

SHEDIAC

A HISTORY
OF
SHEDIAC, NEW BRUNSWICK

BY
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1928

PRIVATELY PRINTED



LUMBER FLEET IN SHEDIAC HARBOR

From an original water color by W. G. R. Hind in the Ross Robertson Collection, Public Library, Toronto.

HISTORY OF SHEDIAC

The name "Shediac" is of Indian Micmac origin and signifies "running far in", referring to its position at the angle formed by the line of the coast running north and that running east towards Cape Tormentine. The oldest map on which the name is found is that of Jumeau in 1685; it is thereon spelled "Chediac." In maps and documents of the eighteenth century the following variations in spelling are found:—

Chediak	Gédaique	Shediac	Chediac
Chedik	Judayque	Ejetdaik	Jediack
Chedaique	Epegediac	Jediach	Shediak
Chedaick	Shediack	Esedeik	Chedaic

Of these the Micmac name is Es-ed-ei-ik. I believe that this record of variations in spelling cannot be equalled in the case of any other place-name in the world. In one map the name was wanting, "Chedabouktou" being wrongly applied.

The modern spelling first occurred on D'Anville's map of 1755.

On March 29, 1697 a Seigniory was established at Shediac and granted to Sieur Mathieu de Lino, Marchand à Québec, in return for his service as interpreter in the English language, which was always gratuitous. The following is the description of the grant:

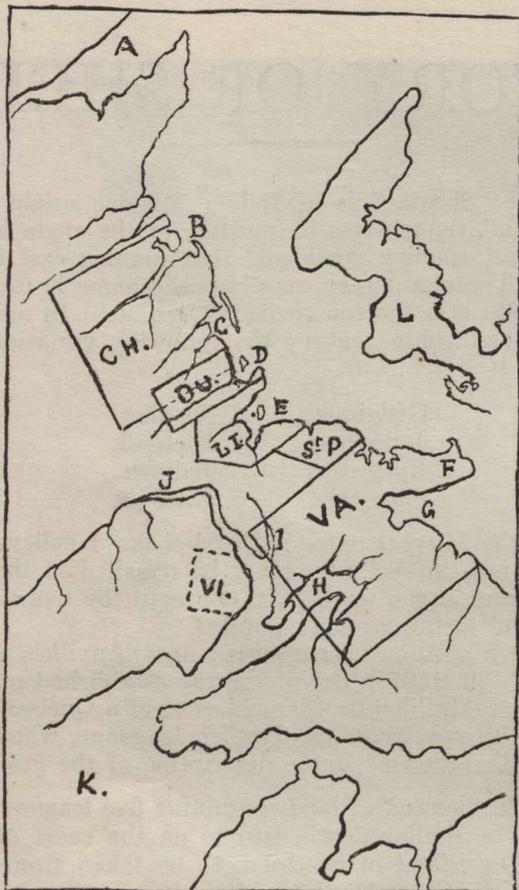
"A certain tract of land containing five leagues or thereabouts by a similar depth, situate on the coast of Acadia, opposite the island of St. John, to be taken from the concession of the Sieur Duplessis, treasurer of the navy, of the Bay and River of Cocagne, going towards the south-east in the direction of that of the Sieur de la Vallière, together with the islands, islets, beaches and capes, situate opposite the same, and gave to the said concession the name of "Lino-ville."

Nicolas Denys, founder of Nepisiguit (Bathurst) and of several other posts on the eastern shore of Acadie as far south as Cape Breton, published a description of this coast about 1672, in which is an account of a bay said to be about ten leagues above Cape Tormentine. It is termed by Denys Cocagne, which means a place of heart's delight, from the abundance of good food found there.

(Some writers have believed that his description really applied to Shediac, but Dr. Ganong, after a careful study of the topography, concludes that Denys actually described the region now called Cocagne).

In 1686, Mgr. de Saint-Vallier of Quebec, made a pastoral visit to Acadia, and while travelling along the coast in a canoe visited Shediac,

which he terms "Chedik," but he gives no account of it. It was then inhabited only by savages. The total white population of Acadia in



OUTLINE MAP SHEWING OLD FRENCH SEIGNIORIES ON THE NORTH SHORE

A—Miramichi. B—Richibucto. C—Buctouche. D—Cocagne. E—Shediac. F—Cape Tormentine. G—Baie Verte. H—Chignecto Bay. I—Memramcook river. J—Petitcodiac river. K—Bay of Fundy L—Isle St. Jean (P.E.I.)

The early seigniories are marked by straight lines, as follows:—
 CH—Chauffours, 1684. DU—Duplessis, 1696 (When this was granted it evidently overlapped the Chauffours seignior in error). LI—Linoville, 1679 (This included territory around Shediac Bay). St. P.—Saint Paul, 1697 (Between the seigniories of Linoville and La Vallière). VA—La Vallière, 1676 (The most important seignior in what is now New Brunswick. La Vallière lived on the elevated land in the marsh between Beauséjour and Beaubassin, known as Isle de la Vallière, later as Tonge's Island. The proprietor was Governor of Acadia for several years. VI—Villieu, 1700. (Below the mouth of the Petitcodiac River).—After Ganong.

this year, exclusive of soldiers, numbered 851.

In 1714 Pierre Arseneau made a trip in a birch-bark canoe along

the eastern coast of N. B. to search for favorable sites for settlement in case the French Acadians might migrate from the Nova Scotia peninsula. In a report to Governor Nicholson of Annapolis Royal he says:

“At Cape Tourmentin, distant five leagues from Baie Verte, there is no harbor and the shore is flat and sandy.

At Judayque, where there is a good harbor for sloops, and distant twenty leagues from Cape Tourmentin, is a settlement of Indians who cultivate Indian corn.” (He measured the distance badly in his canoe).

In 1812, Mgr. Plessis of Quebec while making a confirmation tour along the coast describes Shediac Bay, referring to the beauty of the scenery and the quality of its oysters, which, he said, were larger than any found elsewhere in the Gulf of St. Lawrence.

The name “Shediac” has been historically applied to three different communities:—

The district north of the Shediac river, now known as Grandigue, the oldest and first settled.

That between the Shediac and Scoudouc rivers, first settled by Wm. Hanington in 1785.

That east of the Scoudouc river, the modern town.

The name Scoudouc has also been spelled “Scadouk,” “Scadouc,” and “Chequodouc.” The Micmac word is “Oom-skoo-dook.” It is interesting to note that Champlain in his book referred to one of these rivers as the “Souricoua.”

There is no record of any settlers of European origin in this district prior to the middle of the eighteenth century. At this time, as a result of increasing friction between the French Acadians and the British authorities in Nova Scotia, a considerable number of the former migrated to the Isle St. Jean (P.E.I.) and the east coast of what is now New Brunswick, a few families settling at Shediac (Grandigue) about 1749. In a document (now in The Public Archives, Ottawa), written by Lieut. Joseph Gaspard De Lery, a French officer stationed at Beauséjour in 1750, is a report to the Quebec government on conditions at Shediac at that time. After describing the harbour, bay, and rivers, he states that in 1749 there were built at Shediac in 1749 a storehouse, 20 by 30 ft.; a house, 20 by 24; two other houses of 20 by 30 and a bake-house, 20 feet square, all made of round barked logs.

In 1750 he found two additional storehouses, 30 by 24 ft. made of logs which had not been barked. In this year he also found on the Shediac river at the highest point reached by the tide a house, 9 ft. square, and a storehouse of unbarked logs, 30 by 24.

About this time the French authorities contemplated building a fort at Shediac, and an officer named La Corne was sent to report on the advisability of carrying out this plan. He evidently reported adversely and it was decided to erect a stronghold at Chignecto on the hill of Beauséjour.

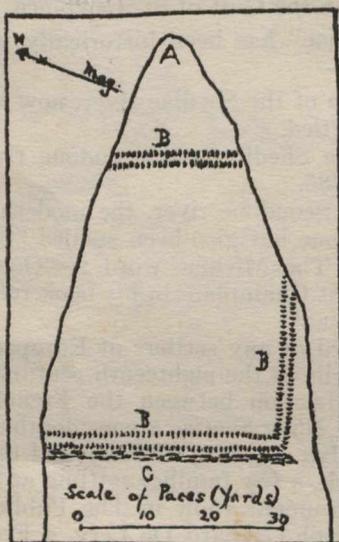
It has been claimed by many that a fort actually was built at Shediac, just north of the Shediac river, not far from the site of the

present bridge, and, indeed, I have found a fort marked in this position on several old maps, e. g.,

D'Anville's of 1755
Green-Jeffrey's of 1755
Montresor's of 1768.

I am convinced that these maps are inaccurate.

In 1923 Mr. Samuel Teed of Shediac, told me that he was born on the Shediac river and that, in his youth, he often heard of an old French fort said to have been near Gilbert's Mill, now Camp Lazy. (The first mill at this site was built about 1840 by Sandy Magee; later it was run by Thomas and William Welling; then by William Gilbert; afterwards, the property was bought by the late Mrs. Adam Tait, to whose heirs it now belongs).



REMAINS OF FORT ON LITTLE SHEDIAC OR INDIAN ISLAND

A—North east end of island. B—Remains of ramparts. C—Remains of ditch.

Copy of sketch made by Dr. W. F. Ganong in 1897.

Mr. Teed says that he often went to the remains of an old cellar on the south bank of the river about four hundred yards below the mill-site; it was on an elevation just opposite a bend in the river, very near the limit of the tide, with a beach suitable for the landing of boats. He stated that there were tales of buried treasure having been deposited by the French when expelled from the Petitcodiac river, and that people tried to find it. However, nothing more important than broken pottery and household utensils were ever dug up.

It is quite evident that this site corresponds with that described in Lieut. Joseph de Lery's dispatches from Beauséjour in 1750. There was no fort, only a government store-house and very few houses. It

was near the French road from the Petitcodiac to the North Shore. Mr. Teed accompanied Dr. W. F. Ganong and myself to this region during the summer of 1923.

There has, however, always been a tradition of an Indian fort on little Shediac island and remains of a rampart and ditch may still be traced on its northeast extremity. Some claim, however, that these formed part of some redoubts which were erected in the winter of 1759-60 by the crew of a French frigate, which wintered in Shediac bay, having heard of the fall of Quebec in the autumn of 1759. There is no historical foundation for the latter claim, which must be considered as purely fanciful. After the capture of Beauséjour by the British in 1755, many French Acadians took to the woods, most of them being under the leadership of a brave French officer, Charles Des Champs de Boishébert, who frequently made his head-quarters at Shediac and Cocagne. In the autumn of 1755 he established himself on the South shore of Cocagne Bay, and the place has ever since been known as Boishébert's Camp. Bones of animals, muskets, swords and other objects have been found at this site. During the summer of 1756 he led a large number of Acadians from Cocagne to the Miramichi, where an island still bears his name.

In 1756 Lt.-Col. Scott, then stationed at Fort Cumberland, having heard that Boishébert was at Shediac, marched thither with a small force, but on arriving found that the French had vanished. On his return journey he was however, attacked by them in the woods and there were some casualties on both sides.

In dispatches of the French officer Boishébert, his associates, and the missionaries, between 1748 and 1755, Shediac is often mentioned as a point of departure for the transport of munitions and supplies to the Petitcodiac river. During the siege of Louisbourg in 1758 Boishébert started from Shediac with a force of French and Indians for the purpose of trying to relieve the beleaguered garrison.

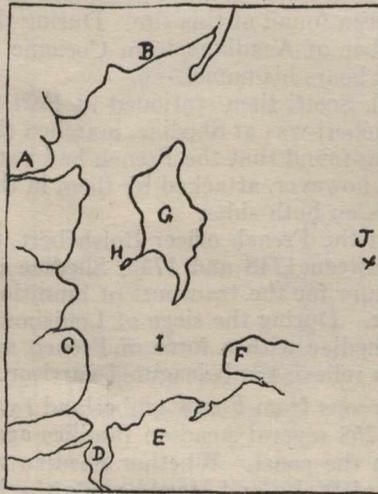
When British troops from Fort Cumberland ravaged the banks of the Petitcodiac in 1758 several Acadian families again fled to Shediac and other places on the coast. Whether Shediac was visited by the punitive expedition of Wolfe and Hardy along the North Shore in the same year we do not know; but it was probably too unimportant and their attention was directed chiefly to the Miramichi and Gaspé regions.

In 1760 a number of Indian chiefs took the oath of allegiance to the British authorities, one of them being called Claud Atanage of Gediak (Shediac).

In 1767, several Acadians who had fled from Nova Scotia in 1755 to St. Pierre and Miquelon, returned and settled on the east coast of New Brunswick, after taking the oath of allegiance. On Nov. 13th, on a memorial of Michael Bourg and René Terriaux, on behalf of themselves and twenty-two Acadians, lands were ordered to be assigned to them at Cocagne and Shediac. The grants were made out in 1772 being the first given to any Acadians within the boundaries of what is now New Brunswick. That there was a considerable increase

in the number who settled in the Shediac region, as well as in other places on the North Shore during the following years is evident from the following report of Mgr. Denault, who made a pastoral visitation in 1803. These communities formed the Mission of Saint Antoine of Richibucto, served by Abbé A. Bedard in 1800-04.

Richibouctou:—24 families—40 communicants—106 souls.
 L'Ardoine:—23 families—67 communicants—132 souls.
 Chibougouet:—17 families—40 communicants—98 souls.
 Chigibougouachiche:—2 families—4 communicants—9 souls.
 Baie des Winds:—15 families—55 communicants—105 souls.
 Bouctouche:—31 families—85 communicants—170 souls.
 Cocagne:—20 families—54 communicants—110 souls.
 Jedaique (Shediac):—22 families—60 communicants—100 souls.
 Le Barachois:—12 families—32 communicants—64 souls.
 Total:—166 families—480 communicants—894 souls.
 Indians:—40 families—86 communicants—166 souls.



A—Shediac river, where the earliest French settlers located. B—Modern Grand Digue. C—Site of Wm. Hanington's first location. D—Scoudouc river. E—Modern Shediac. F—Point du Chene. G—Big Shediac Island (on some old maps it was named Isle St. Claude). H—Little Shediac or Indian Island. I—Shediac Harbour. J—Medea Rock.

In 1764 some merchants of Albany, N. Y., obtained 1000 acres each at Chediak and Tatamagouche, but there is no record indicating that possession was ever taken.

In the early days communication with Shediac was chiefly by three routes viz., the coast, portage between the Shediac and Petitcodiac rivers, and portage between the Scoudouc and the Memramcook.

In a document of 1756 is a description of the route between Shediac and the Petitcodiac (doubtless at the Bend) and mention is made of six or eight French houses on the route. It is marked on Montresor's map of 1768 and its length is given as six leagues.

The Indians also travelled between the Scoudouc and a branch of the Memramcook known as Indian river. Ordinarily, the former is navigable by canoe only as far as the Shediac Electric Light Company dam, and the latter as far up as Calhoun's Mills, the interval or portage between the two rivers being eight miles in length. This would have lessened during very high tides in the Scoudouc. It is interesting to note that a route for a canal between these two rivers was surveyed in 1842.

The first English settler in Shediac was William Hanington of London, whose father was in business in that city, a member of the Fishmongers' Guild. He purchased a grant of about five thousand acres in Shediac before leaving England in 1784, under the belief that the property was near Halifax. On arriving in Nova Scotia he found that he had a tramp of about two hundred miles to reach his land. He set out, accompanied by a friend named Roberts, who had come from England with him, and they reached Shediac early in March, 1785, to find the property covered with forest and still under the winter's snow, while the bay was ice-bound. The prospect soon disheartened Roberts who determined to return at once to England, in spite of Mr. Hanington's efforts to hold him.

There were a few French squatters on his property and these he ousted. He settled at first in a French log cabin and, after two years, built a log cabin of his own and cleared some land, at the same time starting a trade in furs with the Indians, with whom his relations became very friendly. This land was a grant issued fifteen years before to Joseph Williams and others, for military services, and was of the following description: it was bounded easterly by the harbor, northerly (275 chains) by a grant issued to George A. Tonym, southerly (275 chains) by a grant to Commodore Samuel Hood. The westerly boundary ran due south 285 chains. The grant was to Joseph Williams, William Williams, Owen Williams, Hugh Wymie and Arthur Meredith. There was a quit rent reserved of one farthing per acre.

The government of Nova Scotia made stipulations with regard to land settlement which were not always easy to carry out. Three acres in fifty were to be cleared and worked, but if the land were not fit for cultivation without manuring, each of the grantees was bound to put up a dwelling-house twenty feet long and sixteen broad and to provide three neat cattle for every fifty acres.

Mr. Hanington was the first English-speaking settler on the Gulf shore between Pictou and Miramichi, though there were others inland, especially at Chignecto. Many Yorkshire families had arrived from England in 1772 and later, a few other American families had been settled about Fort Cumberland after the expulsion of the French. The Keillors, Weldons and others moved to Dorchester about the time of Mr. Hanington's settlement in Shediac, and the first English settler in Richibucto, Mr. Powell, arrived there at this time or shortly afterwards. There were, however, two French families at Shediac, by name Gaudet and Gallant; these with two other Acadian families farther south were the only Europeans on the coast as far as

Baie Verte. They and the Indians were not inclined to be very friendly at first, but gradually Hanington's relations with them became cordial. That Mr. Hanington was very active in developing his property is evident from a record in the Lands Memorials of Fredericton. The following memorial (Docket 811) was presented to the government and endorsed January 23rd, 1789:—

Your Memorialist in the year 1784 purchased a Tract of Land granted to Captain Williams and others—5000 acres—for the sum of 500 Pounds sterling, and took possession of said tract in the succeeding year where he has been ever since improving the same. Has upon the premises 8 families and about 100 acres cleared—finds himself unable to improve the back lands, and asks for a grant to include the front present and run back the customary distance, and asks for a grant of marsh 40 acres South of Shediac Island on mainland.

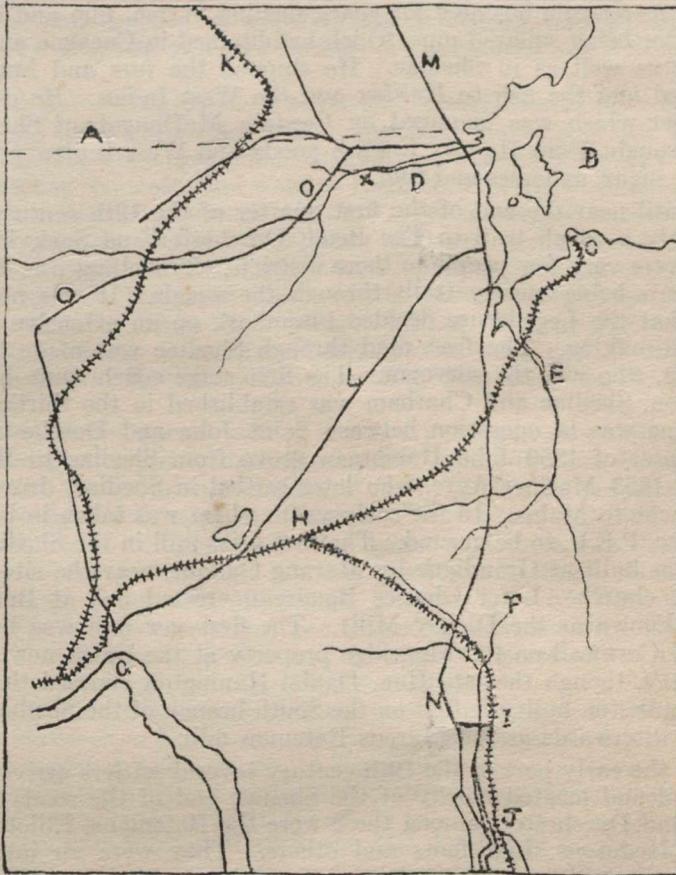
Signed by William Hanington.

This Memorial is not dated, but is endorsed
“Complied with 23 January, 1789.”

In 1792 Mr. Hanington married while on a visit to Prince Edward Island, whither he had been taken in a canoe by Indians. Driving along the road in an ox-cart he espied a comely young woman in her father's barn-yard attending to the poultry. It was a desperate case of first-sight affection. He proposed at once and was immediately accepted. As there was no parson at hand they went before a Justice and were made man and wife. The bride was Mary Darby, daughter of Benjamin Darby of St. Eleanor's, P.E.I., a Loyalist who had first settled on Grand Lake, Queen's Co., N. B., afterwards moving to P. E. Island in 1784. He lived to be nearly one hundred years old. Mary's sister Elizabeth married another Loyalist, John Welling, who settled near Summerside on a site since known as Welling's Point. In 1795 he moved to Shediac where he died in 1830, being succeeded by his son John, who died comparatively recently. The two sisters each raised a family of twelve children. The Welling farm of 200 acres was bought from Hanington for £5. Mr. Hanington's first house was close to the shore (somewhere near Mr. J. W. Y. Smith's residence); the site has long since washed away. He then built another log house, the cellar of which still remains; in this his son, the late Hon. Daniel Hanington was born. In 1804, he erected the first frame house in Shediac and lived in it many years.

In his trading with the Indians he had an exciting experience on one occasion. He had bought a beaver-skin from a young Indian and was visited by several chiefs who alleged that the animal had been killed out of season—the penalty for which meant death. Mr. Hanington refused to state that he had bought the pelt. Shortly afterwards he was again visited by a chief and some braves who threatened to kill him, his wife and child if he would not produce the pelt. Han-

ington refused to give any information (having in the meantime burned the skin) and reasoned calmly with them and pointed out that they had eaten salt together and had been very friendly. They went home but returned each day for over a week, threatening him with



OUTLINE SKETCH OF COUNTRY NEAR SHEDIAC

A—Boundary between Kent and Westmoreland. B—Shediac Bay. C—Point du Chene, with railway terminus. D—Shediac river. The cross (X) marks the site of French storehouses and dwellings, mentioned in De Lery's report of 1750, designated on some old maps as a Fort. E—Scoudouc river. F—Indian stream, branch of the Memramcook. G—Bend of Petitcodiac, site of Moncton. H—Painsec Junction. I—Calhoun's Mills. J—Region of Memramcook. K—Railway from Moncton to Montreal. L—Present main road between Shediac and Moncton. M—Main road on North Shore. N—Road to Memramcook and Dorchester. O—Shediac river road. This was probably the early path used by the Indians and French between the North Shore and the Petitcodiac.

knives and tomahawks. It appeared that they could not convict the offender until they saw the skin or had evidence of its destruction. Finally, they abandoned their threats and gave no more trouble.

The next English settler was Samuel Cornwall, who bought 400 acres at two shillings an acre in April, 1803. In July of the same year, he was followed by John Atkinson, who purchased 400 acres at the same figure.

Mr. Hanington opened the first store in Shediac, carried on a varied mercantile business for years, dealing in fish, furs and lumber, the latter being squared pine, which he obtained in Cocagne and Buc-touche as well as in Shediac. He shipped the furs and lumber to England and the fish to Halifax and the West Indies. He owned a schooner which was managed by Captain McDougal, of Shemogue, who brought from Halifax English goods and West Indian products, chiefly sugar, molasses and rum.

Until near the end of the first quarter of the 19th century there was only a rough trail to The Bend, Dorchester and Sackville, and there were very few people in these districts. Travelling was difficult, the roads being merely trails through the woods. It was not until 1816 that the Legislature decided to embark on an extensive system of road-making. The first road through Shediac was made by Mr. Welling, who was the surveyor. The first stage coach route between Moncton, Shediac and Chatham was established in the thirties. By 1846 one was in operation between Saint John and Dorchester. In the winter of 1850 John Harshman drove from Shediac to Halifax, and in 1853 Mariner Ayre, who later settled in Shediac, drove from Buctouche to Maine. In the early years wheat was taken in boats to Bedeque, P.E.I., to be ground. The first grist-mill in the Shediac district was built at Grandigue by Marang Gallant, near the site of the present church. Later Charles Boudreau erected one at Barachois (since known as the Dickey Mill). The first saw-mill was built by Samuel Cornwall on the Muiridge property at the brook now known as Scott's, though the late Hon. Daniel Hanington claimed that Joseph Hanington built the first on the South branch of the Shediac river known afterwards as the Marcus Bateman mill.

In the early part of the 19th century several settlers arrived from England and located chiefly at the Shediac end of the roads to The Bend and Dorchester; among these were the Batemans, Elliots, Sowerbys, Hodgsons, Lightfoots and others. They were an intelligent and hard-working people and in many instances their properties are today in possession of their descendants.

A few years later a number of Irish folk took up lands near Shediac, among whom were the Connors, Hennigars and Donovans. The Cape district also increased, a considerable number of the settlers having come from the United States. There were a number of stores and taverns and the wonder is how they all managed to exist. Rum was the favorite beverage and it was freely sold, as some of the old Day Books, which have survived, indicate.

About 1807 Bowen Smith, a Loyalist, belonging to an old New England family, arrived and bought land from John Atkinson. His wife was Ruth Lyon, whom he had married at Kingston, N. B., in 1792. He died at Shediac in 1836 having been the father of four sons

and five daughters. The eldest son, Thomas, was the father of Sir Albert and Edward Smith. He kept a store and was the first postmaster. The post office was officially termed "Smith's", and is so listed today.

In the early twenties Robert Long, an Englishman, settled in Cocagne and engaged in ship-building, lumbering and farming. He married a daughter of Judge Keillor, of Dorchester, and raised a large family.

The first vessel launched at Shediac was built by Bowen Smith in 1817. As there was no saw-mill at the time, the flooring was sawn by hand. There was considerable difficulty in launching her but she finally reached the water and went to England with square timber. There was a considerable trade of this kind in square-rigged vessels for the English market. William Hanington built the second vessel "George" in 1820, a barque of 450 tons. Later, Alexander Nevens built several at the "Cove" just inside the present Railway wharf at Point du Chene. He also built the "Gilbert" Mill in 1825 as well as one at Cocagne. He was drowned in Shediac bay in 1833. One of his daughters married a Hanington, and another the father of Sir Leonard Tilley.

In 1839 the Queen's wharf, 763 feet in length, was built opposite the Hanington property and was reached by the Queen's Road, which now forms the southern boundary of J. W. Y. Smith's property. This was used by vessels until the Point du Chene wharf was built. Goods were shipped to the Bend and other places and there was stage coach connection for passengers. On the road to the Bend there was a stage house, about four miles from Shediac, kept by William Bateman. The old Queen's wharf has long since disappeared. The stones with which it was ballasted may be seen under water at very low tides, but even they have largely disintegrated.

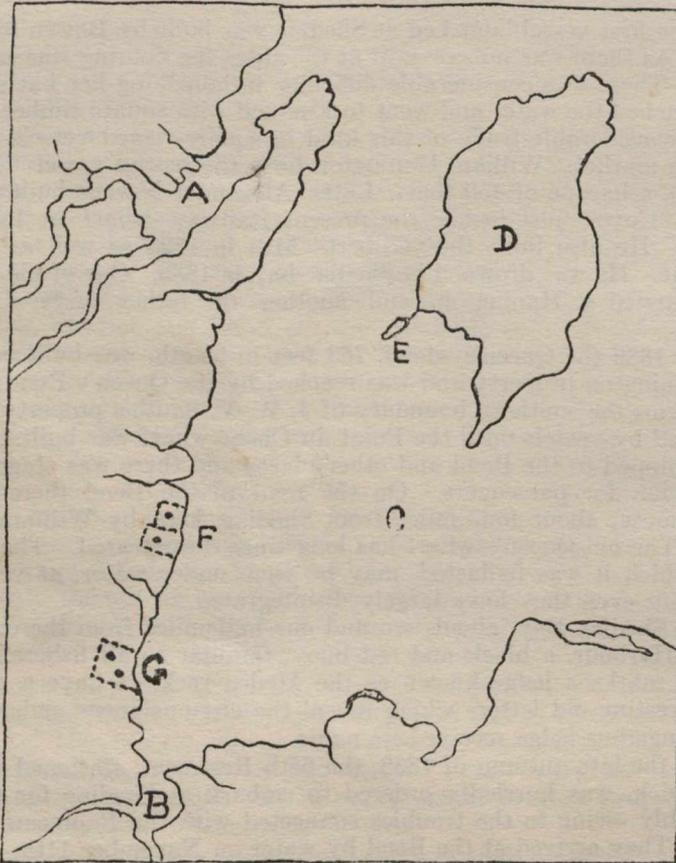
In Shediac Bay, about two and one-half miles from the entrance of the Harbour, a black and red buoy, familiar to all fishermen and sailors, marks a ledge known as the Medea rock. I have a number of interesting old letters which reveal the circumstances under which this dangerous ledge received its name.

In the late autumn of 1838, the 65th Regiment, stationed in New Brunswick, was hurriedly ordered to embark at Shediac for Quebec (probably owing to the troubles connected with the Papineau Rebellion). They arrived at the Bend by water on November 11th, expecting to march at once to Shediac to embark on H. M. Steam Frigate "Medea" and other vessels. The latter were delayed in their arrival and provision had to be made to accommodate the regiment (commanded by Colonel Senior), both at The Bend and in Shediac. The vessels reached Shediac on the 17th, but the "Medea" in making the harbor without a pilot, ran on the rock which now bears her name. She was not injured and was floated off the next day, when she came to a safe anchorage and proceeded to embark the troops. These events are detailed in the following report sent by Oliver Goldsmith, Asst. Comm. Genl., to Sir John Hervey, Lieut.-Gov. of New Brunswick.

Shediac, November 18th, 1838.

Sir:

I have the honor to report to you for the information of His Excellency Major Genl. Sir John Hervey, that Her Majesty's Steamer "Medea" and the Hired Ship "Sophia" arrived off this place on the 16th Inst. The Sophia ran in



EARLIEST OFFICIAL CHART OF SHEDIAC HARBOUR,
DATED 1776. FROM THE ATLANTIC NEPTUNE OF
JOSEPH F. W. DesBARRES

A—Shediac river. B—Scoudouc river. C—Shediac Harbour.
D—Big Shediac Island. E—Indian Island. FG—French houses
near the shore. At the site marked F William Hanington
settled in 1785.

and anchored in the Harbor on the 17th, but the "Medea", in approaching, struck on a ledge outside and remained there until Friday the 18th, when she was most fortunately got off without the slightest injury and came to anchor inside the Bar about 2 o'clock of that day.

Lieut. Col. Senior and the right wing of the 65th Regiment with the Baggage and women and children were embarked on Friday morning on board the "Sophia", and the embarkation of the remainder was completed last night at 9 o'clock, without the slightest loss or accident from the period of disembarking at Petticodiac on Sunday the 11th November.

In the performance of their arduous and harrassing service I beg leave to state that I am keenly indebted to Bliss Botsford, Esq., at the Bend of the Petticodiac for his assistance and information, and I take the liberty to bring his name under the most favorable notice and consideration of His Excellency, the Major General. I am, at the same time, to acknowledge the great personal exertions and attention of D. Hanington, Esq., member of the House of Assembly, in assisting me to obtain accommodation for the troops and in providing Boats for the purpose of embarkation.

It is an act of justice, also, for me to inform you that all the inhabitants at the Bend of the Petticodiac, and this place, evinced the most laudable and earnest disposition in affording me every facility for the execution of the important duties with which I have been intrusted,

I have the Honor to be,

Sir,

Your most obedient servant

Oliver Goldsmith,

Ass. Comm. Genl.

Captain Harvey,
Aid de Camp.

In the early part of the 19th century a sailing packet ran regularly between Summerside and Shediac. The first was the "Delphin", Simpson being owner and master. About 1850 this was succeeded by two vessels, "D. C. Pope" and "H. Ingram", which were lively competitors for freight and passenger traffic.

Shortly after a steamer "Conqueror" was placed on this route, and developed considerable business. Freight destined for points south of Shediac was taken by road to Moncton and thence carried by water to St. John. It is interesting to note that at this time P. E. I. horses were famous and many were shipped via Shediac.

After the opening of the Railway to Saint John in 1860 a regular line of steamers was placed on the route between Point du Chene and Summerside and continued to run until recently when the Tormentine-Traverse route was opened.

The earliest Church building was St. Martin's-in-the-Wood, erected in 1822-23 largely through the efforts of William Hanington, who named it in memory of St. Martin's-in-the-field in London, of which he had been a member. An American named Frost, made the

plan, and another named Emerson, framed the building. The Rev. Christopher Milner came from Westcock to help hew out the timbers.

The first resident Rector was Rev. S. E. Arnold, who moved to the United States after four years, being succeeded by Rev. John Black. The first rectory was built in 1825. It was replaced by the present house in 1881. The Rev. George S. Jarvis, who was born in England, became Rector in 1836 and continued in this position for forty-five years, dying in 1881. He made missionary visits to The Bend (Moncton) and was instrumental in establishing the first Anglican Church there.

The first church christening recorded is that of Mary McDougal of Shemogue, on August 25th, 1825; the first marriage that of John McIntyre of Glenelg, Northumberland, to Ann Blanch of Botsford, August 15th, 1825.

The first burial occurred while the church was under construction and was that of a child of Thomas Elliott.

The first regular Parish meeting of which any record was kept took place on April 12th, 1830. The following were elected officers:—

Wardens

John Welling Sr.

Wm. Hanington Sr.

Vestry

Bowen Smith, Wm. C. Smith, Anthony Simpson, John Harshman, George Thompson, Wm. Milne, Sr., John Welling, Sr., Wm. Welling, Wm. Bateman, Sr., Joseph Hanington, Fred R. Welling.

Besides these the pew-holders were Geo. R. Nickerson, Thomas Fillmore, James Long, Peter Storer, D. Hanington, Daniel Grier.

Thomas Elliott was the first sexton. He walked five miles from his home on Dorchester road to perform his duties, being paid five pounds a year for his work.

In 1838 Dr. Jarvis presented a bell to the Church which he had bought in a junk shop in Halifax. For more than fifty years it summoned the parishioners to service and functioned at funerals and weddings. About thirty-five years ago when a new tower was erected, the Hon. Daniel Hanington presented a new bell and the old one was transferred to St. Alban's church, Cocagne, and, later, to St. Lawrence Church, Buctouche, where it now hangs. For more than three quarters of a century the old bell was believed to have belonged to H. M. S. Shannon, the frigate which defeated and captured the Chesapeake on July 1st, 1813. It was supposed to have been removed from the Shannon when she lay in Halifax and sold for junk. Often has this story appeared in newspapers and magazines. Investigation has revealed that the bell has no such honorable history. Dr. Jarvis may have been told that it had belonged to the Shannon, but the vessel referred to was not H.M.S. Shannon, for her bell remained in use on her for several years, when, owing to a crack developing in it, it was removed at Bermuda, and now rests there in the Dockyard, the property of the British Admiralty.

There was another "Shannon" associated with Halifax, a privateer, which made many prizes in the war of 1812-14. The bell has an inscription on it "Helena, 1772" (not H.M.S. Helena as some accounts state). It is not likely that a smart frigate like the Shannon would use a second-hand bell from the merchant service, whereas, a privateer might well use it, for such a vessel fitting out hastily in Nova Scotia, would not consider it amiss to use a bell with such a pedigree. It is to be hoped that the fable associated with the old bell of St. Martin's will soon be forgotten.

William Hanington's name first appears as a Surveyor of Roads in 1801. When it was decided to remove the Shiretown from Westmorland to Dorchester and erect there a Court House and Jail, Mr. Hanington and Andrew Weldon were appointed as Collectors for the Dorchester district, which then included Shediac; the latter was not made a separate district until 1825.

The first trial for murder in Westmorland County resulted from a tragedy which took place in Shediac in 1804 as the sequel of a religious revival known as the "Newlight" movement started by Henry Alline. One of his frenzied followers, Jacob Peck, started the excitement in Shediac, and one of the converted—a man named Amos Babcock, living at Shediac river, attacked his sister with a knife and killed her. His brother gave the alarm and old Mr. Hanington, with two Acadians, Peter and Joseph Poirier, went to the house, where the excited man was walking about brandishing his knife. The former was able to get his attention while the Frenchmen stole behind his back and seized him. They then tied him up with a rope, fastened him to a sled and hauled him through the woods to Dorchester; on the way he broke loose but was recaptured.

The trial took place at the following June Circuit, Judge Upham presiding and Amos Botsford acting as Associate Justice. William Botsford charged the Grand Jury. A true bill was found and the trial was carried out a few days afterwards. The following were the jury:

Aaron Brownell, Bill Chappell, Daniel Gordon, William Trueman, Chris Carter, Thomas Easterbrooks, John Chapman, Thomas Bowser, Oliver Barnes, Jeremiah Brownell, Eliphalet Read, John Dobson.

The Crown witnesses were:—Jonathan Babcock, William Hanington, Amasa Killam, Samuel Cornwall, Robert Keiler, Mary Babcock. (One wonders why the two Poiriers were not in the list).

The witnesses for the defence were John Welling and Mary Babcock.

Mr. William Botsford seems to have acted as Crown Prosecutor but there was no Counsel for the defence. The trial was short and soon after the Judge charged the jury the latter brought in a verdict of murder, the foreman being Mr. Trueman.

The prisoner being asked if he had anything to say why sentence of death should not be pronounced did not reply and the Judge thereupon sentenced him to be hanged on the 28th June.

In the meantime he was kept in jail which was in the Court building, a structure forty-eight feet long, thirty-two feet wide and two stories high. The hanging took place as scheduled.

Thereafter, there was strong feeling against Jacob Peck. A complaint was entered against him for using "seditious and blasphemous" language. He was indicted, a true bill being found on the evidence of Wm. Hanington, Amasa Killam and Jonathan Babcock. He was held to bail for 400 pounds.

MODERN SHEDIAC

The site of the modern town of Shediac was known in times past as "la bature", meaning an oyster-bed, from the well-known bed at the mouth of the river immediately north of the bridge which now spans the river. In the old days before there was a bridge, this oyster bed formed a convenient crossing-place at low tide. At the present day it forms such an obstruction to the river that the latter is impassable to boats at low tide. The old inhabitants of the surrounding country always referred to the village of Shediac as "la bature."

The first settler was Simon à Pierrote Leblanc, married to Marguerite Poirier. He built a log house in 1803 just west of the present residence of R. C. Tait, nearer the road than the modern house belonging to his descendants.

About the same time Jean Baptiste Vautour and Marie Doiron, his wife, settled on the right bank of the river Scoudouc, about a third of a mile above the mouth of the river; their descendants occupy the same site today. Then came Sylvain Arsenault, married to Scholastique Haché, daughter of Michel and Anne Melanson, who built a house not far from the present residence of R. C. Tait, across the main road. This house was moved in 1921.

Joseph René Richard, from Memramcook, married to Gertrude Goguen, of Cocagne, established himself immediately to the south of J. B. Vautour on the right bank of the Scoudouc river. Next followed Joseph Petitpas, married to Madeline Downey or Downing (today Donnelle); he settled on the site occupied successively after him by Joseph Vautour, Edward Smith, Pascal Poirier, and today by Mrs. Lyons, a little to the east of the Catholic Church, on the north side of the main road.

Simon Poirier, son of Raphael Poirier and Marguerite LeBlanc, of Grandigue, married, Sept. 7, 1824, Henriette Arsenault, daughter of Sylvain Arsenault and Scholastique Haché.

Pierre LeBlanc, husband of Madeline Landry, settled on the site of the present residence of E. A. Smith.

François Vautour and Nanette Poirier, his wife, daughter of Raphael, built on the site of the present Convent. His house, after his

death, served as a residence for the first missionaries of the locality, whose headquarters were at Grandigue.

The first English speaking inhabitant was probably Thomas Milne, who arrived in 1806, and settled at what is now known as Milne's Point. His father, Captain William Milne, of Aberdeen, Scotland, with his wife and two other sons, James and William, settled in 1810. Robert Atkinson, Thomas Simpson and George Harper came a little later.

The early settlers usually had a soubriquet in addition to their own names, by which they were generally known. Thus Francis Vau-tour was called Le Coq; Pierre LeBlanc, la Petite-Bosse; Simon Poirier, an athlete, was Gros Simon; Thomas LeBlanc, Ouinque (?Quinque); Francois Gauvin, la Soie; Thomas Simpson, Le Cheval Blanc. These appellations were much more commonly employed than the regular names.

The ancestors of these French people had suffered greatly at the time of the expulsion, and, being greatly in the minority, were generally inclined to be apprehensive of aggressive activities on the part of the English-speaking population. Yet, though they were a kind-hearted and peaceable folk, they were ever ready to defend themselves against injury or insult.

In general the relations between the races were amicable and satisfactory, and based on good-will and respect. If an occasional truculent Englishman insisted on exhibiting the conquering spirit, he was a rare exception. Our people have long since ceased to regard themselves as descendants of "conquerors" and "conquered." They desire only one appellation, viz., "Canadians." The troubles and conflicts of the past have been buried, even the memory of suffering and injustice having lost its sting. We have a common heritage and a common obligation to work together in the best interests of our country.

The following episode is described by Senator Poirier, and relates to some of the petty disturbances which occasionally took place.

At the Bend (Moncton), in the early days, a man named Workman, and his two sons, took great pleasure in bullying the French, when they met them on the highway, and they were accustomed to chase them to their homes. Each autumn they made a trip together or singly as far as Shemogue and were known as the terror of the country. A young Frenchman at Fox Creek, Gauvain Pascal by name, resented the activities of the Workmans and he was able to thrash first one boy and then the other. The father determined to avenge the insults to his offspring. One day young Pascal went alone to the Bend. The three Workmans, followed by a crowd of on-lookers, set out after him. Pascal ran and was chased by the others, the two sons being in front and the father behind. Suddenly, Pascal stopped and awaited the approach of one of the sons, whom he felled by a blow on the jaw. The other boy went to the rescue and was treated to an uppercut which stretched him by the side of his brother.

Pascal then threw aside his hat and coat and awaited the ap-

proach of the father. The latter was very powerful, but was fifty years of age. He aimed a powerful blow at the Frenchman, which the latter avoided. Then suddenly springing forward Pascal with his left fist landed such a blow on his opponent's ribs that he at once sank to the ground, completely collapsed. Seizing him by the shoulders, Pascal dragged him across his sons and then standing above them shouted a song of triumph. He was loudly praised by the English followers of the Workmans, who accompanied him to the Bend. This contest put an end to the bullying operations of the Workman family.

Pascal Gauvain passed the end of his life at Shediac. He was a man of middle size, rather short, and was much respected for his kindness and uprightness. He died several years ago at the Hospice of St. Joseph. He was once assured that his soul would not linger in purgatory, but that it would rise immediately to heaven, because each blow which he had given to the Workmans in defence of the ill-treated Acadians would gain for him plenary indulgence.

There was only one French merchant in 1860—Fidele Poirier. Since that time they have grown in number and importance. Indeed, the great majority of the population are now French.

In 1867 Israel J. D. Landry founded the *Moniteur Acadien*, the first French paper in the Maritime Provinces. The movement in favour of Canadian Confederation was at this time gaining in importance.

Joseph Howe in Nova Scotia, and Albert J. Smith of New Brunswick, were the leaders of the anti-confederates. Their chief adversaries were Charles Tupper and Leonard Tilley. In 1867 Albert Smith was a candidate to represent Westmorland in the Legislature. His opponent was Israel Landry, who favoured Confederation. Two-thirds of the country were of English descent and Landry was badly beaten. His newspaper enterprise immediately collapsed; thereupon, he went to St. John and opened a music-store. Mgr. Sweeney also appointed him as organist to the Cathedral. He married in St. John, where he enjoyed a long period of prosperity.

Landry's printing equipment fell into the hands of Jean Herbert Lussier, who had worked as his typographer. It was sold at the order of the Court. Lussier then went to Quebec, bought a new outfit and returned to Shediac with an assistant, Ferdinand Robidoux, a young man of good education and character. The *Moniteur* started up again and found immediate support among the Acadians, whose interests it supported. Laussier gave up his connection with this paper (often called "*la Gazette de Shediac*") and went to New York in the service of the *New York Herald*. He died in Brooklyn in 1912, highly respected by his friends. Mr. Robidoux continued to publish the *Moniteur* until 1917, when it was forced to cease publication. The proprietor was appointed Collector of Customs and continued in this position until his death in 1921.

In 1886 a branch of the Convent of St. Anne was built and used for the instruction of children. It is administered with great efficiency by Sisters of the Sacred Heart.

The first Roman Catholic curé's house in Shediac was built in 1886 under the direction of the Rev. Antoine Ouillet. Previously, the curé of Grandigue came to Shediac to hold service every fourth Sunday. For a long time the Grandigue priests found hospitality at the home of Simon Poirier and after his death, at that of his son, Fidele. Probably the first mass (date uncertain) in Shediac, was celebrated at the house of Augustin Landry, situated a little north of the brick building in which the Bank of Montreal is now housed.

The first chapel was erected about 1859 by the Rev. Antoine Gosselin, Curé of Grandigue. Thaddée Gauvain was the Architect. It was demolished some years ago. The first Church was erected in 1872 by the Rev. J. M. Donnelly, who succeeded M. Gosselin as Curé of Grandigue in 1863.

At first at irregular intervals M. Donnelly came to Shediac to celebrate services; afterwards regularly every fourth Sunday. On other Sundays and on special fête days all who had conveyances went to church at Grandigue. Many poor people walked by the road in summer or across the bay in winter. This continued until 1884, when the Rev. A. Ouillet, from the diocese of St. John, but a native of Madawaska, became resident curé of Shediac.

The mission of Scoudouc, for a long time dependent on Memramcook, was joined to Shediac in 1892. On this occasion Mgr. Sweeney appointed M. P. P. Dufour vicar under M. Ouillet. In 1907 Scoudouc became an independant parish.

M. Ouillet was responsible for the erection of the commodious Presbytery which now houses the Curé of Shediac. He also wished to have a convent, as did a number of his parishioners. But as Mgr. Sweeney did not favour the establishment of any community of French sisters except Sisters of Charity, it was not possible to realize his ambition.

Father Ouillet resigned his charge in 1907 on account of bad health, and was succeeded by the Rev. D. J. LeBlanc. He proved to be a very efficient administrator and extended the work of his parish. Through his instrumentality a branch of the Home of the Providence of St. Joseph was established and administered under the parent organization of Montreal. It carries on the beneficent work of caring for orphans, as well as the aged and infirm. For this purpose the property which once belonged to the Hanington family was acquired and greatly enlarged. Father LeBlanc deserves great credit for his attention to the entire property of the church, which was kept in perfect order, and continues today to be a model of neatness and good taste.

M. LeBlanc, in 1914, erected a large and commodious stone church on the site of the old one. He died in 1925 and was succeeded by the Rev. J. J. V. Gaudet.

All the land on which are situated the church, presbytery and convent was given by Nanette, wife of François Vautour, who inherited it from her father, Raphael Poirier. She also gave the cemetery lot, and, curiously, was the first to be interred therein, April 13, 1871.

The first English school had a French master, Hippolyte Le-Blanc, an able and conscientious teacher. It was situated on the north side of Main Street, nearly opposite the present residence of R. C. Tait.

In later years the County Grammar School was established in Shediac, and attained its greatest eminence in 1870-80 under the direction of D. B. White, a Scotsman of marked ability.

Prosperity first came to the district after the erection of the pioneer steam sawmill by R. C. Scovil in 1845, on the left bank of the Scoudouc river near its mouth, just north of the bridge which crosses it. At the same time he built a store on the north side of the main road, a few hundred yards west of the bridge. The mill has long since disappeared, but the old store still remains, though in a very delapidated condition.

In more recent times other mills were operated by E. J. Smith and R. C. Tait. During these years Shediac was visited each summer by large fleets of sailing vessels which carried the lumber to Europe, the chief market being England. The harbour was the scene of great activity, rafts of logs being continually towed to the mills, while the sawn lumber was rafted to the ships which assembled at Point du Chene. With the decline of the lumbering industry this trade entirely vanished, and in recent years the diminished product of the mills has been carried away by the railway.

The opening of the European and North American railway gave a considerable impetus to Shediac's development. The line to Moncton, the oldest in the Maritime Provinces, was opened in 1857, and that from Moncton to Saint John in 1860. The route to Maine, via Saint John, was opened in 1871; that to Halifax, in 1873; and that to Quebec, in 1876. The northern terminus of the line to Shediac was planned by the original English contractors to be at Cape Brulé, and, indeed, the first sod was turned at this place by Mrs. Thomas Smith. Later, it was decided to abandon this site on account of its dangerous exposure to heavy gales and seas, and the great expense of building very long wharves and breakwaters, and Point du Chene was chosen as a more suitable place.

The works of the railway were first built at Shediac, and, on this account the town had some degree of importance, but when they were burned in 1872, the railway authorities decided to make Moncton the headquarters. This was bitterly resented by Shediac people, and it was widely stated that the fire was started by those who were interested in having the transfer made. The town lost a number of families and individuals through the change, and the resulting economic disturbance aggravated the feeling of bitterness which was long felt towards Moncton.

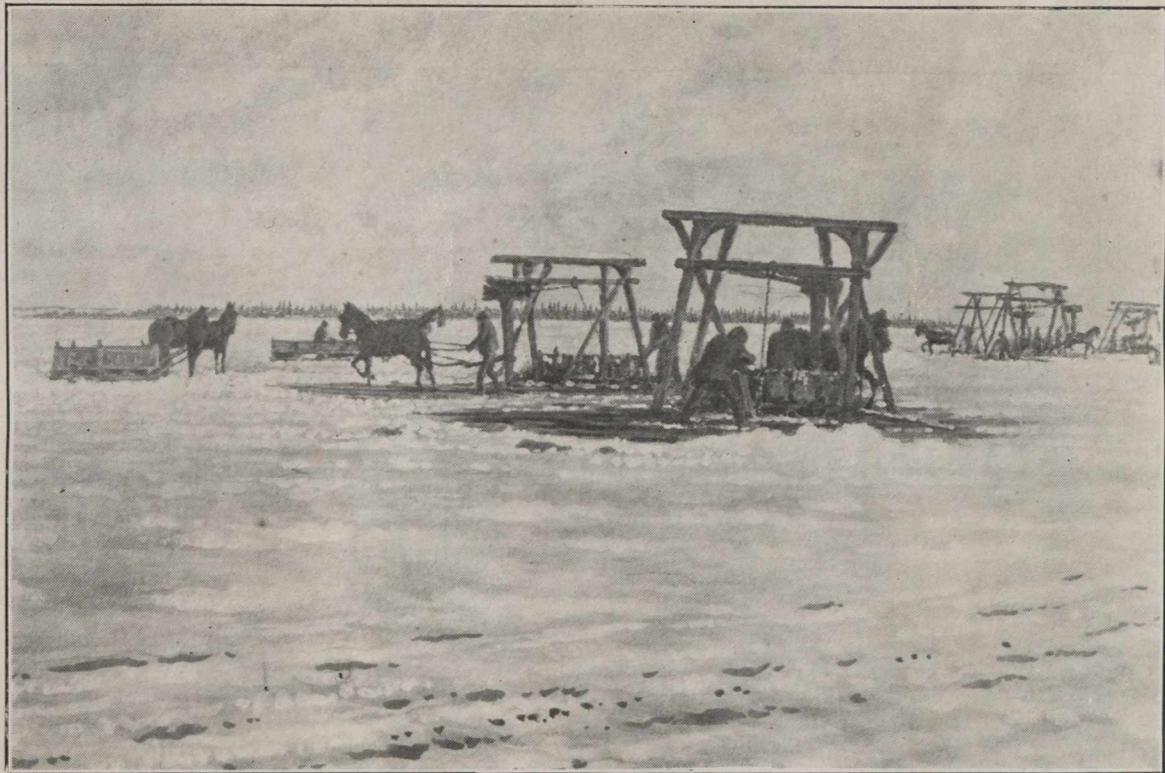
At the time of the building of the road the workmen were nearly all English-speaking, there being few Frenchmen available. Some of the men were brought from England, and a considerable number settled in the town afterwards, in the employ of the railway and the sawmills.

During the last half century Shediac has been devastated by sev-



OYSTER RAKING IN WINTER ON SHEDIAC BAY

From an original water color by W. G. R. Hind in the Ross Robertson Collection, Public Library, Toronto.



DIGGING OYSTER AND MUSSEL MUD IN WINTER ON SHEDIAC BAY. THE MUD WAS USED AS A MEANS OF SUPPLYING LIME TO FARMS.

From an original water color by W. G. R. Hind in the Ross Robertson Collection, Public Library, Toronto.

eral disastrous fires, but Phoenix-like, has always arisen from its ashes, facing the future full of hope and confidence. It became an important trading centre for a large area of country, buying and selling large quantities of agricultural products. Its shipments of potatoes, in recent years, have been very large, the West Indies having been the chief market. This business was first established with Bermuda by Alexander Tait, whose brother, R. C. Tait, has greatly extended it during the last thirty years.

Shediac has also been noted as an exporting center for lobsters, smelts, clams and oysters. At the present time, however, the condition of the fisheries is not satisfactory. Oysters have almost entirely disappeared from Shediac Bay, and the other numerous estuaries on the North Shore. The yield of lobsters has also greatly diminished, and there is much anxiety in regard to the future of this industry.

The importance of the district as a summer resort has been much enhanced in recent years. The splendid climate, the extensive bathing and boating facilities attract thousands of visitors each season. Various communities of summer houses have been established and continue to expand. The Sunday excursion trains, inaugurated a few years ago by the Canadian National Railways, have proved very popular, and have been the means of giving large numbers of inland people hours of invigorating refreshment at the seaside. Motor traffic is also very great, the improved roads in the surrounding country having made it easy for those owning cars to enjoy the delights of the most popular resort on the North Shore,—abundance of sunshine without excessive heat, cool nights, enjoyable sea-bathing, and safe boating. There are no fogs, no humidity, no terrible tides. Owing to the great extent of comparatively shallow water on the East Coast of New Brunswick, its temperature is raised by the summer sun and is thus made most enjoyable for bathers, even for young children. It entirely lacks that unpleasant frigidity which is found on the East Coast of the United States north of Cape Cod, in the Bay of Fundy, and in the River St. Lawrence, areas which are extensively patronized by summer visitors.

The characteristics which I have mentioned as belonging to Shediac, are found in many other places on the North Shore. Possessing such advantages, it is surprising that this region has been so neglected by the thousands of city people in Quebec and Ontario, who are able to leave their homes in summer during the holiday season. Perhaps, the chief explanation of this neglect has been the absence of good accommodation for all classes of travellers, e. g., well-kept hotels, renting cottages and comfortable boarding-houses. There has been a sad lack of enterprise on the part of our people in regard to the development of the Province as a summer resort, though, recently there have been indications of improvement in various parts. Various agencies are now employed in widely advertising the summer attractions of our Province. This is well, but, unless people can be well-cared for when they come to us, unless they are made contented and happy, they will return to their homes with grievances and thus create adverse senti-

ments regarding the province, which are certain to be detrimental to our best interests.

We have not realized the wonderful possibilities open to New Brunswick or we would not have so long remained supine. Not long ago one of the leading financiers of Canada said to me that, while there might not be a great future for the province in manufacturing, trade and commerce, he was certain that there could be no limit to the expansion of the business of increasing tourist traffic and encouraging the influx of summer visitors. The economic results of such a policy would be enormous.

Appendix.

I desire to express my acknowledgements to the Hon. Pascal Poirier, M. Placide Gaudet and Dr. W. F. Ganong, for information derived from their valuable writings. From the latter I also obtained a copy of the Hanington history, as well as the plan of the original grants in the neighborhood of Shediac.