opened on the 25th May, 1896, the Queen's birthday falling on Sunday that year.

The annual list of Yarmouth shipping, which had been a leading and interesting feature of the Yarmouth newspapers since 1832, was published for the last time in January, 1897.

A public meeting was held on the evening of the 2d May, 1897, at which a vote of $3000 was passed for the purpose of erecting a public hospital, with but one dissentient voice. Nothing has been done, however, up to the present towards the object.

The diamond jubilee of Her Majesty Queen Victoria was celebrated in Yarmouth on the 22d June, 1897, by a bountiful display of bunting, firing of royal salutes, and the singing by 1000 children on the Seminary grounds of patriotic songs, under the direction of Mr. J. D. Medcalfe. Major Jolly also delivered an appropriate address.

The Summer School of Science of the Maritime Provinces met in Yarmouth on the 8th July, 1897.

The Coast Railway was opened for traffic on Thursday, July 29th,

1897, between Yarmouth and Pubnico. The day was observed as a public holiday, the town being dressed in bunting, and the settlements along the line being decked with flags. The Grand Hotel was literally covered with bunting. There were present: Hon. W. S. Fielding, Premier Murray of Nova Scotia, Dr. Murphy, provincial engineer, and many members of the Local Parliament. In the evening a banquet was given by the Coast Railway, to which 135 sat down. It proved to be the most successful affair of the kind ever given in Yarmouth. Thomas Robertson, M. P. P., president of the company, acted as toast master, and superintendent Wheaton and secretary Cooper filled the chairs of honor. The usual patriotic toasts followed.

Commissioner Eva Booth, commandant of the Salvation Army forces in Canada, arrived in Yarmouth on the 14th September, 1897, and conducted services on the two following evenings.

The Lobster Commission opened its session at the Court House on the 8th October, 1898. It was composed of: Prof. Prince, deputy minister of fisheries; Moses H. Nickerson, of Clark's Harbor; William Whitman, of Guysboro, and Mr. Levatte, of Louisburg, C. B.

One hundred and sixty-two houses were placarded for measles in Yarmouth town during December, 1898. No deaths resulted.

The Burrell-Johnson Iron Co.'s works closed on the 20th May, 1899, the concern having gone into liquidation.

Mr. Charles W. Murphy imported a motor carriage from Boston, in June, 1899. It was the first seen in Nova Scotia, and possibly in the Maritime Provinces.

The members of Mount Olivet Lodge of Free Masons arrived in Yarmouth by steamer Boston on the 17th June, 1899, on an official visitation to Scotia Lodge, No. 31, and conferred the Master Mason degree on steward Wm. H. Fraser, of steamer Boston, during the afternoon. There were 250 present. They returned to Boston the same afternoon.

The news of the occupation of Pretoria was received in Yarmouth at 9 o'clock on Thursday, May 31st, 1900. Mayor Stoneman proclaimed the day a public holiday, the schools were closed, the town decorated with bunting, and a salute of 21 guns fired at noon and the church and fire bells were rung. At 6 p. m. the bells were again rung for half an hour, whistles were blown and a royal salute fired. At 8 o'clock a procession was formed and paraded through the town, another royal salute was

fired, and dwellings, stores and public buildings brilliantly illuminated. The news, however, was premature, as the actual occupation did not occur until several days later.

Over 300 members of the Masonic fraternity of Massachusetts, under the escort of Mount Olivet Lodge of Cambridge, Mass., made an excursion to Yarmouth per steamer Boston on the 19th June, 1900, bringing with them the Manual Training School Brass Band of Cambridge. They met Scotia Lodge in the evening at Killam Hall, where the Master Mason degree was exemplified by the officers of Scotia Lodge, the candidate being Capt. Samuel F. Stanwood, of the Boston. The visitors returned the same evening at 11.30, the Boston having been specially chartered for the excursion. A very handsome set of collars was presented to Scotia Lodge by the members of Mount Olivet.

Upon the return of Private L. Woolsey Bingay, of the First Canadian Contingent from South Africa, on the 27th September, 1900, he was greeted with a most enthusiastic reception. Indeed, never before in its history has Yarmouth given any *one* of its private citizens such an ovation as greeted Mr. Bingay. Strings of flags spanned Main street, and from all parts of the town bunting was flung to the breeze. Private Bingay was met at the station by Mayor Stoneman, Warden Corning, T. B. Flint, M. P., and a vast concourse of citizens, enthusiastic to greet their fellow townsman from the far off field of battle. A procession was formed, headed by the Band, and proceeded to the Court House, which had been tastefully decorated, the words "Welcome Bingay" being prominently displayed over the portico. Mr. Bingay was here presented with a purse of gold, amounting to $265, and an address, to which he responded in a modest manner. Addresses were delivered by Mr. Flint, M. P., and Rev. R. D. Bambrick. The reception terminated with "God Save the Queen" by the Band. A reception of a similar character, but not so demonstrative, was accorded Private A. A. Durkee, of Company G, upon his arrival in Yarmouth from South Africa on the 20th November, 1900. A purse of gold and an address was also presented him. Corporal Irving R. Tooker arrived in Yarmouth on the 10th January, 1901, from South Africa, and also met with a similar reception. A banquet was tendered him at the Grand Hotel, at which Mr. John Guest acted as toast master, and a number of patriotic and social toasts were drunk and fittingly responded to.

At 10.30 o'clock on Sunday morning, March 19th, 1899, whilst clearing the snow from the track of the Street Railway, two motor cars being harnessed together, the forward car jumped the track, and in an instant crashed into the southern window of the store of T. R. Jolly & Co., completely demolishing the window. Before the car could be stopped it had entered the store about one-third of its length, breaking the plate glass windows and the iron columns, and wrecking the fixtures in the window. Conductor McMellon was thrown 15 feet, but was unhurt.

STREETS.

Collins street was the street leading to Flint's wharf as late as 1848-9, now known as Central street.

William street, from Argyle to Forest streets, was opened in June, 1857. Mr. Clendenning had the lot of land on Argyle street through which the street passed, and he received £40 for the land and £10 for moving his barn. Mr. Peter Cooper also received £5 for damages.

Parade street was known as Glebe street as late as 1860, and Parade was the name of the street now known as First street, leading from the present Parade street to Alma street.

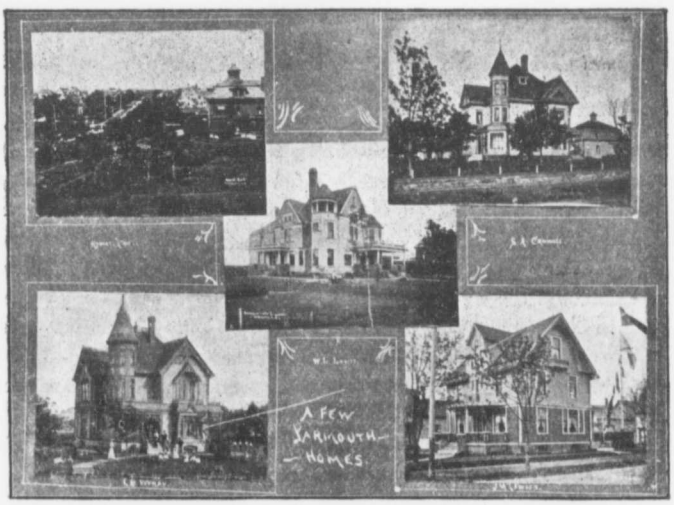
A road, two rods wide, was laid out in April, 1771, from Cape Forchu mills to Chegoggin, and in May, 1771, a road, "two rods wide, from Gegoggin to Fish Point." In 1778 the road to Bunker Island was laid out.

Queen street was laid out in 1839. Another Queen street—now known as Commercial street—was in existence in 1850.

The road from Parade street to Salem, known as Haley's road, was opened in 1842.

Pocock's Lane, now John street, was opened as far as Kirk street in August, 1867.

Brunswick street was extended to Starr's road by order of the Council January 20th, 1888.



CONCLUSION.

My self-imposed task is now finished. I lay aside my pen with a degree of relief that an undertaking, begun over ten years ago, is completed. The ambition of the writer, to hand down to posterity many facts relative to the past history of his native town and county, which might otherwise pass into oblivion, is satisfied. I regret, however, that the work, although much more voluminous than originally intended, does not embrace all the interesting incidents that might be recorded.

I had laid aside many valuable historical papers and documents connected with Yarmouth history, fully intending to include them in this work, but, unfortunately, such inclusions would make the book altogether too bulky. Some future local historian may, however, have the advantage of using them.

Errors have probably crept into these pages; but, I believe that the record of the incidents can be relied upon as being correct. In a work of this kind, covering nearly three-quarters of a century, the mistakes, if any, of other writers, have necessarily been copied. It could not be expected, therefore, that in every minute detail the text would be absolutely faultless; but, so far as care and research can warrant correctness, that has been my steadfast aim.

In recalling many of these incidents I seem to have lived the years over again, and the various actors and scenes whose names and records appear in these pages, have been brought vividly before my mind. I feel assured that by a perusal of them the reader, too, will be brought face to face with many who have passed from their memory, and a fresh interest will thus be enkindled in the past history of Yarmouth.

I cannot close without tendering my sincere thanks to all those who by their assistance have made these "Reminiscences" more complete and interesting. Without such aid the work would be deficient in many important aspects. My thanks are also due to the public, which has so

generously subscribed for the work previous to its publication, thus showing an appreciation of the undertaking and a confidence in the writer's desire to meet its expectation, which has greatly encouraged and sustained me in my lengthy and arduous task.

It is with peculiar pride that I, as a Yarmouthian, state that this volume is wholly a Yarmouth production. With the exception of the paper upon which it is printed, and the plates from which the illustrations are struck off, all the work in the manufacture of the volume, including the making of the covers, printing and binding, was done in Yarmouth. In these respects the volume is unique among all the books hitherto published relating to Yarmouth.

The past of our local history, like that of other communities, is replete with stories of struggle and adventure, accompanied by failures and successes, the latter happily largely predominating. If this volume tends in the least degree to make any Yarmouthian more conscious of the great advantages he has inherited through the labors and sacrifices of his predecessors, and more determined to worthily represent the faith, courage and loyalty of his forefathers, it will not have been written in vain. He will ever realize, with the immortal Goldsmith, that

> "Such is the patriot's boast, where'er we roam,
> His first, best country, ever is at home."

J. MURRAY LAWSON.

September 9th, 1902.

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GEO. S. TAYLOR

MERCHANT TAILOR

MECHANICS BLOCK, 339-341 MAIN STREET

YARMOUTH, NOVA SCOTIA

ESTABLISHED 1865

George S. Taylor was born in the County of Orkney, Orkney Islands, Scotland, and came to Yarmouth on the 7th April, 1863, to enter the employ of the late John T. Hutchison as manager of his tailoring department.

On April 15th, 1865, he commenced business on his own account, the store being situated on the east side of Main street, one door north of that then occupied by the late J. W. H. Rowley.

In 1879 he moved across the street to the Princess Block, was burned out in 1890, and moved one door north to Mechanics Block, where his business is now being carried on.

With one exception, Mr. Taylor has been in business longer than any man in Yarmouth. From a small beginning his business has gradually increased, until to-day it is one of the best in Nova Scotia, employing thirty-five hands.

PARKER, EAKINS & CO.

This firm was established in 1874 to conduct a Commission and Wholesale Grocery business. The partners at that time were Edward F. Parker, Arthur W. Eakins and Abel C. Robbins. In 1879 Charles S. P. Robbins was admitted a partner. The premises occupied was known as Young's wharf, having been built by John Young in 1867-8 for the firm of Young, Kinney & Corning, who conducted a large fish exporting and ship owning business here until the spring of 1874, when they leased the premises to Parker, Eakins & Co., themselves taking an office opposite. Parker, Eakins & Co. bought the property in 1877, and have continued to occupy it ever since. They have improved the wharf a good deal by adding 30 feet to its width and laying down a track connected with the Dominion Atlantic Railway for shunting cars of lumber, etc., to vessels alongside and at the head of the wharf. The business of Parker, Eakins & Co. after a year or two developed into quite a large fish curing and exporting business in addition to that of selling fishermen's supplies, as well as the wholesale grocery business mentioned. The total value of goods handled has touched the half million mark in some years.

In 1882 they bought the Commercial wharf property, and having rebuilt it, conducted a fish curing branch there until it was destroyed at the time of the burning of the Kinney-Haley planing mill. They also built in 1880 a wharf, with supply store, warehouses, ice houses, flake yard, etc., at Stanwood's Bar, which they have conducted as a fish curing branch ever since.

In September, 1901, Mr. A. C. Robbins died. The business has continued since then without change, but it will probably be turned into a Limited Company later.

THE
YARMOUTH BOOT & SHOE FACTORY

We note here the commencement of the industry of the Yarmouth Boot and Shoe Factory, now in operation on the corner of Central and Hawthorn streets in Yarmouth. This business was first established by Mr. W. H. Redding in the village of Hebron, four miles from town, in the year 1872. At that time the output of boots and shoes in connection with a small tannery in that place was sold to the country custom trade. As his goods became better known, a demand was created in the city stores.

The first goods manufactured for the trade were supplied to J. A. Hatfield, of Tusket, at that time carrying on an extensive shipbuilding business in that village. The value of the goods supplied Mr. Hatfield alone amounted to over three thousand dollars per year. Continuing to push his business and to improve the quality and finish of his goods, Mr. Redding placed his production throughout Nova Scotia, and in 1886 the amount of business was about $14,000 for the year, until in 1893, when the output was $34,000. Thirty hands were employed at that time.

In May and June, 1893, seeing that the resources of Hebron were not adapted for the development of his business, Mr. Redding decided to change the location of his factory. The building was taken down and re-erected in Yarmouth and much enlarged. Electricity was installed as a motive power, and this alone was found a great advantage over steam power for his purposes. Business at the new location was begun on June 19th with about thirty-five hands employed.

At this time Mr. Redding associated his four sons with him in the business, each holding responsible positions in the factory. At the present writing there are employed about 150 hands. Nearly all the upper leather used in the Yarmouth factory is manufactured at the tannery at Hebron.

By keeping his goods up to the requirements of the trade, and by taking advantage of every improvement in machinery, Mr. Redding has built up a business that is of great advantage to the town, and is making Yarmouth noted throughout the Dominion of Canada for reliable goods in the boot and shoe line.

Mr. Redding is a most energetic and progressive business man, and is to be congratulated on the success which has attended his efforts in building up a profitable and important business enterprise.

WILLIAM LAW & CO.

Real Estate and Stock Brokers,

Auctioneers, Commission Merchants and Appraisers,

Fire and Marine Insurance Agents.

REPRESENTING THE

BOSTON INSURANCE COMPANY . . . . .

NORTH BRITISH & MERCANTILE FIRE INSURANCE CO.

HOME INSURANCE COMPANY . . . . . .

AMERICAN SURETY COMPANY . . . . . .

WHOLESALE GROCERS.

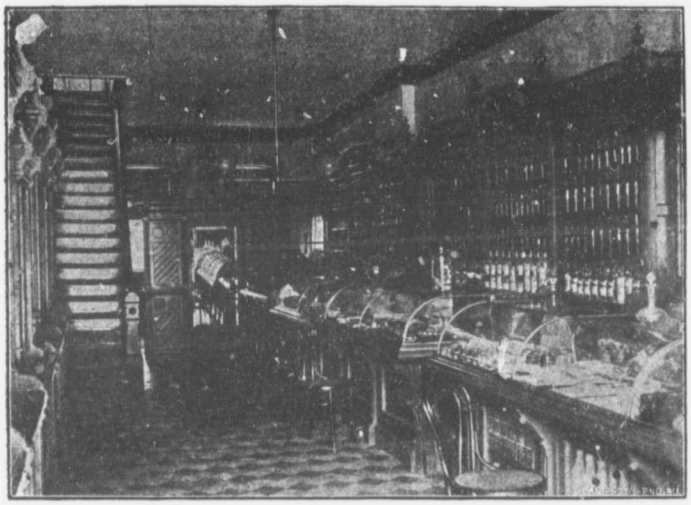
SOLE RECEIVERS OF

JUSTICE AND PURE CREAM FLOUR

THE GREAT SELLERS

BOSTON MARINE BUILDING. LAW'S WHARF.

YARMOUTH, N. S.



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C. C. Richards & Co

DEALERS IN

DRUGS, PATENT MEDICINES, TOILET ARTICLES.

ESTABLISHED IN 1875, WE FEEL WE CAN LET OUR PAST RECORD BE AN INDUCEMENT TO FUTURE BUSINESS WITH US, AND TRUST WE MAY BE FAVORED WITH YOUR TRADE IN OUR LINE . . . . . .

PROPRIETORS OF

MINARD'S LINIMENT

THE MOST POPULAR LINIMENT EVER PUT ON THE MARKET . . . . OUR LARGE INCREASING SALES ATTEST THIS FACT . . . . . YOU CANNOT DO BETTER THAN STICK TO THE OLD RELIABLE . . .

C. C. RICHARDS & CO.

YARMOUTH, N. S.

The Ladies' Outfitting Co

IS THE BEST PLACE IN YARMOUTH FOR

LADIES' FURNISHINGS

WE MAKE A SPECIALTY OF

NECK WEAR . . .	DRESSING JACKETS
LACES	SHIRT WAISTS . .
RIBBONS	WRAPPERETTS . .
GLOVES	WRAPPERS . . .
HOSIERY	EIDERS . . . . .
HANDKERCHIEFS .	FLANNELETTES . .
UNDERWEAR . . .	WASH GOODS, etc. .

OUR PRICES ARE ALWAYS SATISFACTORY TO OUR CUSTOMERS . . . TRY US.

The Ladies' Outfitting Co.

CHARLES E. CANN

THE UP-TO-DATE

TAILOR

MAIN STREET, YARMOUTH, N. S.

Having devoted my whole time in this branch of business for the past sixteen years, I am prepared to do goods, style, fit and workmanship worthy of recognition.

ESTABLISHED 1864 1902.

S. A. CROWELL & CO.

DEALERS IN

BAR IRON, STEEL AND HEAVY HARDWARE,
BUILDERS' HARDWARE, MECHANICS' TOOLS,
AGRICULTURAL IMPLEMENTS,
DOMESTIC WARES.

PAINTS, OILS, VARNISHES, LUBRICATORS,
"ELEPHANT" READY-MIXED PAINT,
SPECIAL FLOOR PAINTS,
"GERSTENDORFER'S" HIGH GRADE STAINS,
ENAMELS, COACH COLORS, BRONZES, &c.
GOLD LEAF.

WHITING'S CELEBRATED BRUSHES.

ROGERS' SUPERIOR SILVER WARES.
STERLING SILVER WARES.

GUNS of English and American Makes.
All Kinds of AMMUNITION.

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The most Charming Summer Resort in Beautiful Nova Scotia.

MANUFACTURERS OF THE CELEBRATED

Whole Wheaten Meal.

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Steamship and Towboat Owners.

STRAIT OF CANSO SERVICE.

Steamer "MALCOLM CANN."

Four trips per week between Guysboro and Port Mulgrave, calling at Queensport.

One trip per week between Port Mulgrave and Cheticamp, calling at Port Hood and Margaree.

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Daily trips (Sunday excepted) between Port Mulgrave and Canso, calling at Arichat, C. B.

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The Usher Steamship Co. LIMITED.

YARMOUTH, N.S.

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CANADA and SOUTH AFRICA.

Steamsh'p "USHER."

3594 TONS.

Yarmouth & Shelburne Service.

Steamer "LaTOUR."

LEAVES YARMOUTH:

MONDAY, 8 a. m., for
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Woods Harbor,
Clark's Harbor,
Barrington,
Port LaTour,
North East Harbor,
Port Clyde,
Returning Wednesday.

and THURSDAY, 8 a. m., for
Pubnico,
Wood's Harbor,
Clarks Harbor,
Barrington,
Shelburne,
Lockeport,
Returning Saturday.

Connecting with Dominion Atlantic Steamers for Boston.

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BUY YOUR

Dry Goods and House Furnishings

FROM

COOK & STONEMAN.

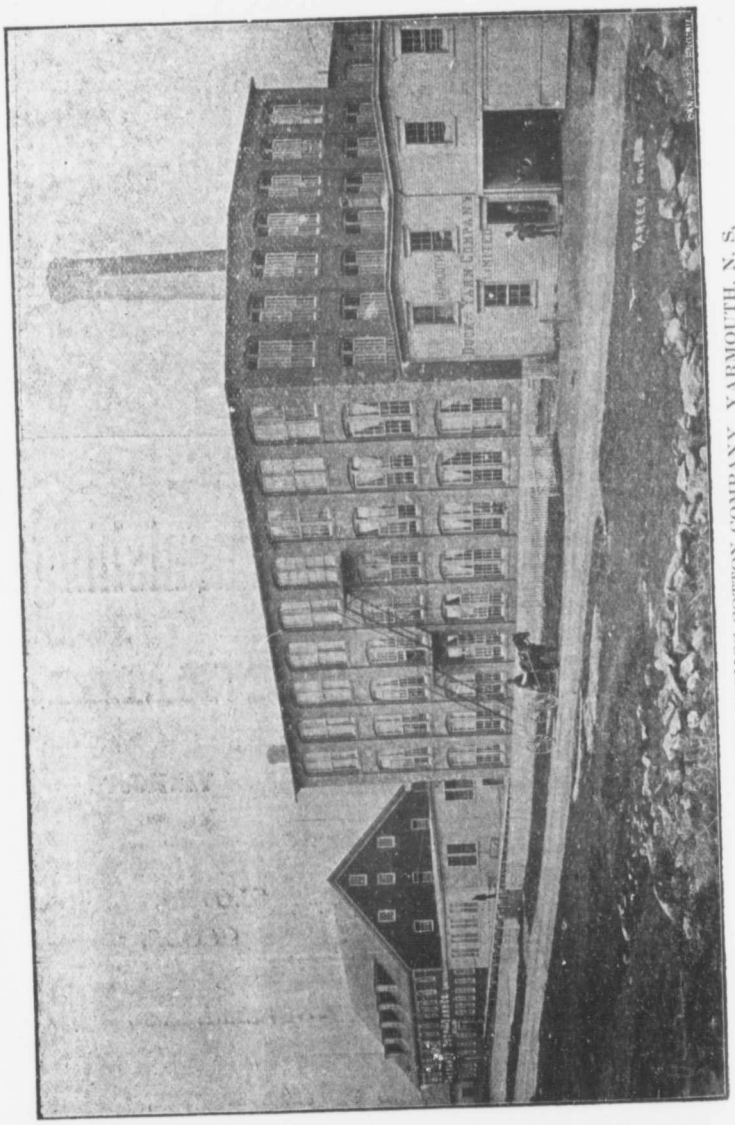
THE LEADING DRY GOODS HOUSE IN YARMOUTH.

SPECIALTIES:

PERRIN'S KID GLOVES,
FRENCH DRESS GOODS,
GERMAN JACKETS,
NOVELTIES--All the Latest.

CORNER MAIN AND CENTRAL STREETS,

YARMOUTH, - - - NOVA SCOTIA.



MILLS OF THE COSMOS COTTON COMPANY, YARMOUTH, N. S.

MILLS OF THE COSMOS COTTON COMPANY, YARMOUTH, N. S.

Cosmos Cotton Company.

SUCCESSORS TO

THE YARMOUTH DUCK & YARN CO., Limited.

ESTABLISHED 1883.

MANUFACTURERS OF

COTTON DUCK. ALL WIDTHS AND WEIGHTS.

Sail Ducks,
Wide Ducks,

YARMOUTH BRAND

Ounce Ducks,
Paper Dryers,

Sail, Sewing and Wrapping Twines.

ALL GOODS WARRANTED **FREE OF SIZING.**

YARMOUTH, - - - - NOVA SCOTIA.

Iron. Metal. Hardware.

DIRECT IMPORTER AND JOBBER OF
COMPLETE LINES OF . . . . . .

METAL, HARDWARE, PAINTS, OILS, GLASS, CARPENTERS' SUPPLIES, FISHING AND VESSELS' OUTFITS, ETC.

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REPRESENTING:

Union Assurance Society of London.
Phoenix Insurance Company of London.
Royal Insurance Company of Liverpool.
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☞ Sound protection against fire losses in above staunch Companies.

E. K. SPINNEY.

YARMOUTH, - - - - NOVA SCOTIA.

L. B. WYMAN

"The Little Indian"—the sign adopted at the Corner Grocery of L. B. Wyman—has occupied the same position from 1872 to the present time, having been first placed there by N. A. Wyman. Since 1875 I have occupied the premises, and believe I am safe in saying that no other proprietor of a store has remained on the same site for so long a period in Yarmouth County, and probably not in the Province.

This in itself speaks for the character of the goods and the attention given to our customers. As it has been in the past, we guarantee the same for the future.

Quality and Prices are our constant care.

L. B. WYMAN

ESTABLISHED 1874.

E. B. CANN,

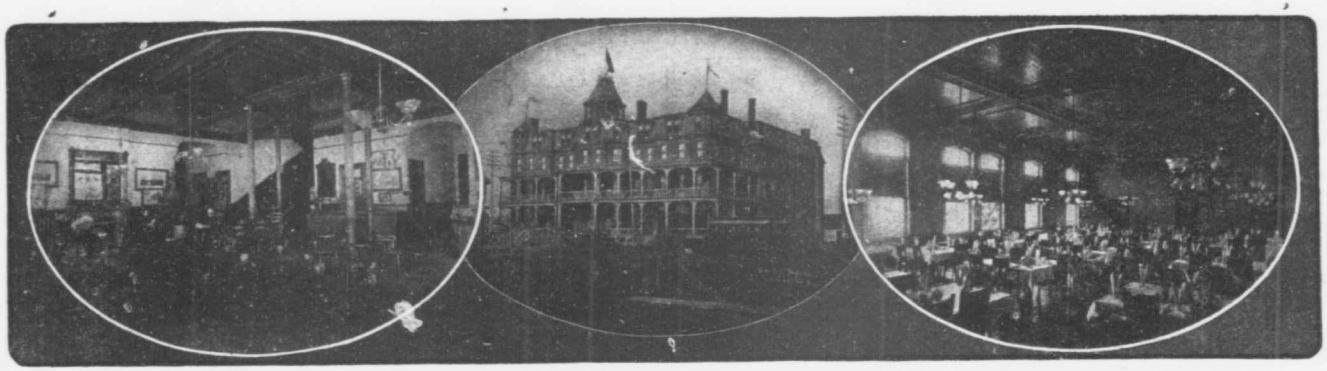
MERCHANT TAILOR.

READY-MADE CLOTHING,
GENTS' FURNISHINGS, ETC.
HATS AND CAPS, ETC.

Now doing business in Lovitt's large block, opposite Exchange Bank.

E. B. CANN.

LOVITT BRICK BLOCK. MAIN STREET.



OFFICE. DINING ROOM.

GRAND HOTEL.

The Grand (see page 609) is one of the notable Hotels of Canada. Built in 1894 by the Grand Hotel Company, Limited, and opened under the management of a gentleman who had had many years' experience in conducting first-class Hotels in the United States, it at once took rank with the best Houses in the Dominion, and has ever since been widening its circle of friends and satisfied guests. Before the opening of the Grand the unusual advantages of Yarmouth as a summer resort were almost unknown to tourists. Since then, and with the increased facilities for travel, our delightful summer temperature, natural beauties of scenery, and attractions for fishermen and sportsmen, are taken advantage of each season by increasing hundreds. In some parts of the United States the people are subject to a malady they call "hay fever," which comes on them in the autumn. It is quite unknown here, and it has been found by persons who are subject to it in the States, that if they come to Yarmouth they enjoy perfect immunity from it. This fact has been the means of making Yarmouth a favorite resort for "hay fever" patients.

EXCHANGE BANK

OF

YARMOUTH, - - NOVA SCOTIA.

ESTABLISHED 1869.

Capital Subscribed, $280,000,00.

Capital Paid Up, $266,070.00

Reserve Fund, $40,000.00.

BOARD OF DIRECTORS:

ROBERT CAIE, President. JOHN H. KILLAM, Vice- President.
WILLIAM L. LOVITT. BOWMAN B. LAW.
T. V. B. BINGAY, Cashier.

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Collections made at all points promptly and at lowest rates.

YOUR ACCOUNT IS SOLICITED.

is quite unknown here, and it has been found by practice that Yarmouth they enjoy perfect immunity from it. This fact has been the means of making Yarmouth a favorite resort for "hay fever" patients.

"PERFECTION" CORN MEAL.

The Milton Corn Mills.

YARMOUTH, NOVA SCOTIA.

GEORGE B. CHURCHILL, - Proprietor.

This mill is located at the head of Yarmouth Harbor, adjoining the bridge over the Milton pond. It is in the third story building on the east side of the stream. This building is used for milling and storing Meal, Feeds, etc., and the office is in the front. The Corn is stored in the three-story building on the west side of the stream, about twenty feet from the mill building. For convenience a line of shafting is run from the mill building to the warehouse, with Elevators and Conveyors attached for handling the grain. A one and a half story building is erected between the mill building and the storehouse, which is used for storing and repairing empty barrels.

In the rear of the mill building is located a Boiler and Engine House, with a 30-horse power boiler and engine, used as an auxiliary during the dry summer months, when there is not sufficient water to run the mill.

MACHINERY.—The first floor in the mill building contains Line Shafting, Milling Separators, Meal Packer and Boiler for kiln drying. The second floor is used for grinding, mixing, etc, and the third floor for scalping, bolting, etc.

The several machines are all supplied with the Corn product in its different stages of manufacture by Elevators and Conveyors. The Corn is finally deposited in the Meal Packer, which holds one hundred and fifty barrels Meal ready for packing. Everything about the premises and machinery is thoroughly up-to-date, and the Meal is what its name indicates—"Perfection."

WM. LLOYD PORTER. ROBT. H. PENDRIGH

PORTER & PENDRIGH

began business April 1st, 1889, in Mechanics Block, where they continued until Feby. 6th, 1895. They then purchased and moved into their present premises, corner Main and Jenkins streets.

IMPORTERS AND DEALERS IN

BRITISH, FOREIGN AND DOMESTIC

DRY GOODS.

HOUSE FURNISHINGS,

ETC., ETC.

WHOLESALE AND RETAIL.

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OPPOSITE POST OFFICE.

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