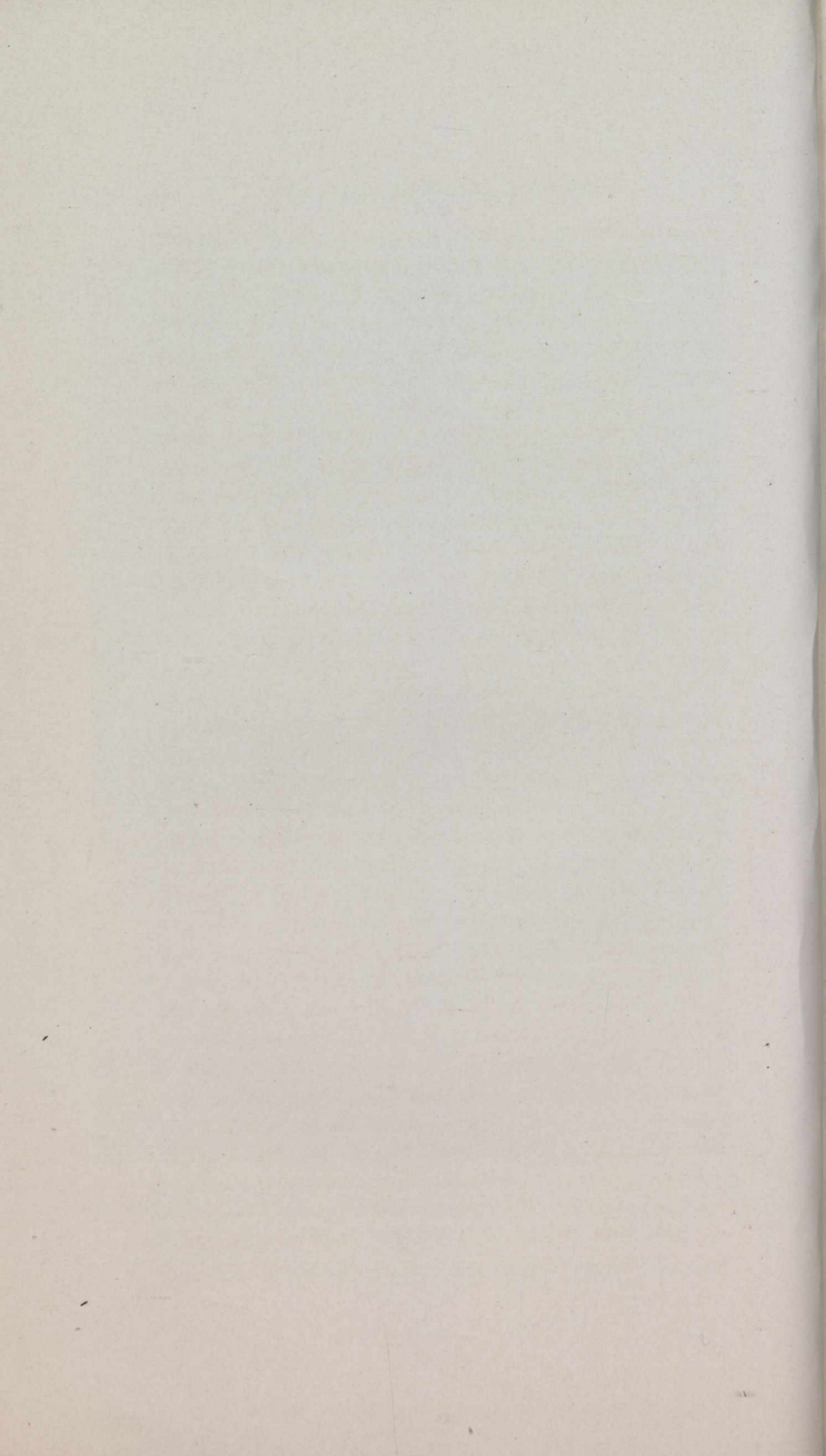


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ACADIENSIS.

VOL. VI.

JULY, 1906.

No. 3

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

Jonathan Eddy and Grand Manan.



AT the close of the American Revolutionary war, when the bounds of old Acadia were pushed back from the Penobscot to the St. Croix River, the United States claimed Grand Manan, and other islands adjacent to the coast of Maine, as within their jurisdiction. This claim was not relinquished until the decision of the commissioners appointed under the provisions of the Treaty of Ghent, which was rendered at New York, November 24th, 1817, finally awarded Grand Manan to Great Britain.

In 1783-4, when the Loyalists were getting their grants, and making their settlements about the shores of the Bay of Fundy, Colonel Jonathan Eddy, leader of Nova Scotia Revolutionists, endeavored to obtain possession of the island of Grand Manan, by grant or purchase from the government of Massachusetts, as a place of refuge for himself and his followers.

Jonathan Eddy took an active part in the British colonial campaigns against the French. He enlisted in 1754 and served almost continuously until 1761. He was at Fort Cumberland, N. S., in 1755, under Colonel John Winslow, in the expedition which expelled the Acadians, and was again there, in garrison, during larger part of the years 1759 and 1760, as a captain under Colonel Joseph Frye. Like many others who

took part in these campaigns, he then settled in Nova Scotia, near Fort Cumberland. He was a member of Nova Scotia Legislature and Deputy Provost Marshal, etc., of Cumberland County.

In 1776, he espoused the revolutionary cause, and made his rash attack upon Fort Cumberland, with a band of settlers and Indians, collected from Machias, (Maine), the St. John River and the head of the Bay of Fundy, with a few from Passamaquoddy Bay. After the failure of this attack he retreated, through the wilderness, in December, to Mougerville, on the St. John River, where he drew up his report to the Massachusetts government. Thence he fled to Machias, which was occupied, during the war, by a miscellaneous collection of Revolutionists, Indians and pirates, with Col. John Allan, previously of Cumberland, N. S., in command. The visit of British warships, from Halifax, to Machias, in August 1777, greatly alarmed these people, and caused an abandonment of their designs for further invasion of the St. John River and Western Nova Scotia. The men held for this purpose, mainly Cumberland refugees, intended as the nucleus of a battalion to be placed in command of Col. Eddy, were immediately disbanded by orders from the Massachusetts government. Col. Eddy left Machias in August 1777, for his old home in Massachusetts, and does not appear to have taken any further part in the war.

From Machias, the Revolutionists largely controlled the St. John and Passamaquoddy Indians. An attempt was also made to exercise some supervision over Grand Manan and other islands. In 1779 sufficient intimidation was used to compel the Bonny and Sprague families, Loyalists, who had taken refuge on Grand Manan, to leave the island (see letter of L. F. Delesdernier, an associate of Eddy, in Colls. N. B. Hist. Soc., vol. I, page 359.)

At the close of the war, Col. Eddy prospected Grand Manan with a view to permanent settlement there, supposing that the claim of the United States to the island would be allowed or enforced. There had been no British grant or occupation of Grand Manan previous to 1783, as there had been in the case of the smaller island of Campobello. In an account made out by Col. Eddy, of expenses in connection with his efforts on behalf of the refugees in the United States from Nova Scotia and New Brunswick, the first item reads :

To one petition for Grand Manan and journey to look at it. My time in that journey, 37 days, £11. 18s. od.

Col. Eddy was a petitioner at different times for grants of land in Maine and Ohio. His petition for Grand Manan to the Massachusetts Legislature, of which he was at the time member from Sharon—his place of residence during last years of war—was as follows :

(From original document in Massachusetts archives.)

To the Honorable the Senate and Honorable House of Representatives in General Court assembled,

The Petition of Jonathan Eddy Humbly Sheweth,—

That your Petitioner, with a number of his neighbours, in the year 1776 were obliged to leave the Province of Nova Scotia and seek an asylum in the United (then) Colonies and as most of us were inhabitants of this Commonwealth and would be glad at this time to have a settlement again in this state provided that your petitioner would be indulged in having granted to him and his associates a certain piece of unappropriated lands at the eastward; but as it appears that the grants cannot be well ascertained that are already made by the former General Court upon the Main Land and as it requires something to be immediately done for the people so that they may have some place of residence, Your petitioner humbly prays that your honors would be pleased to grant to him and said associates the island called Grand Manan with the smaller islands adjacent lying near the Bay of Passamaquoddy, and also that your Honors would appoint

a committee to ascertain the Quantity and Quality with the terms pr acre on which said island will be granted.

And as in Duty bound your petitioner will ever pray.

JONATHAN EDDY.

N. B.—It is supposed that the island contains twelve miles in length and three in breadth with the smaller islands on the south of it.

In the House of Representatives,,

January 31, 1784.

Read and ordered that this petition be committed to the Committee appointed by a Resolve of the 28th. October last to do certain business in the county of Lincoln. Sent up for concurrence.

TRISTRAM DALTON, *Speaker.*

In Senate February 2, 1784. Read and concurred.

S. ADAMS, *President.*

On July 8th, 1784, the Massachusetts House of Representatives resolved that Samuel Phillips, Nathan Wells and Nathan Dane, Esquires, be a committee, on behalf of the Commonwealth:

“To make sale of Grand Manan Island and the small islands adjacent for the most the same will fetch in public securities of this Commonwealth and the said committee are hereby authorized and impowered to make and execute good and sufficient deed or deeds of the same to the purchaser or purchasers,” etc., (from original record).

The above named members constituted an “Eastern Lands Committee” of the House, which dealt with ungranted lands in Maine.

While this was transpiring in Massachusetts the Loyalists had taken action, and, on December 30, 1783, Moses Gerrish and his associates received a license from the government of Nova Scotia to occupy Grand Manan. They took possession under this license and began their settlement in May 1784. This fact was probably the cause of the Eastern Lands committee of the Massachusetts Legislature not acting on the in-

structions given to make sale of Grand Manan Island for the most it would fetch. The records of the committee do not show any action in the matter. Although the Nova Scotia authorities did not venture to make a regular grant of Grand Manan this occupation by Gerrish probably saved the island as a British possession or, at all events, prevented more serious complications than occurred concerning it.

Col. Eddy, failing to get Grand Manan, settled, in August 1784, on the Penobscot River, township No. 10, a short distance above Bangor. He issued a farewell letter to his constituents of Sharon at the end of his term as Representative, in May 1784, in which he set forth that "as the unnatural war which we have had have Deprived me of almost all my living, yet since the Blessings of peace has been Restored to this Country, I am now inclined to Retire to some of the uncultivated parts of the Commonwealth, where with economy, industry and frugality, with a Blessing attending my endeavors I may still hope for a Comfortable Support for myself and family," etc.

His little settlement on the Penobscot was known as Eddytown. He had for minister the versatile Seth Noble, former "rebel" parson of Maugerville, N. B., and first Protestant minister settled at what is now Bangor, where Dr. Phineas Nevers, also of Maugerville fame, was physician. The settlement was incorporated in 1811 into the town of Eddington.

Col. Eddy bought, in 1785, from Messrs. Stephen and Ralph Cross of Newburyport, Mass., a schooner called the Blackbird, which is said to have been the first vessel ever owned on the Penobscot river. He appears to have maintained his interest in Grand Manan as the Blackbird was engaged in fishing and trading voyages to that island while owned by him.

Col. Eddy lived twenty years at his new settlement,

there he ended his days and there stands a monument to him bearing the following succinct inscription:

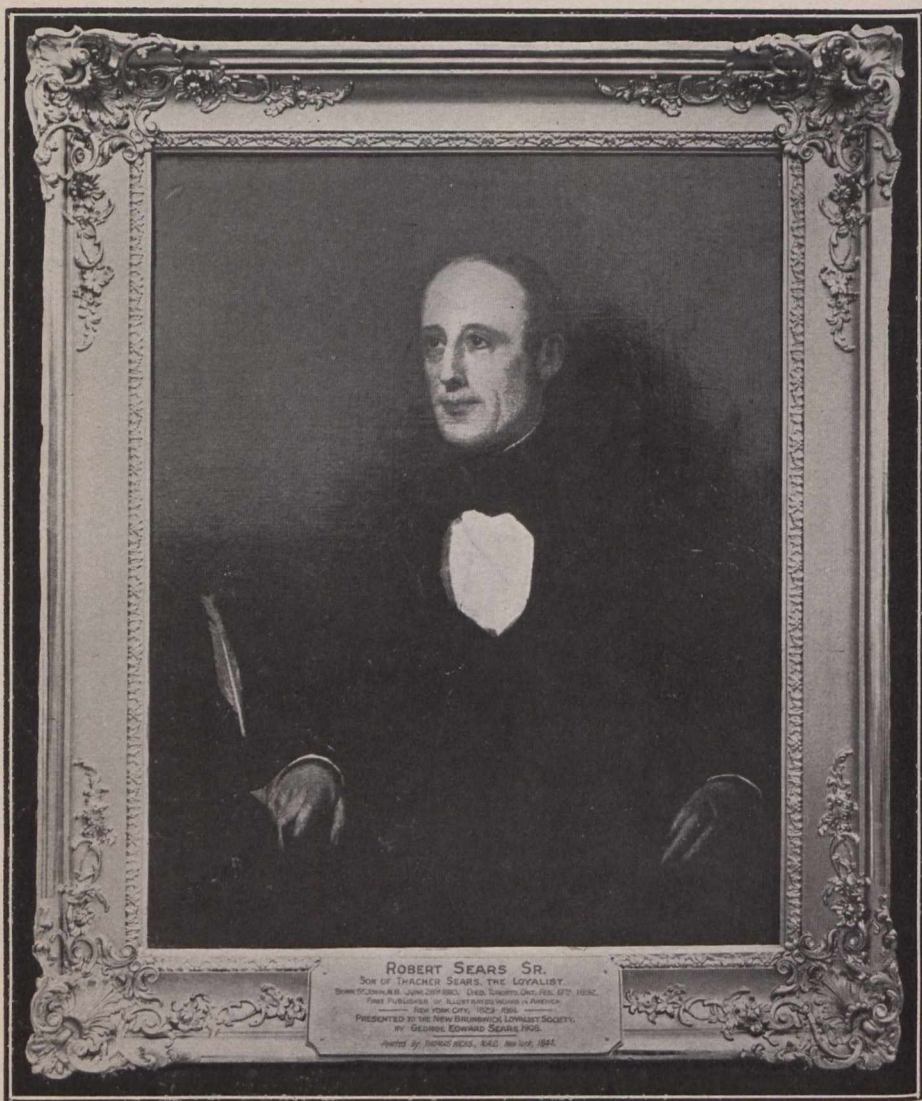
"Jonathan Eddy, 1726—1804. A captain in the French and Indian war. A colonel in the Revolutionary war. A representative to the Massachusetts Great and General Court, 1783. First magistrate on the Penobscot river. This town of Eddington named in his honor and part of the original grant to himself and soldiers. This monument erected by his descendants in 1892."

Jonathan Eddy was a descendant of Samuel Eddy who came to Plymouth, Mass., from England, in 1630.

Moses Gerrish, first permanent settler on Grand Manan, was one of the "Penobscot Loyalists" and a grantee of St. Andrews, N. B. He came from Newbury, Mass., that portion of the town embraced within the limits of the old "parish of Byfield," the original habitat of his American ancestors. There he was born June 10, 1744. From this locality also went a Cheney family who joined Gerrish at Grand Manan. From here and adjacent parts of Essex County went a large proportion of the pre-loyalist settlers at Mougerville on the St. John River, the ancestors of many well-known New Brunswick families.

The family of Moses Gerrish was intermarried with the Sewall family. His great-grandfather, Moses (1656-1694), married Jane Sewall, sister of Samuel Sewall, writer of the Diary, and grandaunt of Jonathan Sewell, Loyalist, died at St. John, N. B., in 1796, who adopted the English spelling of the name used by the Canadian Sewells.

Moses Gerrish, the bachelor, found it difficult to secure settlers for his rock-bound island during the early years of his occupation, but, after a time, people came and multiplied. At the beginning of the nineteenth century there was, according to a journal kept by Charles Turner, a Yankee "Eastern Lands" sur-



ROBERT SEARS, SR.,

SON OF THATCHER SEARS, THE LOYALIST.

Born St. John, N. B., June 28th, 1801. Died, Toronto, Ont., Feb. 17th, 1892.

First Publisher of Illustrated Works in America.

Presented to the New Brunswick Loyalists' Society,
by George Edward Sears, 1906.

Painted by Thomas Hicks, N. A. D., New York, 1844.

veyor, "a considerable settlement of British subjects on the island" (1802). There were over one hundred people there at this time, and their numbers were soon increased.

Picturesque Grand Manan, the old camping ground of Moses Gerrish, "Loyalist," where he forestalled Jonathan Eddy, "Patriot," delight of smugglers of yore, has become, in later days, a favorite resort for health and pleasure seekers, and artists, and its valuable fisheries have made it of sufficient commercial importance to attract the attention of enterprising New Brunswick banks.

G. O. BENT.

Lines

ON THE DEATH OF REV. GEORGE BISSET.

(From the Royal Gazette of 11th of March, 1788.)

Attributed to "The Honorable and Reverend Jonathan Odell."

"A man most excellent, also replete
 With nature's gifts and grace's richer stores,
 Thou Bisset wast; these to the world dispensed
 In different places, thou at length
 Hast reached the realms of rest, to which thy Lord
 Has welcomed thee with his immense applause.
 "All hail, my servant, in thy various trusts
 Found vigilant and faithful: see the Ports,
 "See the eternal kingdom of the skies
 "With all their boundless glory, boundless joy,
 "Opened for thy reception, and thy bliss."
 Meantime the Body in its peaceful cell
 Reposing from its toils, awaits the star,
 Whose living lustres lead that promised morn,
 Whose vivifying dews thy mouldered corpse
 Shall visit, and immortal life inspire."

The Union of the Maritime Provinces.

PRELIMINARY.



IN recent years the question of the union of the Maritime Provinces has been so frequently mentioned that it looks as if it had come to stay until dealt with in some decisive manner by the electorate. Editorial leaders, letters to the editor, Board of Trade resolutions and speeches on the subject, are as plentiful as explanations by Government leaders of deficits and defects in administrations. Furthermore, the time is opportune for the campaign. Union is worth discussing—possibly,—probably—worth adopting. It may be years before the consummation of any form of union, but that events will lead in that direction there is not the shadow of a doubt. Many political thinkers in this part of the Dominion are beginning to realize that the three provinces of Nova Scotia, New Brunswick and Prince Edward Island would be to-day a far greater force in Federal politics and in the development of Canadian nationality were they united and fighting shoulder to shoulder for what they are justly entitled to as partners in the Confederation.

We find evidence of this in every direction. Trade Unions and Manufacturers Associations in the provinces have passed various resolutions about the matter, and agree in holding the present time as the "psychological moment" for action. Every incidental reference by writer and speaker has set one more thinker thinking; and agitation for union is "in the atmosphere."

“Union is a necessary reform,” says one representative newspaper; “and neither old fageydom nor officialdom nor jealousies can hinder it much longer. “If the politicians are too light-weight to tackle the “difficulties, they need not be surprised if the many “take the matter into their own hands and settle the “terms and fix the capital city, and do the other things “that are necessary to promote the interests of this “great country.”

A BIT OF HISTORY.—I

The first union of several communities under one government which took place on this continent was that which embraced Massachusetts, Plymouth, Connecticut and New Haven colonies, consummated in 1648. Its objects were to secure protection from the encroachments of the French and Dutch, security against the savages and the protection of religious liberty. The affairs of the federation were conducted by two commissioners from each colony, without regard to size or population.

The subject of a union of the British North American colonies was ardently advocated by Francis Nicholson, Governor of New York, so far back as 1688. His object was defence; but he could make no progress with his scheme owing to opposition from the people of Virginia.

Passing over the subject of the union of a portion of these North American colonies in 1775 to form the great republic to the south of us, we find that the first formal suggestion for a union of the British American Provinces was made by the Hon. Richard J. Uniacke, in the Legislative Assembly of Nova Scotia in 1800. This was followed in 1814 by the probably quite independent and original advocacy of the Hon. Jonathan Sewell (afterwards Chief Justice of Quebec) in a letter addressed by him to H. R. H. the Duke of Kent;

but the subject did not become a public question until after the publication of Lord Dunham's report, submitted to the British House of Commons in 1839. When Lord Dunham arrived in Canada he was in favor of a Federal union, but after investigation Lord Dunham expressed himself in his report, as preferring the legislative form of union. His report in this regard was never acted on.

Though the subject was further discussed from time to time, and was made the first and foremost plank in the platform of the British North American League in 1849, yet the first legislative debate on the question took place in the Assembly of Nova Scotia in 1854, when a resolution in favor of a union or confederation of the British Provinces was moved by the Hon. James W. Johnston.

In 1857 the Government of Nova Scotia sent two delegates, Mr. Johnston and Adams G. Archibald to England to confer with the Secretary of State for the colonies on the subject, and the delegates were given to understand that if the colonies themselves desired it, the Imperial Government would put no obstacle in the way of its accomplishment. From then onwards the question was frequently discussed, both in and out of the Legislature, and not only in the Maritime Provinces, but in Upper and Lower Canada.

Matters culminated in 1864, in a resolution moved in the Assembly of Nova Scotia, by Dr. Tupper (now Sir Charles Tupper) bearing on the union of the Maritime Provinces. This resolution was to the effect that a conference be held of delegates from each of the three provinces for the purpose of considering the subject of union under one government and one legislature. Dr. Tupper had recently visited Upper and Lower Canada, and while he held that the union of all the provinces under the government would be desirable, yet he believed the difficulties in the way insurmountable.

Resolutions similar to that by Dr. Tupper were passed in the New Brunswick Legislature, chiefly through the exertions of Mr. S. L. Tilley (after Sir S. L. Tilley) and in the Legislature of Prince Edward Island through the influence of Mr. W. H. Pope. In all three legislatures the question was discussed with calmness and ability by the leading men of the contending parties, and without reference to local party issues. It was accordingly arranged to hold a joint conference at Charlottetown in September, 1864, to discuss the expediency and feasibility of the proposed union. In the meantime, however, events in (old) Canada had made the difficulties of administration so great, that the leading men of both political parties were convinced that a reconstruction was absolutely necessary in order to reconcile, if possible, the conflicting interests of the eastern and western divisions of that province. Union seemed a solution of all problems, and it was deemed an appropriate time to bring the question of union of all the provinces under the notice of the proposed Charlottetown conference. No difficulty was experienced in arranging that delegates from (old) Canada should be present at the conference, and on the first of September the whole of the delegates met at the Island capital.

The proposal to unite the Maritime Provinces under one government and one legislature, was deemed impracticable. The members of the Canadian deputation addressed the conference at great length and pointed out the benefits to be derived from a more comprehensive union. The opinion of the delegates was unanimous that a union upon a larger basis might be effected. The result of the discussion was a decision to enlarge the scope and policy of the convention, so as to cover all the provinces, and to adjourn with a view of meeting in a fuller and more authoritative gathering at Quebec for a discussion of the greater

union. Debate was suspended, and after the interval of a month or so, resumed its deliberations at Quebec. The federation or union of the Maritime Provinces was submerged in the greater and grander scheme, and the result of the Quebec conference was the confederation of Nova Scotia, New Brunswick, Ontario and Quebec. To-day only one of the provinces conferring at Quebec in 1864, remains outside the Dominion—Newfoundland. The union of Newfoundland with Canada is only a matter of practical politics; it will come some day, however long neglected or delayed.

SYSTEMS OF UNION II.

Throughout all speeches delivered and all pamphlets written on the subject of Confederation, the question was frequently asked and discussed. What is the best form of union for the Provinces? Is it to be a Federal Union? Or is it to be a Legislative Union? The whole matter was settled by an analysis of the existing circumstances and conditions, and then the adoption of one of these two types of union as the most suitable in the opinion of the conference for the needs and interests of all concerned.

It may not be unwise at this point to outline each type of union; for although the difference between them is so apparent, yet for the sake of clearness and for the avoidance of confusion, some sort of definition of each is desirable.

The first—the Federal form of union—of which the Canadian and Australian systems are types—is that in which a number of sovereign states combine for mutual aid, and the promotion of interest common to all. It is a union of separate legislatures, in which the separate legislatures are preserved, and in which they retain all their attributes of internal legislation. All matters of external legislation, matters of common in-

terest and concern are dealt with by a central government specially erected for that purpose. This Central or Federal government has a jurisdiction over all the confederated states in all matters committed by the latter to its sphere of authority.

The second—the Legislative form of union of which the Parliament of the United Kingdom of Great Britain and Ireland is a type—is that in which the existing legislatures of two or more sovereign states are merged into one legislature, with universal and sole jurisdiction and legislative authority over all; and in all matters, both general and local interest and concern. The pre-existing administrations are wiped out of existence, and in their stead stands one comprehensive and all embracing administration. There is a merger of administrations. There is an incorporation of all inferior spheres of authority into one supreme sphere of authority.

Examples of the Federal type are probably the more numerous in history. Early Hellenic history is full of instances, where several independent city—states combined for mutual aid and the common defence. Among later European confederations the Swiss Republic attracts most attention. As now constituted, it consists of twenty-two sovereign states or cantons. The government is vested in two legislative chambers, a Senate or council of state, and a national council, constituting unitedly the Federal Assembly. Another example is the German Empire, but that nearest home, is that of the United States of America.

Originally, there were thirteen states, each a self governing community, each independent within a certain geographical area; but all had points of resemblance; their inhabitants were of common origin, and to a great extent all had common interests. Empire-shaking events threw them together in the interests of common defence, and with this knowledge and with the

belief that they should all co-operate in all matters of common concern, "they deliberately set to work to "establish a national government, charged with the "control of those matters which were deemed of common interest; but, just as deliberately they insisted "upon preserving their right to regulate their local "concerns in their local assemblies." The theory of this confederacy is that of a Federal republic formed by the voluntary union of sovereign states: a common citizenship is recognized for the whole union; but each state reserves its sovereignty along with every power not expressly delegated to Congress, and jealousy in regard to state rights is very evident and pronounced on some occasions.

Turning now to the Dominion, we find certain provinces deliberately establishing a new, independent, central, national authority, with a view to unite action on matters of common concern; and we also find that these provinces continued their existence and retained to themselves their previous authority over matters of lesser and local interest, giving up to the central Federal authority all functions of sovereignty which could be exercised more generally and for the common good of all the provinces. Only the Federal government can be said to embody the national will; it is "the comprehensive organism which overlies and binds together "the various local governments existing within the borders of the union."

Other examples might be added, but it is not so hard to see that the essential principle involved in confederation is that it is a union of sovereign states. With a view to the common interest of all, they agree to abrogate certain functions of sovereignty in their separate capacity, in order that these shall be jointly exercised for the common good by the body which they concurrently vest with such sovereign functions; but all other sovereign rights are reserved. This

differs essentially from the incorporation of two or more states into a united commonwealth, or legislative union, as in the union of England and Scotland, or the Kingdom of Italy.

Now turn to the British Parliament and we have a curious example of both types—it is the Parliament of the United Kingdom and it is the Parliament of the British Empire. It is also evident, that whatever it does, it does either as an authority over the British Isles or as an Imperial authority acting for the Empire as a whole, and there is of course a clear distinction between the exercise of its authority as the one, and the exercise of its authority as the other. From the Imperial aspect, the British Parliament is an example—a fair example—of a Federal system of government. There is the central authority, the only organization entitled to international recognition, the embodiment of the Empire's will, so far as other nations are concerned; and there are the units—the British Isles, India, Australia, Canada and the other parts of the empire—each local in its authority. Although as yet there is no representative legislative body for the Empire, yet there is none the less a union of the parts of the Empire for many purposes which are of more than local concern.

From its aspect as the parliament of the United Kingdom, it is an example of legislative union. It is merely a matter of history that both Ireland and Scotland once had separate parliaments of their own. At the present time neither has any representative legislature separate, distinct and independent of the British Parliament at Westminster. The authority of each has ceased to exist alone, or rather the authority of each has merged with the authority of the Parliament of England. Instead of three parliaments, one for each and a fourth parliament for all three, a legis-

lative union was consummated, and the "Unitarian" form of government established.

Let us take one more glance at our school histories, and we shall find another example of legislative union nearer the Maritime Provinces than the British Isles. I refer to the government of Nova Scotia. The Island of Cape Breton was from 1784 to 1820 a separate province—wholly distinct from the rest of Nova Scotia. In 1820, the two provinces were re-united and placed under one administration; a legislative union was effected, which has continued to this day.

The history of Canada contains another example of such a type of union. From 1791 to 1840 Ontario and Quebec were separate provinces, each with its own administration. In the latter year the two provinces, then called Upper and Lower Canada, were united under one government; and this administrative system continued until the confederation of the provinces in 1867 made it advisable to sever the two divisions of old Canada, and to re-establish the old provinces.

To sum up: Legislative union implies the obliteration of the existing administrative establishments and the erection of a new authority for all matters. Federalism implies the continued existence of the parties to the union, and the erection of a new authority for all in matters only of common concern. Under a legislative union or the Unitarian form of government, power all flows from one source; under the Federal form two sources exist, and the power over any given subject belongs to that authority to which that particular subject matter has been allotted.

III.

The form of union advocated in these papers, is the "Unitarian" form—that of legislative union—contemplating a merging of all power and authority at present exercised by each of the three provinces into one administration, for all and in all matters.

As regards the comparative advantages of a legislative and a Federal union, these were the subject of much discussion in the pre-confederation debates. The proposals in favor of a legislative union elicited, in some quarters, a strong feeling of dissatisfaction, but this was due to causes, many of which have disappeared, or no longer affect the question, or which have been modified by time. The serious difficulties of land proprietorships faced the government of Prince Edward Island; educational and other questions occupied the attention of Nova Scotia legislators; and although in New Brunswick no very important local matters agitated political parties, yet each province felt that the other two had questions of their own foreign to their sphere of interest. There was no such marked identity of interests as to suggest the adoption of a legislative union, and yet, in 1864, they all agreed to meet together to see what could be done.

And again, later at Quebec, it was evident from what many of the delegates said, that they considered a legislative union the most desirable system to adopt, if practicable. Objection to this form, however, came principally from the representatives from French Canada, their arguments being almost altogether based on the fact that the institutions, laws, language, religion, and people of that province were not homogeneous with those of the other provinces. A legislative union would end in forcing upon French and English Canadians alike a uniformity of institutions, and would hamper the desired growth of nationality. Many aimed at a restoration of French Canadian

nationality, and the prevention of existing interests, institutions, laws and language, by development along lines isolated from the interests and institutions of the English provinces. Hence the failure of the proposal for a legislative union .

In the Maritime Provinces of to-day, there is no diversity of nationality. No particular province is markedly peculiar in its institutions and laws. The language of all is English. There is no recognition of particular religious institutions to divide one province from another. All are homogeneous. The framers of the B. N. A. Act recognized these very facts in 1867. One of the Quebec resolutions expressed itself in favor of the final assimilation and uniformity of the laws of the Maritime Provinces and Upper Canada, relative to property and civil rights, for the purpose of establishing one body of statutory law, founded on the common law of England, the parent of the laws of all those provinces; and the 94th section of the Act gives this resolution statutory existence.

Then, again, attention should be directed to the provisions of the B. N. A. Act, with regard to the representation of the provinces in the Canadian Senate. In this connection the original Dominion was to be deemed as consisting of three divisions :

1. Ontario.
2. Quebec.
3. The Maritime Provinces.

And each of these three divisions was to be, and is, equally represented in the Senate by twenty-four members each. Other provisions deal with the representation in the Senate of the other provinces since admitted; but the above reference to the provisions of the Act is enough to indicate that in the opinion of the framers of our constitution, the interests of the Maritime Provinces were sufficiently alike, for them to regard them

as a distinct portion of the Dominion by themselves. The idea of equal representation of these three portions was suggested without doubt after examination of the constitution of the United States. The U. S. Senate was instituted as a part of the Federal scheme for the very purpose of protecting "state rights;" and with this purpose in view each state, Texas as well as Rhode Island, is entitled to two senators and no more. The same purpose was sought in the framing of the Canadian constitution, and each of the distinctly differentiated portions of the Dominion were given equal representations in order to make the Upper House the guardian of "provincial rights," or rather of local, as distinct from general, interests.

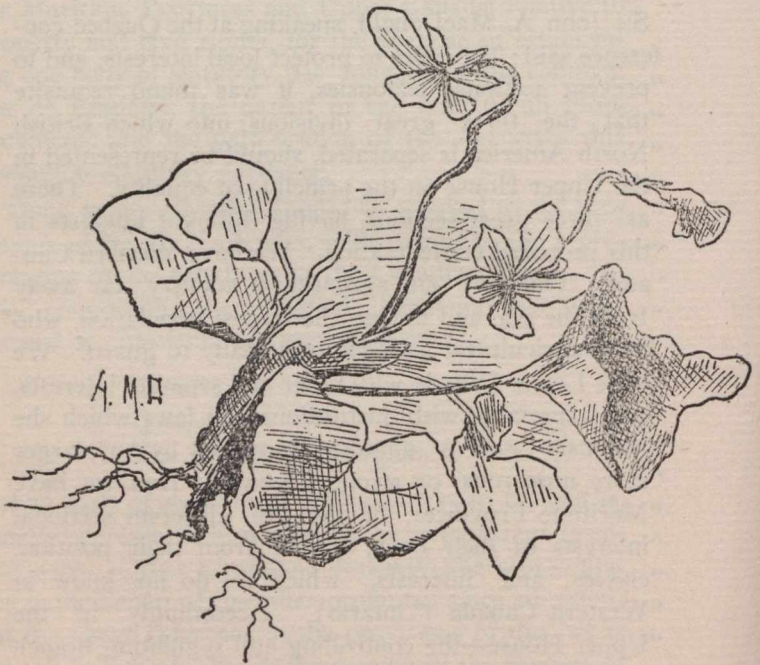
Sir John A. MacDonald, speaking at the Quebec conference said: "In order to protect local interests, and to "prevent sectional jealousies, it was found requisite "that the three great divisions, into which British "North America is separated, should be represented in "the Upper House on the principle of equality. There "are three great sections, having different interests in "this proposed confederation. We have Western Can- "ada, (Ontario) an agricultural country, far away "from the sea, and having the largest population, who "have agricultural interests principally to guard. We "have Lower Canada with other and separate interests, "and especially with institutions and laws which she "jealously guards against absorption by any larger "more numerous, or stronger power. And we have "Maritime Provinces, having also different sectional "interests of their own; having from their position, "classes and interests, which we do not know in "Western Canada (Ontario). Accordingly in the "Upper House—the controlling and regulating branch "—in the House, which has the sober second thought "in legislation—it is provided that each of those great


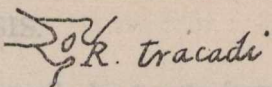
“sections shall be represented equally by twenty-four
“members.”

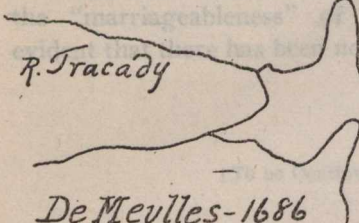
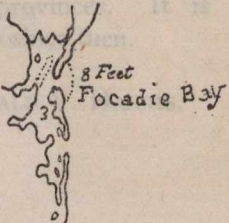
This last quotation is enough to show how matters
were regarded forty years ago, and indicate the fact of
the “marriageableness” of these provinces. It is
evident that there has been no change since then.

REGINALD V. HARRIS.

(To be Continued.)

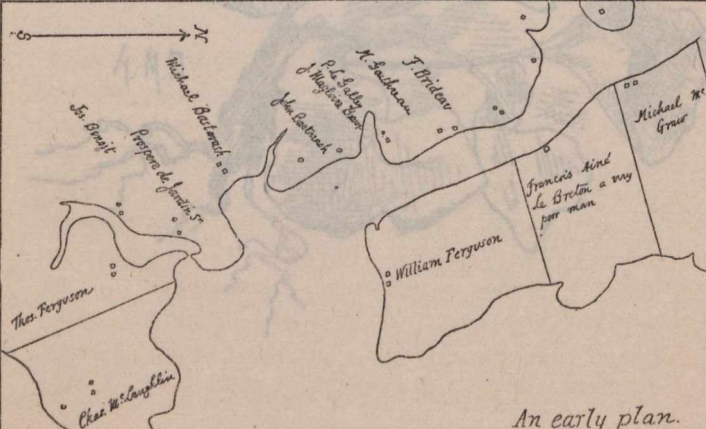


 <p>Fregatay Champlain-1632</p>	 <p>R. Tracadie Jumeau-1685</p>
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 <p>P. Tracadie De Mevilles-1686</p>	 <p>8 Feet Pocardie Bay Des Barres-1781</p>
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petit Tracadie
petit Tracadie
Unknown Surveyor
1754



St. Basile
Perepe de Jean-Baptiste
Michael Bichonnet
John Cartwright
R. L. L. L. L.
J. Mayhew
M. Buchanan
J. Bidlow
Theas. Ferguson
Chas. McLaughlin
William Ferguson
Francis Aine de Brelon a voy per man
Michael Mc Gray
An early plan.

HISTORICAL MAPS OF TRACADIE.

The History of Tracadie.

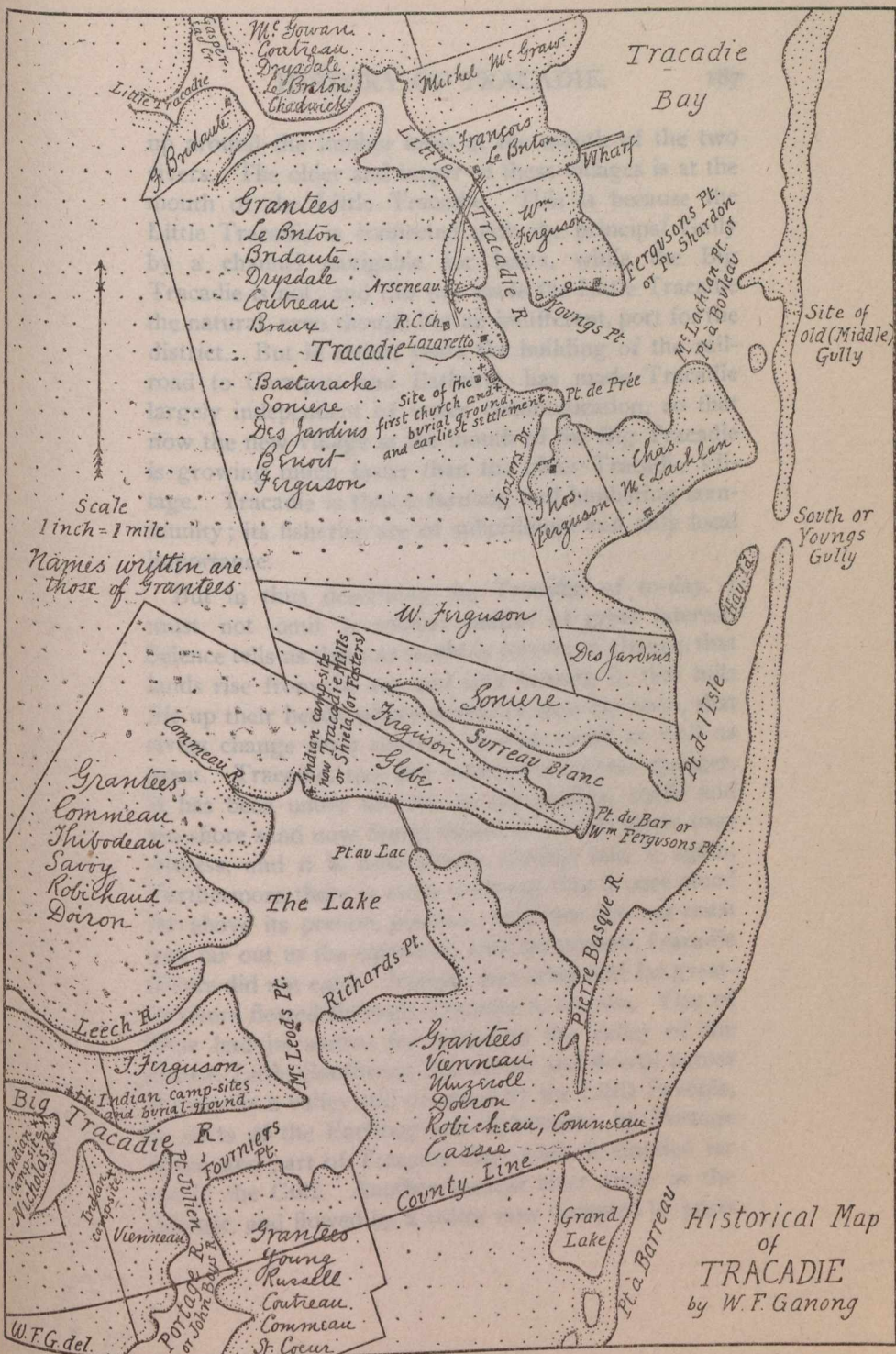


THIS is the second of a series of papers devoted to important New Brunswick settlements of which the history has not yet been adequately recorded. In the introduction to the first, which dealt with Miscou, I gave the plan I have in mind for them all, which in brief is this,—to describe the physical characteristics of each place, to outline its earlier history, to emphasize the origin of its present settlement, to indicate the part it has had in the peopling and progress of New Brunswick, and to give full references to all published matter relating to it. In following numbers, I hope thus to treat Pokemouche, Caraquet, Shippegan, Tabusintac, and other places along the North Shore to Shediac.

First of all, what kind of a place is Tracadie? If the reader will open before him a map of New Brunswick, and will fix his attention upon its northeastern part, he will see that the coast runs in a sinuous curve southwest from Miscou to Miramichi. Nearly midway, a little to the south, lies Tracadie, spread along the shore and up two rivers. All this part of New Brunswick slopes down gently under the sea, while land and ocean interlock; the sea cuts into the land in long tidal rivers, while the land pushes low rock-founded headlands out into the ocean. And all along the coast, festooned from headland to headland, lie the great incurving sand-beaches, enclosing long shallow and marshy lagoons through which the rivers find their devious ways to the sea through unstable and shifting

gulleys. Such is the country, and such are the waters of Tracadie. Its bounding headlands are Green Point on the north, and Point à Barreau (or more strictly the headland a little north of it) on the south, while the great beaches between them enclose the shallow Tracadie Bay. Into this typical lagoon flow in zigzag courses the Big and Little Tracadie Rivers. The tide runs far up both these streams. Above the head of tide the Little Tracadie is a rather insignificant stream, but the Big Tracadie is a fine large clear trout-abounding river. It rises well over towards Bathurst, flows first through a heavily-wooded and later through an elevated burnt country, and reaches the sea by a long winding, high-banked attractive tideway. The scenery of all the Tracadie region, and especially of the Big Tracadie and Portage Rivers, though quiet, is pleasing; for the country, though low on the very edge of the sea, rises inland to ridges of fair elevation. Through all of its course, the Big Tracadie flows through the same gray sandstones which underlie all of the Tracadie and neighboring districts. These rocks belong to the lower Coal Period, are of soft texture, and form a fair soil which, with industry, can be farmed to profit though not to affluence. Both the Big and the Little Tracadie, but especially the former, have yielded large quantities of lumber, and their lower courses abound in the fishes characteristic of this region,—trout, bass, salmon, gaspereau and eels, though the sea-fishing off Tracadie is inferior. Formerly the oyster also lived in the lagoons, for their shells, of great size, are still occasionally found, though they do not now occur alive nearer than St. Simons.

Such are the principal features of Tracadie, the place. And they are reflected in the characteristics of the Tracadie Settlement. Farms are scattered over the uplands, especially along the coast of the sea and the tideways of the rivers, while villages have grown



up around the lumber mills at the mouth of the two rivers. The older and larger of these villages is at the mouth of the Little Tracadie. This is because the Little Tracadie is connected with the principal Gully by a channel navigable for boats, while the Big Tracadie is not; and this has made the Little Tracadie the natural, even though but an indifferent, port for the district. But in recent years the building of the railroad to Caraquet and Bathurst has made Tracadie largely independent of water communication, so that now the new village at the mouth of the Big Tracadie is growing much faster than the older Tracadie Village. Tracadie is thus a farming and lumbering community; its fisheries are of subordinate and only local importance.

But in thus describing the Tracadie of to-day, I must not omit a related matter of great interest. Science tells us that our world is forever in change, that lands rise from the sea and sink beneath it, that hills lift up their heads where meadows once lay open, that rivers change their courses, waxing small as well as great. Tracadie, too, has experienced great changes. It has been under the sea, as the pebbles, shells and sea-shore sand now found inland at several places bear witness, and it is now slowly sinking into it again. Furthermore there is every evidence that it once stood far above its present position, and then the sea-coast was far out to the eastward, and the present Tracadie Rivers did not exist. Instead, two other and far greater rivers flowed through Tracadie to the sea. One of these had its source far inland in the valley of the present Little Southwest Miramichi and flowed across country by a valley still occupied by the Little Sevogle, by parts of the Bartibog and Tabusintac, by Portage River, and part of Tracadie Bay, while it emptied far out in the Gulf. Another ancient river arose in the Sevogle, and flowed by a valley now occupied by parts

of the Tabusintac; it crossed the present Big Tracadie somewhere near the Head of Tide, flowed thence along part of the Little Tracadie, across Tracadie Bay south of Green Point, and then emptied far to the north-eastward. Much later the present rivers were formed, and they have completely disguised the courses of the older. Between the two ancient rivers ran a ridge, and on this ridge stands Tracadie Village, with the church upon its crest. And there were other similar rivers south and north, as I shall mention in telling of Pokemouche and Tabusintac. But I have no space for more about the geography of Tracadie. If the reader wishes to study it farther, he will find a full description of the Big Tracadie in the *Bulletin of the Natural History Society of New Brunswick*, published at St. John, Volume V, pages 433-443, while an account of the ancient great rivers of this part of New Brunswick is given in the same *Bulletin*, pages 423-433, with illustrative map.

Now who were the first people to live in Tracadie? And the answer, so far as our knowledge goes, is plain,—they were the Micmac Indians. They do not live there now, for they have long since gone to join their fellow-tribesmen in the villages near the larger towns, but there is every evidence that in early times Tracadie was a favorite resort of theirs. The very name Tracadie, which is of Micmac origin, though said by various authorities to mean “fishing-place”, or “wedge-shaped,” in all probability means “camping-ground,” as though it were an especially favored place of residence. And this we can readily believe of a region so pleasing to see, so prodigal in good camp-sites, and so rich in fish and game. Our knowledge of the locations of their many camp-grounds and burial-places we owe entirely to the researches of Dr. A. C. Smith of Tracadie, who has studied them in the scholar’s spirit. He has com-

municated the results to the Natural History Society at St. John, in whose *Bulletin*, Volume IV, pages 305-312, some account of his discoveries is given, although an error in that article attributes many objects, including Indian graves, to Shippegan, whereas they belong to Tracadie. Dr. Smith has told me that old Indian camp-sites of importance are known at Tracadie Mills (the mill itself covering an important old site), at Point à Bouleau, at Nichols River (on both sides of its mouth), on the north side of Big Tracadie opposite Nicholas River, and in other places of lesser importance. It was between the latter-named locality and Leech River that Dr. Smith found the ancient Indian burial-place with circular graves and bodies buried in a sitting posture, as was the Indian custom before the coming of the whites. I have reason to believe that Dr. Smith contemplates a continuation and extension of his valuable studies in this important department of archaeology, and it is to be hoped that he will publish all his results together in some scientific journal.

The Indians were ever great wanderers, and those of Tracadie passed often, no doubt, to other neighboring places. Thus their route to Pokemouche is still well-known to old residents; it was up Tracadie Bay, and by a path from its head through the woods to the southeastern extremity of the South River of Pokemouche, and they also travelled along shore past Green Point and into Boudreau Channel, Pokemouche. Their route to Tabusintac is equally well known; it was by Portage River to the cove at Holmes', and thence by a path following nearly the present portage road across to Portage Creek, near the head of Tabusintac Bay. They had also another route through Grand Lake and the ponds to the head of Tabusintac Bay; and there is some evidence that they had yet another route to Tabusintac, by way of the head of Port-

age River, and a path across to Cowassaget Brook. It is altogether likely, also, that they had a communication with Nepisiguit by way of the Big Tracadie and its headwaters, with a portage path to either Bass River or Teagues Brook. To me there is ever a great, even though somewhat somber interest attaching to these ancient and vanishing portage routes. They meant so much to a people that thought they would last forever, and they mean so little to us whose works must perish even as theirs. So small is the impress that man the self-centered can make upon Nature the patient! I have tried to trace these ancient Indian routes through New Brunswick, and I have described them with maps in the *Transactions of the Royal Society of Canada*, Vol V, 1899, page 255, and especially in Volume XII, where those of Tracadie are considered. In the latter volume are also some notes upon Indian settlements, and upon place-names originated by them, the lasting memorials of their presence. Thus local tradition states that some Tracadie names were given for Indian chiefs or residents, and of these are *Cabin du Clos*, *Bonami Nose*, *Point à Barreau*, and perhaps *Nichoias River*.

But what men of the white race first saw Tracadie? As to this, history is an utter blank. Our first historian, Champlain, had heard of it prior to 1604, since in that year he refers to it in his book as *Tregate*, the earliest known use of this name. But he tells us nothing further about it, nor do any other writers for nearly two centuries. Yet the French must have visited it at times, for it is shown upon various maps of theirs, as witness the accompanying copies of some of the more important of these. No doubt it was neglected through all the periods of discovery and exploration, and through the times of the French missionaries and traders, because so many other places had more commanding situations and much better harbors.

Indeed, aside from the maps, I cannot find a single reference to Tracadie in all our historical literature between 1604 and the arrival of the ancestors of the present settlers, saving only that contained in one book. In 1761, Gamaliel Smethurst, an Englishman, travelled with Indians in canoes along this coast, en route from Nepisiguit to Fort Cumberland. He was storm-staid several days beside Grand Lake, and experienced much suffering from cold and hunger, as he graphically relates in his own narrative, published in London in 1774. His book is now very rare, but it has been reprinted with maps and notes in the *Collections of the New Brunswick Historical Society*, St. John, N. B., Volume II, pages 358-390.

Although the records are thus a blank for this period, it would be strange indeed, if Tracadie saw no white residents through all those years. When we recall that from 1754 to 1764, the Acadians were attacked and dispersed from all accessible places in Acadia by the British, it seems strange that some of them did not take advantage of the retired position of Tracadie, especially of Big Tracadie or Portage River, and settle there out of reach of the English ships, just as they settled in other remote places in New Brunswick at that time. And perhaps they did, for although neither history nor tradition has preserved any mention of it, certain relics have been found which indicate French settlement long prior to that of the present day. Thus, as Dr. Smith tells me, various articles indicating residents (household cranes, etc.,) were found by the early settlers just above the mouth of Nicholas River, while at Fourniers Point there was dug up, some fifty years ago, a box containing papers which crumbled soon to dust. Near this place was found the ancient and massive gun, which was later given by Dr. Smith to the Museum of the Crown Land Office at Fredericton, where it now is. It is possible, I think,

that the curious place-name *Surreau Blanc*, a word having no meaning in modern Acadian, though possibly a corruption of Ruisseau Blanc, belongs to this period. But this is all. If men lived at that time in Tracadie, they have left scarcely more trace than the clouds they saw drifting across the fair summer skies.

We approach finally the foundation of the present settlement of Tracadie. For the information which follows, I am indebted very largely to two of the most prominent residents of Tracadie, first of all to Dr. A. C. Smith, and then to Mr. John Young, M. P. P., to both of whom I desire to express my obligations for many courtesies and invaluable aid. The maps are compiled from various plans in the Crown Land Office, supplemented by some personal observations, and many notes from Dr. Smith. And I may here mention the other publications which relate to Tracadie. These include several papers, of which I have not been able to make use, by M. Placide P. Gaudet, published in local newspapers, in *Le Courrier des Provinces Maritimes*, Sep. 21, 1882, and Jan. 17, 1895, in *Le Moniteur Acadien*, April 16, 1889, and in *L'Évangéline*, Nov. 17, Dec. 1, 1892. There are some notes of value also in Cooney's *History of Northern New Brunswick*, page 176, and in Raymond's *Winslow Papers*, page 500. No doubt we shall learn much more about the French founders of Tracadie when M. Gaudet publishes his extensive and accurate investigations into Acadian genealogy and history.

As to the identity of the founders of Tracadie, the tradition among both French and English residents seems to be unanimous,—they were Acadians, followed very soon by the English. First of them all was Francois Robert, dit Le Breton, who with some of his sons came here prior to 1785, from Griffins Cove, Quebec. At first, however, they were not genuine settlers, but lived by hunting and fishing; and they

did not take up lands and become permanent residents until after the arrival of Bastarache and Saulnier, and others presently to be mentioned. Eventually, however, the Le Bretons settled permanently at Tracadie. They were Francois, (called Francois Ainé LeBreton, on the accompanying old plan, on which also the site of his house is shown), with his sons Rene, Julian, Charles and Jean Baptiste, and some daughters; and these were the ancestors of the many Le Bretons now prominent at Tracadie. But the temporary character of the first residence of the Le Bretons makes them not in reality the first permanent residents, and this honor belongs to two Acadians, Michael Bastarash, a name now corrupted to Basque or Bask, and Joseph Saulnier, (Soniere of the map), who came with their families from Memramcook in 1785, and became the founders of modern Tracadie. It was this Michael Bastarash or Bask, who with his brother Pierre and others, made their way back through the woods to their beloved Acadia, all the way from Carolina, or perhaps from New Orleans, as is related in an old document printed a few years ago in the magazine *Le Canada Francois* (Vol. II, page 94 of the documents). Bastarash and Saulnier settled at Tracadie Village, at the place shown upon the historical map. They built their houses near the spring on the shore, Saulnier on the north and Bastarash on the south. They were soon joined by other French families from various sources, by Isaac and Peter Goutreau, from Shediac, by Prosper Des Jardins dit L'Osier, who came about 1787, from Ste. Anne de la Pocatiere, Quebec, (the ancestor of the Loziers of Tracadie); by Muzeroll, from Bay du Vin, by Magloire Breault (or Breaux), from Memramcook, by Commeau and Thibodeau, from French Village on the Kennebecasis, by Benoit, Robicheau and Arseneau from Neguac and vicinity, by Brideau from Paspebiac,

Quebec; and later by the other Acadians whose names appear as grantees upon the map. With them settled some others not Acadians,—one De Galley from Guernsey of the Channel Islands, one Russell from Neguac, and a McGowan from Ireland, who afterwards departed. Originally these families settled at and near the present Tracadie Village, and their locations are shown upon the old plan reproduced herewith; but their descendants spread gradually to Big Tracadie and Portage River, where they were gradually joined by other Acadian families from other sources, notably by Gould (originally Doiron) and Vienneau from Westmorland County, by Savoy from Neguac, by Cassie and St. Coeur from Bay du Vin, and by John Niles (dit John Boy), of English descent, from Cumberland, Nova Scotia. It is the descendants of these settlers, for the most part, who occupy the Tracadie to-day, and are gradually expanding farther up the streams and to the back lands.

Such was the origin of the French population of Tracadie, which is thus chiefly Acadian, though partly Canadian. The settlers came at diverse times in small groups or singly, and not in any large groups together. Evidently they were not brought here by any large impulse or movement. They were the more adventurous spirits of the expanding older settlements, those who heard of a new farming district with much lumber and a good fishery, and came pioneering to Tracadie to make new homes.

But like so many of the North Shore settlements of New Brunswick, Tracadie has had a dual French-English origin, and the English settlement is almost as old as the French. It was in 1786, or thereabouts, as the local tradition has it, that three disbanded soldiers, William and Thomas Ferguson, from the north of Ireland, and Charles McLaughlin, a Scotch Highlander, came and settled at the mouth of Little Tracadie.

It is said that McLaughlin, and perhaps also the Fergusons, were soldiers of the famous 42nd Highlanders or Black Watch, a regiment which at the close of the Revolution was assigned lands and disbanded on the Nashwaak River. I do not find any of their names in the roll of that Regiment preserved at Frederickton, and it is possible they belonged to another division of it, as did John Campbell of Miscou. These men took up lands at Tracadie, and established residences as shown upon the accompanying maps. Thomas Ferguson removed soon to Restigouche and became one of the founders of that important district, but William Ferguson (who married the widow of De Galley) remained, and his descendants are numerous in Tracadie to-day. Somewhat later came John McGraw or McGrath of Irish descent. These were followed later by other English families, which arrived from time to time, notably Drysdale who came about 1800, from Miramichi, but originally from England, Richardson from Liverpool, England, about 1820, Robinson from Cumberland, England, about 1825, Thomas from Prince Edward Island, about 1825, McMahon and Walsh, from Longford and Wexford, Ireland, respectively, about 1830. But the most prominent of these English settlers were Robert and James Young of Dumfries, Scotland, who came here in 1825, after a brief stay at Miramichi. They purchased lands from William Ferguson, and settled at Young's Point at the places shown (by the little circles) on the accompanying map. The descendants of these men have been, and are, among the most prominent English residents of Tracadie, and of Caraquet. They have been leaders in business, and representatives of Gloucester County in the Legislature. Most of the English-speaking settlers above mentioned have descendants now living at Tracadie, many of whom speak French rather than English, have become Catholics,

and are otherwise largely gallicized. They have intermarried with the French; and very remarkable combinations of English and French names occur at Tracadie, as one may observe to a surprising degree by reading the names upon the crosses in the Tracadie burial ground.

Such was the foundation of Tracadie. The settlement has grown steadily down to the present and has expanded to the various outlying districts, to St. Isidore, and to other parts of New Brunswick. And, like all country settlements the world over, it has contributed its quota to the population and the energy of the larger towns and cities. For the cities, and all the higher ranks of life, are not self-perpetuating, but draw constantly upon the great reservoir of humanity and energy,—the country. In later years, especially since the large development of the lumber trade and the building of the railroad, other settlers of various nationalities have come in from sundry sources, breaking Tracadie's isolation, and bringing it closer into touch with the restless world.

So much for the founders of Tracadie. We consider now some of the principal events in the progress of the district. And first we turn to the church. The first church was built about 1800, on land near the shore originally cleared by Bastarash, and left vacant when he moved farther back to near the present highway road. About this time also, or earlier, was established the old burial-ground in which lie the French founders of Tracadie. It is upon the shore, now abandoned and overgrown, and protected from the encroaching sea by a log embankment. The first church was of logs and stood until 1825. It was this which was visited by Bishop Plessis in 1812, as he relates in his journal which was published in 1865, in the Canadian Magazine *Le Foyer Canadien*, page 163. In this remarkably interesting diary Bishop Plessis devoted several pages

to Tracadie, and gives a somewhat full account of various matters of interest to the settlement. This church was replaced, about 1825, by a frame building which served until the present fine stone structure, commenced on the hill onlooking the village about 1875, and finished about 1895, was ready for use. This is the principal church in Tracadie district, but not the only one, for there is a new wooden building, still unfinished, on the west side of Portage River. The Protestants, though few in number, have a small church of their own, built in 1895.

The fisheries of Tracadie appear to have been much more valuable formerly than they are to-day. At one time the outside fishery for cod was followed, and many fishing-boats used the lagoon as a harbor, but no such fishing is now done. There are very interesting references to this subject in Bishop Plessis' *Journal*, above mentioned, and also in a very valuable report on the *Sea and River Fisheries of New Brunswick*, by M. H. Perley, published at Fredericton in 1850.

Of great importance to Tracadie has been the development of the lumber trade. This seems to have originated soon after 1800, as implied by certain references in Bishop Plessis' *Journal*, and at first consisted in the preparation of white pine ton timber, which could not be shipped from Tracadie, but had to be towed along shore to Miramichi for export. This custom has left a record in the name *Raft Gully* entering Tabusintac Bay. Later this trade, as elsewhere in New Brunswick, declined through exhaustion of the white pine, but after an interval was replaced by the trade in spruce deals, and it was for this the mills at Tracadie Village were built. And still more recently there has been yet another important lumber development, for within ten years some large tracts of land held in private ownership on the head of Big Tracadie, and very heavily timbered, were bought by an Ameri-

can company which built the mills at Tracadie Mills (also called Fosters, or by its Post Office name of Sheila), the lumber from which is shipped by the railway to Bathurst. Around these mills has grown up a thriving village, which however is threatened with a short existence, since the good lumber on Big Tracadie is believed to be well-nigh exhausted.

An event of much importance in the history of Tracadie was the establishment there of the Lazaretto. About the year 1815, it became definitely known that leprosy existed among the Acadians of Gloucester County, though it is still uncertain, despite various local traditions, how it was first introduced among them. Nothing was done to check it at the time, but it continued to spread until 1844, when the New Brunswick Government, as a result of the investigations of a Commission of competent physicians, established a Lazaretto on Shel Drake Island, Miramichi, and gathered most of the lepers into it. In 1849, however, in order to bring it nearer the centre of the disease and the residence of the lepers, it was removed to Tracadie and established upon its present site. The first buildings were of wood enclosed by high fences, and the lot of the imprisoned lepers was dreary in the extreme. Governor Gordon visited the place shortly before 1863, and in his book "Wilderness Journeys," (published at St. John in 1864), he gives a harrowing account of their conditions. It was a great blessing for them when, in 1868, at the suggestion of Bishop Rogers of Chatham, seven devoted Sisters of Charity of Hotel Dieu, Montreal, consecrated their lives to the service of the lepers, and came to Tracadie to nurse and care for them. And sisters of that order have been with them to this day. In 1880, the Dominion Government assumed charge of the Lazaretto, and soon after the wooden buildings were torn down, and the present commodious freestone building was erected, since

which time, under ample and skilled care, the misery of the poor lepers has been mitigated as far as the conditions of the disease will permit. By careful segregation of those afflicted, the disease is gradually being stamped out, so that now there are only sixteen lepers in the Lazaretto, and of course none outside of it. Some of the readers of these words will see its entire disappearance from the province. The physician in charge of the Lazaretto is Dr. A. C. Smith, who has made a careful study of the disease in its historical and scientific, as well as medical aspect. He has published an account of the subject in a German publication, the *Verhandlungen und Berichte des viersten internationalen dermatogenenen Kongresses*, Volume 1, page 32, while his annual reports are published among the documents of the Department of Agriculture at Ottawa. It is very desirable that Dr. Smith's knowledge of this important subject should be made accessible to New Brunswick readers, and I trust that he will later publish an exhaustive treatment of the subject in some local magazine. Upon the founding of the Lazaretto, and the reports of the physicians upon the disease, one may find full information in the Journals of the House of Assembly for 1844, and later. Various newspaper accounts of the Lazaretto have been written, including one, a curious mixture of fact and fiction, in the *New York World*, in July 1880, copied in the *Toronto Mail* for July 21, 1880, a much better article, which appeared a few years ago in the *Bathurst Courier*, and was copied by the *St. John Telegraph*, and another in the *Montreal Family Herald and Weekly Star* in December 1899, copied in the *Campbellton Events* for December 14, 1899. There is also some description of the Lazaretto and the disease, with some interesting notes on Tracadie in 1849, in Johnston's *Notes on North America*, (London 1851), Volume II, page 24.

The evolution of the civil position of Tracadie is of

some interest. From 1759 until 1784, it was a part of Cumberland County, Nova Scotia. In 1785, it was included in Northumberland County, New Brunswick, and the next year was assigned in part to Alnwick Parish, to which it belonged until 1814, when the parish of Saumarez, including most of Gloucester County was erected, and named in honor of General Sir Thomas Saumarez, then administrator of the Government of New Brunswick. This large parish had its limits curtailed from time to time by the erection of other parishes, ending with the erection of St. Isidore, in 1881. Gloucester County was set off from Northumberland in 1826 and was named, it is believed, in honor of Mary, Duchess of Gloucester, daughter of King George III.

And there is little to add, for we have now reached our own times. In recent years there has been a steady though slow progress in population and prosperity. As everywhere along our North Shore, the French are increasing faster than the English, so that in time all this section will be practically entirely French. The chief events of the past few years have been concerned with improvements in communication, the building of more and better roads, the completion of the railroad, about 1895, to Caraquet and Bathurst, and the building of a public wharf.

I have been twice at Tracadie, and all my memories are pleasing. I wish it a steady progress, moral, educational and material.

W. F. GANONG.

Halifax in Books.

(Concluded.)

III.



LL sailors agree that Halifax is one of the most delightful ports in which a ship can anchor. Everybody is hospitable, cheerful, and willing to amuse and to be amused.

The opinion from *Peter Simple* is endorsed by a much later visitor, Mr. W. Fraser Rae in his *Newfoundland to Manitoba*, (1881.) He has also a good word for the Halifax Club. Captain Marryatt was for years on this station and thought well of his head-quarters. It was on board the *Sangler* frigate in Halifax harbour that Captain Kearney "fell back and expired, having, perhaps, at his last gasp, told the greatest lie of his whole life. "I once knew a man—to live with—the rattle in his throat—for six weeks."

Halifax was also once honored by the presence of that ornament to the service, Mr. Frank Mildmay. He came from Bermuda in a schooner with a drunken skipper and crew that piled her up on Cornwallis (now McNab's) Island. He calls Halifax "this paradise of sailors," and according to his own account, did great execution among the Halifax girls.

"The frigate I was to join came into harbor soon after I reached Halifax. This I was sorry for, as I found myself in very good quarters. I had letters of introduction to the best families. The place is

proverbial for hospitality; and the society of the young ladies who are both virtuous and lovely, tended in some degree to polish the rough and libertine manners which I had contracted in my career.

"I was a great flirt among them and would willingly have spent more time in their company."

"When the ship was ordered to Quebec... I ran round to say adieu to all my dear Acadian friends. A tearful eye, a lock of hair, a hearty shake of a fair hand, were all the spoils with which I was loaded when I quitted the shore, and I cast many a longing, lingering look behind, as the ship glided out of the harbour; white handkerchiefs were waved from the beach, and many a silent prayer for our safe return was put up from snowy bosoms and from aching hearts. I dispensed my usual quantum of vows of eternal love, and my departure was marked in the calendar of Halifax as a black day, by at least seven or eight pairs of blue eyes."

It was also at Halifax that Mr. Mildmay encountered Sir Hurricane Humbug and his biological experiments. Here the ladies from Philadelphia paid their memorable visit to the man-o'-war, and Miss Jemima got the white paint on the "western side" of her gown. What gives additional interest to these passages is that "Frank Mildmay" is Frederick Marryatt himself.

A much more famous novelist was Charles Dickens, who spent a day here in 1842. He left Liverpool in January, 1842, in the Cunarder *Britannia*, an old-fashioned three-masted paddle-steamer. He had a very bad passage. The ship was crowded; both he and his wife were ill and very anxious. And when the *Britannia* was at the very mouth of the harbour and had taken on the pilot, she lost her way in the fog and went ashore in the Eastern Passage. These facts explain much of his delight on landing. But he had the further good fortune of falling into the hospitable

hands of "Joe Howe," whose kindness made his stay in our city memorable. The great novelist's impressions of Halifax were most favorable.

"I was dressing about half-past nine next day, when the noise above hurried me on deck. When I left it overnight, it was dark, foggy and damp, and there were bleak hills all round us. Now we were gliding down a smooth broad stream, at the rate of eleven miles an hour; our colors gaily flying; our crew rigged out in their smartest clothes; our officers in uniform again; the sun shining as on an April day in England; the land stretched out on either side, streaked with patches of snow; white wooden houses; people at their doors; telegraphs working; flags hoisted; wharfs appearing; ships; quays crowded with people; distant noises; shouts; men and boys running down steep places to the pier; all more bright and fresh and gay to our unused eyes than words can paint them. We came to the wharf paved with uplifted faces; got alongside, and were made fast, after some shouting and straining of cables; darted, a score of us, along the gangway, almost as soon as it was thrust out to meet us, and before it had reached the ship—and leaped upon the firm glad earth again.

"I suppose Halifax would have appeared an Elysium though it had been a curiosity of ugly dulness. But I carried away with me a most pleasant impression of the town and its inhabitants, and have preserved it to this hour. Nor was it with regret that I came home without having found an opportunity of returning thither, and once more shaking hands with the friends I made that day.

"It happened to be the opening of the Legislative Council and General Assembly, at which ceremonial the forms observed on the commencement of a new Session of Parliament were so closely copied, and so gravely presented on a small scale, that it was like

looking at Westminster through the wrong end of a telescope. The Governor, as her Majesty's representative, delivered what may be called the Speech from the Throne. He said what he had to say manfully and well. The military band outside the building struck up God Save The Queen with great vigour before His Excellency had quite finished; the people shouted; the in's rubbed their hands; the out's shook their heads; the Government party said there never was such a good speech; the Opposition declared there never was such a bad one; the Speaker and members of the House of Assembly withdrew from the Bar to say a great deal among themselves and to do a little; and in short, everything went on and promised to go on, just as it does at home upon like occasions.

"The town is built on the side of a hill, the highest point being commanded by a strong fortress, not yet quite finished. Several streets of good breadth and appearance extend from its summit to the waterside, and are intersected by cross streets running parallel to the river. The houses are chiefly of wood. The market is abundantly supplied; and provisions are exceedingly cheap. The weather being unusually mild at that time for that season of the year, there was no sleighing; but there were plenty of those vehicles in yards and by-places, and some of them, from the gorgeous quality of their decorations, might have "gone on" without alteration as triumphal cars in a melodrama at Astley's. The day was uncommonly fine; the air bracing and healthful; the whole aspect of the town cheerful, thriving and industrious."

Nine years later, another English visitor was taken in charge by Howe. This was James F. W. Johnston, Reader in Chemistry and Mineralogy in the University

*American Notes, cap. II., The Passage Out.

of Durham, with half an alphabet tacked to his name. He also came out in one of the original Cunarders, the *America*. In 1851, he published his "Notes on North America, Agricultural, Economical and Social," in two volumes. He is the first visitor who is also a man of science, a trained observer.

"The noble harbour of Halifax, in which all the navies of the world might securely float, is only one of the countless inlets and basins which the Atlantic coast of Nova Scotia, from Cape Canseau to the Bay of Fundy, everywhere presents. The jagged outline of this coast, as seen upon the map, reminds us of the equally indented Atlantic shores of Scandinavia; and the character of the coast, as he sails along it—the rocky surface, the scanty herbage, and the endless pine forests—recall to the traveller the appearance and natural productions of the same European country."

Mr. Johnston also observed faces.

"A European stranger, who, on landing in Halifax, looks for the sallow visage and care-worn expression which distinguish so many of the inhabitants of the Northern States of the Union, will be pleased to see the fresh and blooming complexions of the females of all classes, and I may say of almost all ages. Youth flourishes longer here, and we scarcely observe in stepping from England to Nova Scotia that we have as yet reached a climate which bears heavier upon young looks and female beauty than our own."

On the day he landed, Mr. Johnston was taken by Howe to a large picnic of the Roman Catholic schools on McNab's Island.

"I saw neither intoxication, nor disorder, nor rudeness, nor incivility anywhere. A little of the liveliness of the early French settlers probably clings to the modern Nova Scotian; but though there were many both Irish-born and of Irish descent among the

crowd, there was no shade of disposition to an Irish row."

Johnston noted with approval the tolerance that existed among the various religious bodies; and he was "both surprised and pleased to see a perfectly black man sitting in the box, as a juror," in the court "where the author of *Sam Slick* presided."

On Aug. 8, 1862, Professor Giovanni Capellini of the university of Bologna, left Liverpool on the *Asia* and reached Halifax on the 18th at 1 o'clock. He had letters ready for Italy and went ashore to find the post-office. He tried to visit the "museum of natural history," but it was in disorder. He met Mr. Willis who showed him his collection of shells "*molluschi marini*."

In his "*Ricordi di un viaggio scientifico nell' America Settentrionale*," (Bologna, 1867), he states that he ought to have been surprised at the aspect of the country; but, at the present time, as much as in the geological epochs, this part of the world is most like the northern part of the old continent. Granite hills and a vegetation like the north of Europe would make you think that you were in Norway or Scandinavia, as readily as in America. Halifax has 40,000 inhabitants, and is, for the most part built of wood. Although granite makes a good pavement, many of the streets are mire "*fango*," with only some paving-stones to cross on. The view of the city from the harbour is most charming "*graziosissima*," and no one would believe that these magnificent buildings which seem to be of granite could be devoured by the flames in a few hours. Capellini noticed also the wet mailbags from the wreck of the *Anglo-Saxon* being put on board here before the *Asia* proceeded to Boston.

No English visitor disparages Halifax or Haligonians, but our visitors from the United States assume a patronizing attitude. One of the most amusing is Frederic S. Cozzens, who visited our city for his health in 1859. His sketchy book, "Acadia, or a Month with the Bluenoses," deserves to be better known. Cozzens finds it necessary to apologize for coming here. His remarks are curiously like those of Mrs. Williams of eighteen years before.

"That the idea of visiting Nova Scotia ever struck any living person as something peculiarly pleasant and cheerful is not within the bounds of possibility. Very rude people are wont to speak of Halifax in connection with the name of a place never alluded to in polite society—except by clergymen. As for the rest of the province, there are certain vague rumors of extensive and constant fogs, but nothing more. The land is a sort of terra incognita. Many take it to be part of Canada, and others firmly believe it is somewhere in Newfoundland."

His descriptions of what he saw and his comments thereon are the liveliest I have discovered.

IV.

"The city hill of Halifax rises proudly from its wharves and shipping in a multitude of mouse-coloured wooden houses, until it is crowned by the citadel. As it is a garrison town as well as a naval station, you meet in the streets red-coats and blue jackets without number; yonder with a brilliant staff rides Sir John Gaspard le Marchant, and here in a carriage is Admiral Fanshawe, C. B., of the *Boscawen* flag-ship. Everything is suggestive of impending hostilities; war in burnished trappings, encounters you at the street corners, and the air vibrates from time to time with bugles, fifes and drums. But oh! what a slow place it is! Even two Crimean regiments with

medals and decorations could not wake it up. The little old houses seem to look with wondrous apathy as these pass by, as though they had given each other a quiet nudge with their quaint old gables, and whispered "Keep still."

"I wandered up and down those old streets in search of something picturesque, but in vain; there was scarcely anything remarkable to arrest or interest a stranger. Such too, might have been the appearance of other places I wot of, if those staunch old loyalists had had their way in the days gone by!

"But the Province House, which is built of a sort of yellow sand-stone, with pillars in front, and trees around it, is a well-proportioned building, with an air of great solidity and respectability. There are in it very fine full-lengths of King George II., and Queen Caroline, and two full-lengths of King George III., and Queen Charlotte; a full-length of Chief Justice Haliburton and another full-length, by Benjamin West, of another chief-justice, in a red robe and a formidable wig. Of these portraits, the two first-named are the most attractive; there is something so gay and festive in the appearance of King George II., and Queen Caroline, so courtly and sprightly, so graceful and amiable, that one is tempted to exclaim: "Bless the painter! what a genius he had!"

"And now, after taking a look at Dalhousie College with the parade in front, and the square town-clock, built by his graceless Highness the Duke of Kent, let us climb Citadel Hill, and see the formidable protector of town and harbor. Lively enough it is, this great stone fortress, with its soldiers swarming in and out like bees, and the glimpses of country and harbor are surpassingly beautiful; but just at the margin of this slope below us, is the street, and that dark fringe of tenements skirting the edge of this

green glacis is, I fear me, filled with vicious inmates. Yonder, where the blackened ruins of three houses are visible, a sailor was killed and thrown out of a window not long since, and his shipmates burned the houses down in consequence; there is something strikingly suggestive in looking on this picture and on that.

“But if you cast your eyes over yonder magnificent bay, where vessels bearing flags of all nations are at anchor, and then let your vision sweep past and over the islands to the outlets beyond, where the quiet ocean lies, bordered with fog-banks that loom ominously at the boundary-line of the horizon, you will see a picture of marvellous beauty; for the coast scenery here transcends our own sea-shores, both in color and outline. And behind us again stretch large green plains, dotted with cottages, and bounded with undulating hills, with now and then glimpses of blue water; and as we walk down Citadel Hill, we feel half-reconciled to Halifax, its queer little streets, its quaint mouldy old gables, its soldiers and sailors, its fogs, cabs, penny and half-penny tokens, and all its little, odd, outlandish peculiarities. Peace be with it! after all, and it has a quiet charm for an invalid.

“The inhabitants of Halifax exhibit no trifling degree of freedom in language for a loyal people; they call themselves Haligonians.” This title, however, is sometimes pronounced “Alligonians,” by the more rigid, as a mark of respect to the old country. But innovation has been at work even here, for the majority of Her Majesty’s subjects aspirate the letter H. Alas for innovation! who knows to what results this trifling error may lead? When Mirabeau went to the French court without buckles in his shoes, the barriers of etiquette were broken down, and the Swiss Guards fought in vain.

“There is one virtue in humanity peculiarly grateful to an invalid; to him most valuable, by him most appreciated, namely, hospitality. And that the 'Alligonians are a kind and good people, abundant in hospitality, let me attest. One can scarcely visit a city occupied by those whose grandsires would have hung your rebel grandfathers (if they had caught them), without some misgivings. But I found the old Tory blood of three Halifax generations, yet warm and vital, happy to accept again a rebellious kinsman, a real live Yankee, in spite of Sam Slick and the Revolution.

“Let us take a stroll through these quiet streets. This is the Province House with its Ionic porch, and within it are the halls of Parliament, and offices of government. You see there is a red-coat with his sentry-box at either corner. Behind the house again are two other sentries on duty, all glittering with polished brass, and belted, gloved, and bayoneted, in splendid style. Of what use are these satellites, except to watch the building and keep it from running away? On the street behind the Province House is Fuller's American Book-store, which we will step into, and now among these books, fresh from the teeming presses of the States, we feel once more at home. Fuller preserves his equanimity in spite of the blandishments of royalty, and once a year, on the Fourth of July, hoists the “stars and stripes,” and bravely takes dinner with the United States Consul, in the midst of lions and unicorns. Many pleasant hours I passed with Fuller, both in town and country. Near by, on the next corner, is the print-store of our old friends the Wetmores, and here one can see costly engravings of Landseer's fine pictures, and indeed whole portfolios of English art. But of all the pictures there was one, the most touching, the most suggestive. The presiding genius of the place, the unexcepted

Queen of this little realm was before me—Faed's Evangeline! And this reminded me that I was in the Acadian land! This reminded me of Longfellow's beautiful pastoral, a poem that has spread a glory over Nova Scotia, a romantic interest, which our own land has not yet inspired! I knew that I was in Acadia; the historic scroll enrolled and stretched its long perspective to earlier days; it recalled De Monts, and the La Tours; Vice Admiral Destournelle, who ran upon his own sword, hard by, at Bedford Basin; and the brave Baron Castine.

* * * * *

“Let us visit the market-place. Here is Masaniello, with his fish in great profusion. Codfish, three-pence or four-pence each; lobsters, a penny; and salmon of immense size at six-pence a pound (currency), equal to a dime of our money. If you prefer trout, you must buy them of these Micmac squaws in traditional blankets, a shilling a bunch; and you may also buy baskets of rainbow tints from these copper ladies for a mere trifle; and as every race has a separate vocation here, only of the negroes can you purchase berries. This is a busy town, one would say, drawing his conclusion from the market-place; for the shifting crowd, in all costumes and in all colors, Indians, negroes, soldiers, sailors, civilians, and Chizzin-cookers, make up a pageant of no little theatrical effect and bustle. Again: if you are still strong in limb, and ready for a longer walk, which I, leaning upon my staff, am not, we will visit the encampment at Point Pleasant. The Seventy-sixth Regiment has pitched its tents here among the evergreens. Yonder you see the soldiers, looking like masses of red fruit amidst the spicy verdure of the spruces. Row upon row of tents, and file upon file of men standing at ease, each one before his knapsack, his little leather house-

hold, with its shoes, socks, shirts, brushes, razors, and other furniture open for inspection. And there is Sir John Gaspard Le Marchant, with a brilliant staff, engaged in the pleasant duty of picking a personal quarrel with each medal-decorated hero, and marking down every hole in his socks, and every gap in his comb, for the honor of the service. And this Point Pleasant is a lovely place, too, with a broad look-out in front, for yonder lies the blue harbor and the ocean deeps. Just back of the tents is the cookery of the camp, huge mounds of loose stones, with grooves at the top, very like the architecture of a cranberry-pie; and if the simile be a homely one, it is the best that comes to mind to convey an idea of those regimental stoves, with their seams and channels of fire, over which potatoes bubble, and roast and boiled send forth a savory odor. And here and there, wistfully regarding this active scene, amid the green shrubbery, stands a sentinel before his sentry-box, built of spruce-boughs, wrought into a mimic military temple, and fanciful enough, too, for a garden of roses. And look you now! If here be not Die Vernon, with "habit, hat and feather," cantering gayly down the road between the tents, and behind her a stately groom in gold-lace band, top-boots, and buck-skins. A word in your ear—that pleasant half-English face is the face of the Governor's daughter.

"The road to Point Pleasant is a favorite promenade in the long Acadian twilights. Midway between the city and the Point lies Kissing Bridge, which Halifax maidens pass over. Who gathers toll nobody knows, but I thought there was a mischievous glance in the blue eyes of those passing damsels that said plainly they could tell, an they would. I love to look upon those happy, healthy English faces; those ruddy cheeks flushed with exercise, and those well-

developed forms, not less attractive because of the sober-colored dresses and brown flat hats, in which, o' summer evenings, they glide towards the mysterious precincts of The Bridge. What a tale those old arches could tell? *Quien sabe?* Who knows?

But next to Kissing Bridge, the prominent object of interest, now, to Halifax ladies, is the great steamer that lies at the Admiralty, the Oriental screw-steamer Himalaya—the transport ship of two regiments of the heroes of Balaklava, and Alma, and Inkerman, and Sebastopol. A vast specimen of naval architecture; an unusual sight in these waters; a marine vehicle to carry twenty-five hundred men! Think of this moving town; this portable village of royal belligerents covered with glory and medals, breasting the billows. Is there not something glorious in such a spectacle? And yet I was told by a brave officer, who bore the decorations of the four great battles on his breast, that of his regiment, the Sixty-third, but thirty men were now living, and of the thirty, seventeen only were able to attend drill. That regiment numbered a thousand at Alma!

On Sunday, our sentimental friend looked in at the R. C. chapel, and then went to see the usual tourist spectacle—the parade at the Garrison chapel.

“A bugle-call from barracks, or Citadel Hill, salutes us as we stroll towards the chapel, otherwise, Halifax is quiet, as becomes the day. Presently we see the long scarlet lines approaching, and presently the men, with orderly step, file from the street through the porch into the gallery and pews. Then the officers of field and line, of ordnance and commissary departments, take their allotted seats below. Then the chimes cease, and the service begins. Most devoutly we prayed for the Queen, and omitted the President of the United States.

"It was my fate to see next day a great celebration. It was the celebration of peace between England and Russia. Peace having been proclaimed, all Halifax was in arms! Loyalty threw out her bunting to the breeze, and fired her crackers. The civic authorities presented an address to the royal representative of Her Majesty, requesting His Excellency to transmit the same to the foot of the throne. Militia-men shot off municipal cannon; bells echoed from the belfries; the shipping fluttered with signals; and Citadel Hill telegraph, in a multitude of flags, announced that ships, brigs, schooners and steamers, in vast quantities, were below. Nor was the peace alone the great feature of the holiday. The eighth of June, the natal day of Halifax, was to be celebrated also. For Halifax was founded, so says the Chronicle, on the eighth of June, 1749, by the Hon. Edward Cornwallis (not our Cornwallis), and the 'Alligonians in consequence made a specialty of that fact once a year. And to add to the attraction, the Board of Works had decided to lay the corner-stone of a Lunatic Asylum in the afternoon; so there was no end to the festivities. And to crown all, an immense fog settled upon the city.

"Leaning upon my friend Robert's arm and my staff, I went forth to see the grand review. When we arrived upon the ground, in the rear of Citadel Hill, we saw the outline of something glimmering through the fog, which Robert said were shrubs, and which I said were soldiers. A few minutes walking proved my position to be correct; we found ourselves in the centre of a three-sided square of three regiments, within which the civic authorities were loyally boring Sir John Gaspard le Marchant and staff, to the verge of insanity, with the Address which was to be laid at the foot of the throne. Notwithstanding the despairing air with which His Excellency essayed to reply to

this formidable paper, I could not help enjoying the scene; and I also noted, when the reply was over, and the few ragamuffins near His Excellency cheered bravely, and the band struck up the national anthem, how gravely and discreetly the rest of the 'Alligonians in the circumambient fog, echoed the sentiment by a silence, that, under other circumstances, would have been disheartening. What a quiet people it is! As I said before, to make the festivities complete, in the afternoon there was a procession to lay the cornerstone of a Lunatic Asylum. But oh! how the jolly old rain poured down upon the luckless pilgrimage! There were the Virgins of Masonic Lodge No.—, the Army Masons in scarlet; the African Masons, in ivory and black; the Scotch piper Mason, with his legs in enormous plaid trousers, defiant of Shakespeare's theory about the sensitiveness of some men, when the bag-pipe sings i' the nose; the Clerical Mason in shovel hat; the municipal artillery; the Sons of Temperance, and the band. Away they marched, with drum and banner, key and compass, *Bible* and sword, to Dartmouth, in great feather, for the eyes of Halifax were upon them."

Halifax has also found its way into modern fiction. Zangwill makes the hero of *The Master* a Nova Scotian and lays part of his scene in Halifax. After the descriptions of eye-witnesses, Zangwill's picture is an interesting example of what can be done by what Ruskin calls the constructive imagination.

"Halifax exceeded Matt's expectations." Matt is the hero of the story, the country boy of genius who becomes a great painter in London. His prototype is George Hutchinson, a Folly Village boy, whose father was master of a small vessel and was lost at sea.

"For the first time his soul received the shock of a great town or what was a great town to him. The picturesque bustle enchanted him. The harbour with its immense basin and fiords, swarming with ships

and boats, was an inexhaustible pageant, and sometimes across the green water came softened music from a giant iron-clad. High in the back-ground of the steep city that sat throned between its waters, rose forests of spruce and fir. From the citadel on the hill black cannon saluted the sunrise, and Sambro Head and Sherbrooke Tower shot rays of warning across the night. The streets throbbed with traffic and were vivid with the blues and reds of artillery and infantry. On the wharves of Water Street, which were lined with old shanties and dancing-houses, the black men sawed cord-wood, huge piles of which mounted skyward, surrounded by boxes of smoked herrings. On one of the wharves endless quintals of codfish lay a-drying in the sun. And when the great tide, receding, exposed the tall wooden posts, like the long legs of some many-legged marine monster, covered with black and white barnacles and slime of a beautiful arsenic green, the embryonic artist found fresh enchantment in this briny, fishy, muddy water-side. Then the Government House was the biggest and most wonderful building Matt had ever seen, and the fish, fruit and meat markets were a confusion of pleasant noises.

"In the newly opened Park on the "Point" the wives of the English officials and officers—grand dames who set the tone of the city—strolled and rode in beautiful costumes. Matt thought the detached villas in which they lived, with imposing knockers and circumscribing hedges instead of fences, were the characteristic features of great American cities. He loved to watch the young ladies riding into the cricket-ground on their well-groomed horses."—

It is "the same but not the same." Zangwill never saw Halifax and must have relied upon descriptions.

The latest traveller to "write up" Halifax is Mr. Douglas Sladen. He sets out with a fixed resolution to be pleased with everything Canadian; and,

he was most favourably impressed with Halifax at the end of the nineteenth century.

"Halifax is a beautiful place, a *rus in urbe*, a city full of turf and trees, clustered round the citadel as a mediæval town grew under the shelter of its castle. It has its citadel for a heart and the arms of the sea embrace it. It has a charmingly laid-out public park, yet more charmingly because it is not laid-out at all, but simply faithfully preserved Nature; and delightful villas embowered in the woody banks of The Arm. The city is enlivened, moreover, by naval and military pomp. Stately men-of-war ride in the harbour, while dashing sun-burned British officers and well set-up, scarlet-tunicked Tommy Atkinses capture the feminine hearts of their respective grades in society; for Halifax is as particular about its society as an English garrison town. We spent a day in Halifax to drive through its pleasant streets, admire its court-house and one or two other fine mansions, go over the seat of the Provincial Legislature and Supreme Court, and wander reverently round its old church, full of monuments to young scion of noble English families, who died in what was then a distant and perilous service. The founders of Canada were literally men of the best blood in England; and though the Provincial Government is anything but enthusiastic in the matter of patriotism, Haligonians remind me with intense pride that the Knight of Kars and Sir Provo Wallis, and Stairs the companion of Stanley, were Nova Scotians; as was the founder of the Cunard Line." (*On The Cars And Off London*, 1895.)

The finest thing ever said about Halifax is the shortest. In his "Song of the Cities," Mr. Kipling gives our town an honorable place.

"Into the mist my guardian prowls put forth,
Behind the mist my virgin ramparts lie;
The Warden of the Honour of the North,
Sleepless and veiled am I."

Portrait of the Late Robert Sears.

Painted by Thomas Hicks.



ON the 18th of May last there was placed upon the walls of the St. John Public Library a portrait of the late Robert Sears, painted by Thomas Hicks, the gift of his son, Mr. George Edward Sears, of Toronto, to the New Brunswick Loyalists' Society. The portrait is life-size and is considered by those qualified critics who have examined it to be one of the finest specimens of portraiture that has ever come to New Brunswick. The frame in which it was originally placed has been repaired and regilded, and a sheet of heavy plate glass placed over the picture to protect it from possible injury.

Before touching more particularly upon the subject of the picture, the writer feels that he may be permitted to refer briefly to the talented artist, whose work now ranks so highly in the estimation of lovers of art in America.

In 1848, Mr. Robert Sears with his family was residing in an old Dutch street, Vanderwater Street, New York. Opposite to them lived a Quaker family, John Carle and wife. Mrs. Carle had a little baby whose life was despaired of, and as her own health was badly shattered and she was unable to care for it, the child's chances for life were indeed precarious.

In this emergency Mrs. Sears took charge of the sick child, and by means of careful nursing, good food and every other attention that a kindly heart would devise restored it in good health to its parents, greatly to their joy and satisfaction.

With John Carle and his wife there boarded at the time their nephew, a young man named Thomas Hicks, who had just returned from two or three years

of art study in Rome, and had just put out his shingle as a portrait painter in New York.

Mr. Carle called upon his neighbors over the way one day, to say that he wished in some way to show his gratitude for the kindness of Mrs. Sears, and requested that Mr. Robert Sears and his wife sit for their portraits to young Hicks and accept them as a gift. This was done, no doubt to the great pleasure and satisfaction of all concerned.

The portrait of Mr. Sears now in the St. John Public Library is one of the two painted under such kindly circumstances, and no doubt the young painter put into the work of the best that was in him.

Hicks at once took his place as one of the great portrait artists of New York, and in later years commanded very high prices, ranging from one thousand dollars upwards for each example of his work, in due time becoming wealthy.

He was for years President of the National Academy of Design, New York, and died about fifteen years ago.

One of his great works is the portrait of the late Edwin Booth, the celebrated actor, in the character of Iago, now in the Players Club, New York.

The portrait of Mr. Sears would of course be among his very earliest productions after his return from Rome, when starting in his profession in New York. Indeed it is not at all unlikely that it is the earliest specimen of his work extant.

It is a matter of regret that the reproduction which accompanies this article does not do justice to the picture, notwithstanding the fact that the painting was removed from its frame, the services of an expert photographer secured and every possible precaution taken to secure a true and artistic copy.

Concerning the subject of the painting, Mr. George Edward Sears writes as follows:

I regret that I cannot say as to the exact date at which my father arrived in New York. So far as I can remember my

talks with him, he stated that he went to Henry Chubb, St. John, in 1822 or 1823, and after serving his seven years, left at once in the sloop "Eliza" for New York. This must have been about 1830.

He secured employment at once as a compositor with J. and J. Harper, publishers, who had been then about ten years in business.

About a year or so later he bought out a small printing office, located on the ground floor of a small frame building on the corner of Frankfort and Chatham Streets, the exact site of the present great *World* building.

This office contained one old fashioned Washington-Franklin hand press and an assortment of job type.

He did a good business in small jobs, and in leisure hours he himself set up and composed a large sheet called *The World at one View*. These he worked off on the hand press, and sold thousands of copies. This was about 1832. He then issued a small *Family Receipt Book*, which sold at a small price. These two humble beginnings gave him a clear profit of about \$1,500, which he laid aside to use in his great work of issuing a large illustrated work on the Bible, and other pictorial books.

Among the very many young wood engravers whom he encouraged by liberal orders were Benson J. Lossing, afterwards well known as a writer, and the author of *Field Book of the Revolution*, John Gadsby Chapman, afterwards a distinguished American painter, whose chief works are in the Capitol at Washington, and several others, who became of great reputation in the art of wood-engraving at that period.

Mr. Sears was lavish in his out lay for engraving, printing, binding, etc., and was by far the largest advertiser of his time, patronizing liberally the columns of all the newspapers throughout the United States and the Canadas. He was the first publisher who sold his works exclusively by agents or colporteurs. These agents penetrated into the most

distant pioneer settlements, and met with a much more cordial welcome and patronage than do the much dreaded *book agents* of to-day. Really they gave the settlers and hardy pioneers the only literary food they could well get, situated as they were, remote from cities and book-stores.

To continue from the notes of Mr. George Edward Sears:

I know it was a very common thing for my father to answer personally forty to fifty letters from agents every day—his postage bill was immense. There were no P. O. stamps or envelopes then, and every letter was carefully folded and wafered in the old-fashioned way. Money was sent, sometimes as much as \$300 in a letter. The agent cut the bills in half, and sent one half by one letter and the remainder in another, and then my father's clerk had to paste the bills together. I can remember all this distinctly in 1845-1848. Shortly after this period, envelopes and postage stamps came in; but while my father liked the stamps, he for a very long time would not use envelopes, preferring to fold each letter in the old careful way. He preferred the quill pen all his life, and seldom used others. He always, as long as he lived, objected to blotting paper, and used the old sand barrel and sanded all his fresh written ink. He wrote a remarkably peculiar hand, writing very original, and, to those who became familiar with it, very attractive. I think he loved to write and to use the pen better than to eat or drink. A very large portion of each day, up to the end of his life, he was engaged in literary work, and in a large and wide correspondence. His style of letter writing was most delightful and entertaining; no limit to his fund of anecdote and reminiscence, and full of a quiet mirth and humor. A great reader of the best books, and a most retentive memory; in reading a work, he carefully marked all passages that impressed him, and copied large numbers of fine extracts. He disliked very much to destroy a newspaper that had any article of interest in it; he would take the paper and fold it and fyle it. I suppose I have an immense number in trunks, etc., that he preserved—too great a task for me to go over. He subscribed for many papers, and would, after looking over them, fold them neatly and mail from five to six every day to distant friends. This practice he kept up daily as long as he lived, remarking, "that it was a pleasant way of keeping one's absent friendships in repair."

My father was always a great friend and helper to the colored race; he deplored the system of human slavery, and while he never approved of violent or rabid acts of the more ultra abolition school, he, for many years, of his earlier life in New York, gave a large portion of his brains and time to planning out a scheme for the general emancipation of the South by compensation to the slave holders. This scheme was highly approved by a large number of slave holders themselves, who saw the inhumanity of the system. It was brought up before Congress several times by the Hon. Robt. C. Winthrop, Senator from Massachusetts, and for a while it was thought the measure would pass, but the extreme hot-headed element in South Carolina, Georgia, Mississippi, and the other more southern states where slavery was more strongly entrenched, and which element at that period had greatest majority in the government, would not listen to the proposition—being determined by all means in their power to extend the system in to the Free Territories—and to compel the north to restore all fugitives and run-away slaves wherever found to their owners under heavy penalties.

This brought on the ultra abolition sentiment, and my father predicted, years before the war broke out, that an irrepressible conflict must, and would, take place before the system was destroyed.

He was the first man to issue a newspaper exclusively devoted to the interests and education of the colored people, called *The Colored American*, in 1835. I have a file of these papers, from the beginning, and they are most interesting. Many colored people wrote articles for the same.

When the news came to St. John that Abraham Lincoln had issued the Emancipation Proclamation, whereby every slave at once became a free man and woman, my sister told me he retired to his room and remained some hours, and on again joining them, he remarked: "This is the grandest act in the cause of freedom and the rights of man that the world has yet witnessed; I thank God I have lived to this day."

My father's habits of life were most simple and regular; he never knew the taste of tobacco or stimulants, and had most excellent health and spirits until a very brief time before his decease. He seldom went into outside social life, but delighted to have his friends come and see him; his conversational powers were great and interspersed with great mirth and good humor, and large stores of anecdote and illustration. He was extremely fond of good music and fine pictures; took a great delight in astronomy, and thought the

starry skies one of the most sublime sights. He had a great sense of reverence, and an utter abhorrence of all cant or hypocrisy. He had the most positive and firm conviction on many of the vexed problems of life, religious, political and social; but I never knew him to be drawn into any acrid controversy or discussion, he had that great faculty—tact—of keeping the friendship and love of even those who were entirely opposed to his views. He hated the sin, but loved the sinner. He hated the slave system, but he loved the South, and knew they were not to blame for an institution that had been bequeathed to them, and that had formerly been, to a certain extent, carried on in the North.

He thought Romanism was a terrible error, but numbered among his warmest friends many leaders of that sect, and entertained them in his home gladly.

His home life, with his family, his loved books, papers, literary work, correspondence, visits of friends, etc., was the centre around which his life revolved. In the earlier years he made a practice to gather his children in the evening and show them pictures of travel and adventure, and read them stories that would interest and amuse the young mind for an hour or so before going to his study to attend to his literary labors.

That influence pervaded all their after lives—certainly for good. All the memories are sweet and fragrant even to-day.

There are many other facts connected with the life of Mr. Robert Sears, which are of much historical interest, and which the writer hopes to make use of in later articles in this magazine. Enough has been stated to convince even the casual reader that Mr. Sears was in many ways a remarkable man, whose spirit of economy, industry and enterprise might well be accepted as their pattern of life by many of the young men of to-day, now growing up in his native province.

Although a resident of the United States for many years, he always retained his allegiance to the British Crown, and returning to Canada spent the evening of life at the home of his son, Mr. George Edward Sears, at Toronto.

DAVID RUSSELL JACK.

Notes and Queries.

9. Information wanted concerning Alexander Montgomery, Sr., and Alexander, Jr., Archibald, Hugh and Susannah, his children, all formerly residents of Spencertown, N. Y., or Greenwich, Conn. Also concerning Archibald G. and Aaron C., sons of Hugh Montgomery and Mary (Gilbert) Montgomery, his wife.

JOHN S. MONTGOMERY,

New York.

10. Wanted the birth-place and names of parents of Benjamin Stymest, and of John Bailey Williston. I think that the Stymests of St. John and those who lived at Miramichi were related. John Bailey Williston, a Loyalist, is said to have landed at St. John in 1783, or thereabouts, and made his way to Bay du Vin, Northumberland Co., N. B., settled there and worked at his trade (wheel wright). He there married Pheobe Stymest, daughter of Benjamin Stymest, also a Loyalist, 13th March, 1788. Eastern Rhode Island or Long Island is said to have been the home of both Williston and Stymest.

B. T. WILLISTON.

Jasper Stymest, carpenter, was made a freeman of St. John, at incorporation of city in 1785. Benjamin M. Stymest, tanner, probably his son, was made freeman in 1813. John Bailey Williston does not appear on the list of freemen. Edward Williston appointed Solicitor-General of New Brunswick, 1866.—[ED.]

11. The third wife of Robert Ray was a daughter of Noah Disbrow, Sen., and at the time of her marriage to Ray was the widow of —Fowler of the

family of that name who originally settled at Hammond River, Kings Co., N. B. Wanted, the Christian name of above Fowler.

D. R. JACK.

12. In connection with the annotation of a translation and reprint of Nicolas Denys' work, "Description géographique et historique.....Historie naturelle.....de L'Amérique Septentrionale," Paris, 1672, I wish very much to ascertain:

(1) Is there a copy of this work owned in the Maritime Provinces?

(2) Is there in print any discussion of the exact sites or locations, with descriptions of their present condition, of any of the principal establishments mentioned by Denys in Nova Scotia, viz:

a. Port Lameron, and the French settlement there.

b. La Tour's Trading post on one of the Tusket Islands.

c. La Tour's fort at Cape Sable; it is commonly said to have stood on the present Port Latour, but Barrington Bay would fit the description much better.

d. Denys' fishing establishment at Liverpool harbor.

e. Razilly's fort at La Have, and Denys' own establishment there.

f. Giraudiere's post on St. Marys River, at or near Sherbrooke.

g. Denys' establishment at Chedabucto.

h. Denys' fort at St. Peters.

The references in Haliburton, Murdoch, Bourinot and McLeod's Markland, I know; but I should like references to any rarer of local publications, discussing the sites of these places.

W. F. GANONG.

Nonthampton, Mass.

13. I am desirous of obtaining information concerning Abraham Vanderbeck, who had property left to him in New York city. He came to New Brunswick with the Loyalists in 1783.

J. W. VANDERBECK.

ANSWERS TO QUERIES.

(1)—*Perley*.—The following list of children of Thomas Perley (1668-1745); is taken from History of Boxford, Mass., by Sidney Perley, published by author in 1880:

- i.—Lydia, born 1696.
- ii.—Mary, born 1697.
- iii.—Hepizibah, born 1699.
- iv.—Moses, born 1701; died 1702.
- v.—Sarah, born 1703.
- vi.—Thomas, born 1705, whose son, Israel, married Elizabeth Moores.
- vii.—Mehitable, born 1708; died 1723.
- viii.—Rebecca, born 1710.
- ix.—Allen, born 1714.
- x.—Asa, born 1716.
- xi.—Margaret, born 1719.

G. O. BENT.

6. I possess a copy of the work mentioned on page 153 of your April issue. Its title is badly misprinted in MacFarlane's Bibliography, from which you took your title. This is a rare and valuable book. The following is the correct title: "Sketches | on | The Nipisaguit | A River of New Brunswick, | B. N. America | By | William Hickman, B. A. | Halifax, N. S. | Published by John B. Strong, Bookseller and Librarian | London: Day & Son, Lithographers to the Queen. | Gate Street, Lincoln's Inn Fields. | 1860." Size 15x11 inches, with 8 beautiful colored lithographs, having explanatory text of each.

W. F. GANONG.

Book Reviews.

"Church Work," the organ of the Church of England in the Maritime Provinces, has been purchased by a new company. Rev. C. W. Vernon, of North Sydney, has been appointed managing editor, and the paper will be published in that town.

The form has been changed from magazine size to that of an eight page five column paper, in order to permit of illustrations being used to better advantage.

The paper contains news of the parishes, news of the Church of England in Canada and elsewhere, general items of secular and religious news, editorials and contributed articles by leading churchmen of all schools of thought, departments devoted to the various branches of church work. The first issues under the new management are well edited, well printed, and freely illustrated, and will be found highly attractive to members of the Church of England, both in Canada and abroad. Notwithstanding the high standard of the publication, the subscription price remains at 50 cents a year.

"The Old Fort at Toronto," 1793-1906, by Jean Earle Geeson, 16 pp., paper, 5 x 7 inches.

This interesting work comprises, as the title indicates, a brief history of the "Old Fort" at Toronto, with suitable illustrations. The Board of Education of Ontario has just purchased 3,000 copies of this pamphlet, which is now being used for supplementary reading in the senior classes. On Friday afternoons during the month of June groups of the senior scholars from the Toronto public schools were allowed to leave school at an early hour in order that they might visit the "Old Fort" and study its history on the spot. Interesting talks were given on the ground by Col. J. Vance Graveley and Miss Jean Earle Geeson, the authoress of the sketch under review.

To all those who are at all conversant with Canadian history, the name of Pontiac, the great head of the Indian race during his period, is familiar. He formed a federation of the various tribes, threatening extermination to the British posts, nine in number, which had been established along the western frontier subsequent to the cession of the Canadas to England by France.

His method of procedure was to invest the various forts one after another with his warriors, cut off all communication with the others, and leaving no hope of succor to offer terms of surrender which were never kept.

One by one seven of these outposts fell, their defenders being victims to their confidence in the honor of their tricky opponent, until only two, Detroit and Michilimackinac, or Mackinaw, as it is now called, remained. All the cunning that Pontiac was capable of was used in his effort to obtain possession of the last of these strongholds, and the following plan was finally resorted to:

During a temporary truce, a game of lacrosse was arranged for, to take place, simultaneously, on the common or clearing on which the forts rested. The guns of the warriors had been cut short and given to their squaws, who were spectators of the game, and who concealed the shortened weapons beneath the folds of their blankets. Gradually the centre of action in the game was worked nearer and nearer to the entrance to the fort, when suddenly with a dexterous twirl the ball was flung over the ramparts into the fort, and permission asked to recover it. This granted, the Indians dashed forward with a fierce yell for the accomplishment of their treacherous purpose, but with very different results in each case.

At Detroit, Pontiac and his followers had scarcely crossed the bridge when, to their rage and disappointment, they beheld the brave garrison, composed principally of the remnant of the brave 42nd Highlanders, fully prepared, and under arms, for their reception. Their design had been made known to the Governor by an Indian woman who owed a debt of gratitude to his family.

At Machilimakinac, the same artifice was resorted to, and, there being no guardian angel to warn them of danger, all, except one or two traders, fell a victim beneath the knife, the war-club, the tomahawk, or the rifle.

The story under review is founded solely on the artifice of Pontiac to possess himself of these last two British forts. All else is imaginary.

The work throughout is full of dramatic incidents and thrilling situations, and may, without doubt, be classed as one of the best of the thoroughly Canadian novels.

The latter half of the work is possibly not quite as strong as the earlier portion, and more improbable incidents are resorted to in order to keep up the excitement of the story. Yet it is a work that all those who would familiarize themselves thoroughly with Canadian history should read.

A tribute to the gallant author of the work, from the pen of Sir John Harvey, dated at Government House, Fredericton, N. B., November 26th, 1839, is quoted in the introduction to the work, *in extenso*. At the termination of the letter that gentleman writes:

"With regard to your very flattering proposition to inscribe your present work to me, I can only say that, independent of the respect to which the author of so very charming a production as 'Wacousta' is entitled, the interesting facts and circumstances so unexpectedly brought to my knowledge and recollection would ensure a ready acquiescence on my part."

Wacousta, a tale of the Pontiac Conspiracy, by Major Richardson, with illustrations by Charles W. Jeffreys. Historical Publishing Co., Toronto, 1906. 454 pp. 5 x 8. Cloth; boards.

"The proper study of mankind is man," so Pope tells us in his *Essay on Man*. Genealogy is a study to which both in the new world and in the old more attention is being devoted year by year. The Egyptians of old left their records carved in enduring stone. The Indians of North America kept their genealogical records in the less enduring form of

a totem-pole carved in wood. The Egyptian record will remain long after the last example of a totem-pole preserved in a museum will have crumbled to dust. As the wealth of a country increases, a leisure class is created, part of which, at least, usually, in the course of time turn their attention to the study of art and literature. Genealogical research becomes, to one who pursues it for any length of time, even more fascinating to the student than does the study of painting, of music, or other forms of literature.

A Pettingell Genealogy is the latest publication of its class in which the annals of an Acadian family are recorded. The Pettingell Wharf is now nearly all that remains to remind us of a once numerous family which came to the city of St. John early in the past century. Thomas Pettingell, of Newbury, Mass., married at Newburyport, July 15th, 1791, Rhoda, daughter of James Carr; she died at St. John, N. B., October 15th, 1818, aged 57; he died April 4th, 1854. He came to New Brunswick about 1794, and built vessels on the Oromocto and Kennebecasis rivers, and at St. John, to which place he removed in 1808. The names of many of his descendants, Pettingell, Hay, McCready, Baxter, Hayes, Snow, etc., are given in the Pettingell Genealogy.

A Pettingell Genealogy, 582 pp. Cloth; boards; 7 x 10; compiled by John Mason Pettingell, edited by Charles I. Pettingell, Boston, Mass. Price to non-subscribers, \$8.00.

