

ACADIENSIS

.....EDITED BY.....

43

DAVID RUSSELL JACK



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to the Interests of the
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BOOKS WANTED.

ROBERT BURNS. Poems. Printed by James Robertson, in the Island of St. John, (now Prince Edward Island) in 1788 or 1789.

CANADIAN REVIEW AND LITERARY AND HISTORICAL, Montreal, 1825, Part 4.

QUEBEC MAGAZINE. 1792 - 1794, Any parts of vol. 4.

NEW BRUNSWICK MAGAZINE, published some years ago. Vol. 3, part 6—Vol. 5, any part after the 5th.

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VIEW OVER THE GARRISON LAND AT PRESQUILE, N. B. LOOKING NORTHEAST ACROSS THE SAINT JOHN

Photo by W. F. Ganong, July, 1907.

ACADIENSIS.

VOL. VIII.

JANUARY, 1908.

No. 1

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

Notes on the Historical Geography of New Brunswick.



IN Volume XII of the Transactions of the Royal Society of Canada, I published a Supplement to my Monographs upon the historical geography of New Brunswick thus definitely bringing that series to a conclusion. New matter, however, will undoubtedly come to light in the future, and I propose to publish such material from time to time in this Magazine.

I.—THE SITE OF THE OLD GARRISON AT PRESQUILE.

Some twenty miles above Woodstock the small river Presquile falls into the Saint John on its western side, and in the lower angle between them, on a commanding lofty bank, Governor Carleton established in 1791 a military garrison. Its object was to give greater security to the settlers from the Indians, to facilitate winter travel along the Saint John to Quebec, and, very likely, to help influence the settlement of the International Boundary, even then coming into controversy. The history of the post was peaceful, and it was abandoned, as a military station, in 1822. No description of the place during its occupancy by soldiers appears to have been preserved, aside from the account of a night spent here in 1815 by Sir George

Head on his winter voyage to Quebec, described in his "Forest Scenes and Incidents in the Wilds of North America (London, 1838)." There is a brief description of the place in 1825 in Fisher's "Sketches of New Brunswick," (page 42), and another of some interest, mentioning the barracks, the guard house and the "smooth parade," in the "Lay of the Wilderness, a Poem in five Cantos; by a Native of New Brunswick," Saint John, 1833, page VI and VII. Its history has been to some extent written by Rev. Dr. Raymond in Nos. 72, 73, 74 of his series on the History of Carleton County published some years ago in the Woodstock Despatch, a series, by the way, which should be reprinted in good book form. In July, 1907, I visited the place, still known as the Garrison Land, took the accompanying photograph, and was shown all the principal places of interest by the owner, Mr. G. C. Turner, whose memory goes back to the time when all of the buildings, or their ruins, were still in position. The photograph is taken from the slope of the hill on the southwest, looking northeast across the Saint John, the Presquile lying just beyond the houses on the left, and the Shikatehawk (or "Rogues Roost") Mountains rising on the right. The Blockhouse, which Mr. Turner well remembers, and which was used as a toolhouse within his recollection, stood on the edge of the bank exactly in the open space where the river shows most clearly, and the place is farther marked, and semi-permanently, by a large pile of stones (invisible in the picture) thrown over the bank just at that place. The spot commands a remarkable prospect up the river and would give as good a view down were this not now obscured by the trees on the bank. From near the blockhouse the barracks buildings, the foundations of which Mr. Turner has himself obliterated in cultivating the land, extended to the right in a line parallel

with the bank nearly as far as the poplar tree, the white trunk of which can be seen on the extreme right of the picture. Between the site of these barracks and the observer lies the parade ground, a nearly level field of considerable size, to whose features, fitting it for the purpose, the picture does not do justice. On the left, near the modern residence, can be seen an old building. This is the only part of the old garrison structures now remaining. It is the old provision storehouse of the garrison, later occupied by members of the Turner family as a residence, and now used as a carpenter shop. The frame and part of the great clapboards, fastened in place by hand-made wrought iron nails, belong to the original building. Between this structure and the observer can be seen the corner of the fenced enclosure forming the garrison burial-ground, which has been used also for later burials. On the extreme left can be seen the residence of Mr. Turner. Mr. Turner's grandfather, William Turner, was the last commissary of the garrison, and a prominent resident of this part of New Brunswick. He died in 1817 and one of his sons occupied the place in his stead, after which another son followed, and then the latter's son, the present owner. Thus the place has been from the first occupied by one family.

W. F. GANONG.

Marie Jacquelin.

Memoir et Fidelis.

When France her sons and daughters sent,
New Empire's seeds to sow,
There went the faithful Jesuit,
The ardent Huguenot;

Adventurers and gentlemen,
Traders and sailors bold,
Followed the flag for God and King,
Or e'en for gain and gold.

One, fearless, Marie Jacquelin,
Sought Acadie's far shore;
Summoned, she sailed wide seas across,
To wed the gay LaTour.

In her his cause found champion bold,
As fortune e'er decreed;
Eager and fit—head, heart and hand,
She wrought in hour of need.

In France with Kings and Courtiers,
And merchants of Rochelle,
With Puritans of Boston town,
Nobly she strove and well.

In last resort, her liege lord gone,
She made a gallant stand,
To hold her fort, to save her cause,
And stay proud D'Aunay's hand.

Her little band of Huguenots,
She rallied day and night,
And amid blood and battle-smoke,
She fought her last brave fight.

She lost; and D'Aunay's banner waved
O'er her well-held rampart,
O'er Fort La Tour and old Saint John,
And a woman's broken heart.

She died; among too ardent souls
Where evermore death reaps,
And lying by the Baie Francoise,
At rest she slept—and sleeps.

GILBERT BENT.

Francoise Marie Jacquelin, Acadian heroine, better known as Madam LaTour, came from France to Acadie to wed Charles LaTour, in 1640. She proved, to use the words of Francis Parkman, "a prodigy of mettle and energy."

The story of her vigorous espousal of LaTour's cause and her active part in resisting the authority of the Seigneur D'Aunay; of her valiant efforts on LaTour's behalf in France as well as in the Massachusetts Bay, where, among other exploits, she won a suit for £2,000, damages against a ship for delaying her passage from England; of her gallant defence of Fort La Tour, at the mouth of the River St. John, in April, 1645, at the head of a little band of Huguenots and English, against the superior forces of D'Aunay, and her broken-hearted death at the fort, June 15th, 1645;—all this is matter of history of interesting and romantic order, hardly, even yet, fully and fairly recorded. It may be that Madam LaTour was fanatical, and had not law and authority on her side, but she stands out—devoted, brave, heroic—a most picturesque figure in the history of New France.

Epitaphs.

Church of England Graveyard, Kingston, Kings County, N. B.

Copied by Rev. W. O. Raymond, LL.D.

God is Love. | In memory of | Mary Scribner | wife of | Arthur Quinn, | Died April 9th, 1870. | Aged 77 years.

John N. | Son of Joseph & | Elizabeth Lamb | Died | October 1, 1868 | aged 21 years. | Weep not for me my parents dear | I am not dead but sleeping here | I was not yours but God's alone | He loved me best and called me home.

Sacred | to the Memory of | Matilda | wife of James Hayes | who died Jan'y 18th 1851. | aged 37 years. | Pain was my portion Physic was my food, | Groans was my devotion, | Which did me no good. | Christ was my Physician | He knew which way was best | To ease me of my pain, | He sent my soul to rest. | Once in life I did sojourn, | Once dust I was to dust I now return; | All in the silent grave I lie | Along with many more | Until the day that I appear | My Saviour Christ before.

In memory of | Susannah E. | wife of | Wm P. Flewelling | who died | Nov. 9, 1835 AEt. 18 years. | Also Susannah E. | their dau'r. died Nov. | 28, 1836, AE 1 yr. | Friends stop and see me as you pass by | As you are now so once was I | As I am now so must you be | Prepare for death and follow me.

Esther Ann | wife of | William P. Flewelling | and daughter of Gabriel & | Rebecca Merritt | died Mar. 23, 1854 | in the 41st year of her age. | When Christ who is our life shall appear | then shall ye also appear with him in glory. | Also their infant daughter (The balance of inscription is buried, stone having sunk in ground.)

Samuel J. Hoyt | Died | 21st March 1874 | aged 36 years also his son | George Samuel | Died | 14th Oct. 1873, | aged 6 | Weeks | & 3 days. | "Blessed are the dead | who die in the Lord."

In memory of | David W. Puddington | died | 2nd Feb. 1885 | aged 72 years.

In memory of | Hannah Elizabeth | wife of | D. W. Puddington | Died | 13th Feb. 1877 | aged 63 years.

Hattie V. | wife of | Otis Clark | died May 21, 1892 | aged 30 years | at rest.

Julia Foster | died | 30th April, 1875 | aged 26 years.

Martha S. Daniels | died | Nov. 25, 1873. | aged 57 years.
 In memoriam | Augusta F. I. Peters | died | 18th Jan. 1888. |
 aged 40 years | He giveth His beloved sleep.

Sacred to | the memory of | Amelia A. P. | Widow of William
 T. Raymond | and wife of | Charles A. Wiggins | Died Aug. 15.
 1897 | aged 61 years. | Asleep in Jesus.

In | Memory of | James Peters | died | 11th Aug. 1875 | aged
 82 years | "Trusting Jesus that is all."

In | Memory of | Eliza A. | wife of James Peters | Died 10th
 June, 1871 | aged 62 years. | Rock of ages cleft for me.

In | memory of | William T. Raymond | died | 25th February
 1878 | aged 49 years. | Nearer my God to Thee.

L. Jane Crawford | died | Sept. 24, 1893, | aged 78 years |
 Alfred Crawford | died | Dec. 6, 1860 | aged 33 years.

God is Love. | In | Memory of | Moses M. Perkins | died |
 Nov. 21, 1876 | aged 66 years.

James H. Perkins | Born Jan. 24 1806 | Died Sept. 5th 1886. |
 also | Caroline A. W. | his wife | Born Jan. 26, 1822 | Died April
 1, 1890 | Gone to the mansions | of rest.

In loving Memory of | Eli S. Northrup | Died | August 23,
 1893 | aged 74 years | He put his trust in the | Lord. | His wife |
 Susan, | Died Feb. 7, 1897 | aged 68 years.

Emma | Beloved daughter of | Eli S. and Susan | Northrup |
 died | July 17, 1854 | aged 3 months.

In memory of | David Wetmore | Died 5th May, 1882 | aged
 79 years | Eliza wife of | David Wetmore | Died 8th March,
 1871 | aged 64 years | Also their daughters | Charlotte A. |
 Died 18th Feb. 1851, | aged 21 years | Mary A. | Died 18th
 April 1865, | aged 33 years | Hannah O. | died 6th Jan. 1870 |
 aged 26 years.

In memory of | Nancy | Wife of | Charles Dickson | Fifth
 daughter of | Dr. Adino Paddock | Died Nov. 21, 1877 | aged
 45 years.

In Memory of | Sarah | fourth daughter of | Dr Adino Paddock |
 who departed this life | 15th March, 1854 | in the 28th year |
 of her age.

In | Memory of | Dr Adino Paddock | Died August the 11th |
 1859 | In the 73rd year of his age.

In Memory of | Nancy | Wife of Dr Adino Paddock | who |
 departed this life | On Sunday night | 2nd Nov. A. D. 1851.

Alexander Black | born | In Galston Ayrshire | Scotland |
 May 29th 1798 | Died | In Kingston Kings Co. | New Bruns-
 wick | April 10th 1861.

Father of All! in death's relentless chain | We read thy mercy

by its sterner name. | In the bright flower that decks the solemn
bier | We see thy glory in its narrowed sphere | In the deep
lessons that affliction draws, | We trace the curves of thy en-
circling laws | In the long sigh that sets our spirits free | We
own the love that calls us back to thee.

In memory of | Cornelius Nice | of the Parish of | Kingston |
who departed | this life | Aug. 14, 1857 | in the 67th year | of
his age.

In Memory of | DELIVERANCE | wife of | Cornelius Nice |
Died 19 Dec. 1856 | aged 68 years.

In | Memory of | James Snider | died | Jan. 3rd 1872 | aged
84 years. | My fourscore years are past | and like an evening
gone.

Herbert E. W. | Entered into rest | June 18, 1894 | aged 38
years | Them that sleep in Jesus | will God bring with him. |
Charles E. | died | March 2, 1858 | aged 6 months | Of such is
the kingdom of heaven | Children of David D. & | Hannah S.
Northrup.

Agnes Maud | aged 4 years | & 7 months | Daughter of |
Thomas & | Phoebe Paddock | Suffer little children | to come
unto me.

James F. Daniels | Died Feb. 26, 1894 | aged 81 years.

H. J. LeB. | Died Dec. 7, 1901 | aged 31 years | Son of James
F. & | Margaret Daniels.

Nettie S. Robinson | Died Aug. 14, 1884, | aged 28 years |
Daughter of J. F. & | Margaret Daniels

In Memory of | D. Benedict Crawford | Departed this life |
July 3d, 1872 | aged 51 years. | Meet again! Yes we shall meet
again!

In loving remembrance of | Margaretta Ganong | Widow of |
D. B. Crawford | Who departed this life | Dec. 27, 1896 | aged
71 years | "In God we trust."

Andrew Shampir | died | April 3, 1885 | A ed 80 years |
Hannah | wife of | Andrew Shampir | died | 23 April 1882. |
aged 68 years. | She made home happy

Edgar Shampir | died | 20th Nov. 1853, | aged 18 years.

J. Whiley Shampir | lost at sea | October 1876 | aged 29 years.

Oliver V. Shampir | died | 26th Sep, 1880 | aged 38 years.

Ann Shampir | died | Nov. 1, 1885, | aged 86 years.

In memory of | Bradbury Mills | who died on the 17th | of
October, 1840. | In the 85th year | of his age.

Mary Adaline Mills | who died 3rd Oct'r | 1818 | aged 3 years |
and 3 days.

In | memory of | Joseph Kierstead | who departed this life |

Jan. 12, 1878 | aged 68 years | Blessed are the pure in | heart
for they shall see God.

In memory of | William J. Flewelling | died | Mar. 6, 1873,
aged 82 years. | also his wife | Elizabeth | died | May 21, 1836 |
aged 45 years. | Blessed are the dead which | die in the Lord.

In memory of | S. Lavenia Wetmore | Born Sep. 10, 1848 |
Died Jan. 21, 1881 | aged 32 years.

In memory of Elizabeth Caroline | who died | November 19,
1849. | aged 11 years | also | Arianna Theresa | Died July 3rd,
1855, | aged 8 years | Children of Elijah A. | & E. Sarah Perkins. |
Blest are the early called, the youthful dead | Deep love waits
round them till lifes peaceful close | For them the sigh is
breathed the tear is shed | and hallowed is the place of their
repose | There with affection come to weep—And with undying
faith their memory keep.

Sacred | to | the memory of | Julia Ann | wife of | Edward B.
Smith | Esquire | who departed this life | on the 1st day of
December | A. D. 1846 | aged 44 years. | Also | Edward B.
Smith | who departed this life | December 4th 1872, | aged 68
years | Also | Mary | Relict of the late John Webster | who
died on the 10th day of April | A. D. 1858 | aged 76 years.

In memory of | Margaret | wife of | Alexander McAlary |
Died 22nd March 1850 | aged 52 years. | Also Joseph | their
son | Died 24th March, 1838 | Aged 10 months. | Few are the
days and full of woe | O man of woman born | Thy doom is
written dust thou art | and shall to dust return.

In memory of | Elizabeth Nutter | Died May 22, 1886, | aged
85 yrs. | Jane Nutter | Died July 6, 1887 | aged 79 yrs.

(To be Continued.)



In and about Halifax—Notes of Earliest Times.



HERE was published in Paris, in 1630, a very interesting book in two volumes, entitled "Champlain's Voyages." This work covers the period of the exploration and colonization of that great navigator and pioneer in the new World from 1604 to 1635. He describes in the most interesting way the whole country, the harbours, rivers and the appearance of the country, the trees and strange animals and people he found here, interspersed with the legends and earlier history of the country as related by the natives.

In his first volume he gives an account of a voyage of exploration made along the coast of Nova Scotia, containing the following quotations:

"From Sesambro (Sambro) we passed a very safe bay (Baie Saine) containing seven or eight leagues, where there are no islands in the route except at the head of it, where there is a small river."

The context shows that this is undoubtedly a reference to the sheet of water now known as Halifax Harbour and Bedford Basin. Any resident of Bedford will recognize the accuracy of the narrative. This was in 1604, or not much later, and it is a long while before the Basin is again mentioned.

THE COMPANY'S SETTLEMENT.

The next reference I find is in connection with the history of what was known in those days as The Company. Various companies of merchants had been formed ever since 1619 for the purpose of buying furs, trading with the Indians and for fishery purposes. The most famous of these companies was doubtless

The Company of New France, established under the auspices of Cardinal Richelieu in 1627 with very extensive and almost exclusive powers in the New World. After the revocation of its charter in 1664 the field was thrown open to many smaller private trading companies. Some of these made serious attempts at colonization and among the settlements established was one of fishermen at Chibouctou. Just where this settlement of fishermen was on the shore of the harbour I have been unable to decide, but probably it was near Point Pleasant, on the North West Arm and not on the Basin itself. Wherever it was, the information I find concerning it, is very interesting.

This village was visited in 1698 by the French Governor of Acadia, the Chevalier de Villebon, and he suggested to his Government that the fishermen could be employed most profitably in the seal fishery during the winter months. Whether the seal fishery was very extensive I cannot say, but it is morally certain that the Chibouctou fishermen were never so employed; for when Governor Villebon visited the settlement in the following year he found that the majority of them had withdrawn to Boston. The settlement had been in the hands of two Protestants, Paquinet and Daubré, and Villebon says that these men and their comrades left because of their religion, and he recommends that no more Protestants be sent out by the company. The Governor found only nine men left, including the surgeon and the priest, three of whom were Irishmen, and they had taken but twenty-five quintals of dry fish. They said there was no fishing in the neighborhood and expressed a wish to go to Placentia, in Newfoundland. Villebon, however, was not prepared to approve of their transfer and refused their request. The English had been fishing in the vicinity with better success and Villebon

probably thought that the removal of the French fishermen would permit an occupation by the English rivals. One writer of this period, Diéreville, (in his book published in 1708) gives a very interesting account of a voyage from Rochelle in a vessel "La Royale Paix," to obtain plants for the Royal Gardens. Fifty-four days out—October 23, 1699 — they ran short of provisions and were obliged to put into Chibouctou, "called Baye Senne on the Chart," where they soon found the help they required. He refers particularly to a very curious structure used for drying codfish: "It was as long as half the wall of Paris, and as wide, built on a fine beach along the river,(?) at such a distance that the water can pass under it when the tide is full, and carry off the refuse. Imagine you see a bridge of wood built on the land, with large trees stuck in very far on the water side; on their extremities other pieces of wood across well jointed with similar work not so high on the land side because of the slope, and over all that young fir trees long enough to carry on the two sides, evenly arranged one against the other and well nailed at both ends to the pieces of wood that support them, and they will know that it is this machine that fishermen call a *degras*. (The English call it a "flake.") They spread the codfish, well-opened, upon it during the summer, turning it and re-turning it, without ceasing, to cause it to dry, and to render it what it ought to be, and as it is seen in a thousand places in the world where it is easily carried on." I really don't think this a very lucid description of this wonderful contrivance — Diéreville goes on to say that the place was without inhabitants. "It had been made before the last war by French fishermen who were settlers there for a company which did not find it profitable." He found Indians there and entertained three of the chiefs on board his ship. They took him to see

the grave of the missionary, Thury, who had recently died, and which they had covered with pebbles, smoothed to a level surface.

Villebon writing in 1699 says that "Mandoux takes this mission, but does not know the Indian language. Besides they cannot be induced to give up their lands and settle in one spot. The work they do on the land would not support them, it would be so little. It is their maxim to feast when they have food, and when without, they suffer much."

Governor Villebon died in 1700, and M. de Brouillan, then Governor of Placentia, was appointed his successor. The new governor made a tour of inspection in 1701 and put into Chibouctou on account of contrary winds. He describes the inlet as "one of the finest that nature could form. It is true that to make it secure would cost rather dear because its entrance is wide and very easy of approach. I found there two or three hundred savages who represented to me the grief they felt in having received the knowledge of the true religion without having the means of cultivating it bestowed on them. I gave them to understand that they should receive satisfaction on this subject bye-and-bye."—A marginal note directs a missionary to be sent to them.

The next mention of the settlement is in 1702, soon after the accession of Queen Anne when war was declared by England, Holland and Prussia against France and Spain. Plans were set on foot by the English for the siege of Quebec and Port Royal, and by the French for the destruction of Boston. A fleet was to be sent from France and it is recorded that the Governor stationed look-out parties at Chibouctou and La Have that they might speak the French men-of-war in the spring and give him news.

The next mention made of the settlement seems to be 1705 when it was visited by the missionary,

Father Felix. Another writer, Bonaventure, writing in 1705, gives it as his opinion that the failure of the French settlement at Chibouctou was due to exposure of the settlement to attack. "I do not think," he writes, "the inhabitants of St. Malo, or of other places would engage to settle a place like Chibouctou until they see that His Majesty has laid the foundations for a fort."

The same year, M. de Brouillan, the Governor, on his return from France to Port Royal in the King's ship, "La Profond," died at sea — September 22, 1705 — near the entrance to the Baie Senne, and the body was buried at sea.

D'ANVILLE'S EXPEDITION.

The period between the death of M. de Brouillan and the year 1745 is passed over in my note book with scarcely a line.

The loss of the French possessions followed by the Treaty of Utrecht in 1713, the efforts of France to maintain Louisburg and other strategic centres, and to recover her prestige and influence throughout the country, the consequent uneasiness of the inhabitants, the siege of Louisburg and its result, are all matters fully dealt with in any school history. The plans laid by England to secure her victories, served to stimulate the exertions of the French for the recovery of their fallen prestige.

In 1746, plans were laid on a gigantic scale to recapture, not only Louisburg but all Nova Scotia, and to carry destruction to the settlements of the New England Coast. A fleet was accordingly fitted out in French waters, consisting of fourteen ships of the line, twenty frigates and thirty-four other war vessels, transports, fireships and privateers, manned by about 10,000 men. The soldiers on board the transports numbered 3,150 and enormous supplies

of provisions, arms, and ammunition were placed on board.

This fleet was placed under the command of de Rochefoucauld duc d'Anville, Lieutenant-General of the French Naval forces, one of the most promising naval commanders of the day. He is said to have been a man of most charming personality, of about forty-five years of age, with the taste for letters and the elegance of manners which characterized his illustrious family. D'Anville's instructions were to proceed to Louisburg and recapture and dismantle it; to proceed to Annapolis, take it and leave a garrison; to proceed to Boston, which he was to burn; afterwards to annoy and distress the coast settlements, cruising as far south as the English Sugar Islands of the West Indies.

Two frigates, *l'Aurore* and *le Castor*, left Brest in advance in April, and arrived at Chibouctou in June where they intended awaiting the main body of the fleet. They made the harbour head-quarters for privateering on their own account and succeeded in capturing several English warsloops and traders, with a number of prisoners, about 170. In August, however, the French ships ran short of provisions and their Commanders resolved on a return to France without waiting for the arrival of the rest of the fleet. The prisoners were placed in charge of de Repentigny and sent to Quebec and the two frigates left Chibouctou on August 12th, bound for home.

Meanwhile the great Armada had sailed from Rochelle on June 22nd. They met with contrary winds and storms, particularly a storm on September 2nd, near Sable Island, where four ships of the line and a transport were left in distress and not afterwards heard from. This storm scattered and dispersed the squadron; two ships bore off to the West Indies; one put back to France; one of these was burnt and

another captured by English warships. Four other ships were sent on special convoy duty with orders to rejoin the fleet at Chibouctou. Another ship of the line got into Beaver Harbour, N. S., about the beginning of September, and about the 10th of that month, d'Anville himself arrived at Chibouctou with but six or seven of his ships. Here he found only one of his ships, which had arrived three days previously. A week after d'Anville's arrival, three transports arrived. The detachment sent on special convoy duty had called a few days before but finding no ships of the fleet had arrived, took the opportunity of getting away as soon as possible and set sail for France, avoiding the rest of the fleet. On September 16th, the Duc d'Anville was stricken with apoplexy, it is said, and died the same day. Various other accounts existed as to the cause, and possibly poison contributed to the death of a man already overwhelmed with grief and sickness. He was buried the following morning "on a small island at the entrance of the harbour."

In the afternoon of the same day, the Vice-Admiral d'Estournelle, with three ships of the line, arrived. A council of war was held, and d'Estournelle, now in command, proposed a return to France. Only seven ships of the line remained, the majority of the land forces were in the missing transports, the other soldiers at Chibouctou were in a sickly state. From 1200 to 1300 are said to have died at sea, and 1130 at Chibouctou, from scorbutic and enteric fever. Even the Indians caught the disease and died in great numbers. The proposal to return was discussed for seven or eight hours, and the majority of the officers opposed it, maintaining that some attack should be made upon the English before finally deciding on such a course. It was suggested that matters would improve on the establishment of communication with

the French settlements. Fresh provisions had arrived from the Acadians at Minas, the sick were recovering, and if nothing could be done at once, they still, might be able to capture Annapolis, after wintering at Casco Bay or some other friendly port further South. D'Estournelle pressed his points in favor of a return and when he found his proposal would not avail, he became agitated, fevered and delirious. Next morning he was found fallen on his sword, and within twenty-four hours he was dead. He is said to have been buried on George's Island. Later, his remains were removed from the Island to France by his family.

Soon after his death, some of the missing transports came in and on orders from la Jonquiere (the Governor of Canada who was on board the flagship) on whom the command now devolved, some of the soldiers were encamped on the shore. The encampment it is said, was on the Western side of the Basin near the small cove about four miles from the City, which still bears the name of the French Landing. Five of the ships were sent to Quebec, and about the middle of October, a council of war was held and it was decided to sail towards Annapolis and reconnoitre the situation. Before leaving *la Parfaite*, a prize ship captured off Carolina, also a vessel captured near Antigua, and some fishing schooners were burned. The ribs and hull of one of these vessels could still be seen about 1830, buried deeply in the sand at low tide off the shore at Millview, but not a trace of them is now to be found.

It is unnecessary to follow the fortunes of the fleet further in detail. Storms, sickness, mutiny, desertion, wreck and multiplied disasters overwhelmed and dispersed this once magnificent armada:—hardly a ship returned to France and the gigantic design was forever abandoned.

HALIFAX AND FORT SACKVILLE.

In February, 1748, Governor Shirley, of Massachusetts, submitted to his home government a plan for the civil government of Nova Scotia. One result was the founding of the settlement of Halifax in the following year under the auspices of the Board of Trade and Plantations. Col. Cornwallis was sent out and arrived at Chebucto on June 31st (O. S.) 1749, the settlement he founded being named after the President of the Board of Trade, the Earl of Halifax.

The day after his arrival he wrote a despatch to the Duke of Bedford, then Secretary of State, in which he set forth many facts still very interesting to all of us at the present time. "All the officers agree the harbour is the finest they have ever seen. The country is one continued wood. No clear spot is to be seen or heard of. The underwood is only young trees, so that with difficulty one might walk through any of them. D'Anville's fleet have only cut wood for present use, but cleared no ground. They encamped their men upon the beach."

Tradition says that on clearing the ground for settlement a number of dead bodies were discovered among the trees, partly covered by the underwood, and supposed to have been soldiers of the ill-fated fleet, but no confirmation of this appears in the Governor's despatches.

"I have seen but few brooks nor have as yet found the navigable river that has been talked of. There are a few French families on each side of the bay, about three leagues off. (Bedford) Some have been on board."

In a later despatch to his Government, Governor Cornwallis observes that the two points (at the Narrows) that make the entrance to Bedford Bay are marked on a certain plan as the places proper to

fortify. He thinks that it must have been intended that the settlement should be within the bay (Bedford Basin) but points out the disadvantages and inconvenience of such a situation for fishermen.

On July 23rd, writing with reference to the protection of the new settlements from the French in the interior he intimates that he intends placing a Company "at the Head of the Bay where the road to Minas begins."

The next reference to a settlement at the head of the Basin occurs in his despatch of September 11th (O. S.) 1749. "This day Captain Gorham with his Company is gone to establish himself at the head of the bay in order to keep open in all events the communication with Minas and command the Bay. I have sent an armed vessel to assist him and materials of all kinds for barracks, etc." In another letter of the same date he adds that Captain Gorham is to remain all winter.

If Bedford ever wants to celebrate its natal day we have the best evidence as to the exact date in the above quoted despatch.

Under date October 27th, 1749, the Governor writes that "the posts at the head of the Basin had been made secure, and that General Philips with a detachment was in charge while Captain Gorham was absent with his Company on an expedition against the Indians." He adds that some of the French inhabitants had been employed in cutting a road from the Head of the Bay to the town. The Ranger Companies patrolled the whole Basin shore for Indians and were most efficient for this purpose. Gorham's Rangers come from Annapolis; they had been enlisted in New England and were chiefly composed of Indians of the half-blood.

In a return of the forces in Nova Scotia, March 30, 1755, Fort Sackville is mentioned as "a post at the

head of Chebucto Bay or Bason, about twelve miles by water and fifteen miles by land from Halifax. It is by this fort that the route lies to the interior parts of the Province, and from which Halifax may be alarmed in case of any sudden attempt of the French or Indians upon us by land."

The exact situation of this fort and the barracks previously referred to, was undoubtedly on the hill on the east side of the Sackville River, on the property known later as the Ordnance property, and more recently, as "the Look Out." The fortress consisted of a palisade and not of ramparts, and the house now occupied by Mr. Ternan near by does not seem to have been within the enclosure. At one time—July, 1762—the records show that the fort was occupied by one hundred militia men from King's County.

The old house on the hill back of the Fort has a most interesting history of its own. The frame work of this manor house is built of Norwegian oak, brought to this country nearly one hundred years ago, and is still in a splendid state of preservation. It seems to have been the local residence of the commanders at the Fort, and among these may be mentioned Colonel Scott and Colonel Beresford, though one source of information indicates that the latter was on the retired list. Colonel Beresford exchanged his English residence with one Lister, a local land proprietor, for all the land lying between what are now known as Sucker's Brook and Parker's Brook.

Colonel Scott died in Bedford and is buried in the wood about midway between the Fort and the Church of England cemetery. The situation of this grave can be obtained by an examination of the map of the village made about 1875 by A. F. Church (now a resident of Bedford), and to be found on his large map of Halifax County.

Near Colonel Scott's grave there is said to be an Indian graveyard, but I have never identified the situation, although I have a note or two in my note book about a night attack on the Fort by the Indians.

The old guardhouse of Fort Sackville stood in the field near the Windsor Road. Its chimney seems to have been so large as to permit the escape now and then of prisoners confined there. The guard house seems to have been demolished about 1883.

BEDFORD.

Bedford Basin got its name from John Russell, the fourth Duke of Bedford, who became Secretary of State in 1747-8 and resigned in 1751. He was afterwards Minister Plenipotentiary to France and died in 1771.

A search through the early newspapers of the Province, the notes contained on old maps and plans or a conversation with several of the octogenarians in the neighborhood are the only present sources of information for the enquirer into the early history of the village.

The village has been the scene of several enterprises of more than local importance. Mention must be made of several flour mills at one time established on the Sackville River just about the Fort. Below them was built the woollen mill still standing, the headquarters of the business of Tolson and Eastwood.

On the bank of the Nine-mile River, where it empties into Bedford Cove alongside the old Hammond's Plain Road, still stands the large deserted building which was established as a grist mill in 1836 by William B. T. Piers, who operated the mill and dwelt in the neighboring picturesque house until 1842 when the firm of Temple and Lewis Piers took over the business in addition to their ship-chandlery and rope-making

business in Halifax, and ran it until about 1857 when it was operated by other members of the same family until about 37 years ago, when it passed into the hands of William Hare and ceased operation. The success of this enterprise was destroyed by the building of the railway embankment in 1854 which shut off access by water to the building.

Higher up the same stream, at the foot of what is still called Paper Mill Lake, are to be seen the foundations of what was the first paper mill in Eastern Canada. It was built in 1819 by Anthony H. Holland and after his death was operated from the spring of 1837 for some years by Messrs. T. & L. Piers, of Halifax, with one Kissock as manager. Kissock afterwards erected a paper mill of his own between the old works and Piers' grist mill. This second paper mill was burnt down some years ago.

The bridge near the woollen mill must also be mentioned here. The first bridge at this point was built of wood in 1793, but this structure was replaced about 1806 with a splendidly built arch of masonry. In still later days the age of stone gave way to the age of iron and the present arch is one of steel construction. On the bridge is an inscription to the above effect.

On the map of Bedford, made by Mr. A. F. Church, one finds several bits of information of more than ordinary interest.

Mrs. Butler's home, on the eastern side of Basin, is marked on this map as Mrs. Langley's residence, and the house stood at the end of the road, the driveway from the house to the gates then forming part of the road.

Afterwards all the property on the eastern shore was subdivided into blocks and lots—Lister's Division as shown on a plan on file in the Crown Lands Office, Halifax—and the road was continued from the gates,

parallel with the shore towards Parker's Cove, until it crossed the road connecting the Dartmouth Road with this Cove.

The Cove was at that time the scene of shipbuilding operations, and a reference to this enterprise is to be found on Mr. Church's map. In extending the road along the shore to the Cove, in front of the property of Mr. H. S. Silver, the workmen came across two Indian skeletons in a very fair state of preservation, buried one above the other, and at right angles to each other.

On the hill side across Parker's Brook one finds remains of an old house said to have been the residence of a French refugee, Sabatier, but I have no confirmation of this tradition.

The land on this side of the Brook back to the next stream was all included in Crown Grant, and the map attached to this latter document is of considerable interest to the student of local history.

The road to the little church in the woods near the Fort seems to have had another course in the days when Mr. Church's survey was made, and to have straggled and stumbled aimlessly along until it emerged in the burial ground.

Mr. Church's map shows the location of several buildings remembered by many of the present residents of Bedford;—the old school house on the hill, (near Mr. J. A. Knight's house) the old hotel on the "lower road," the bowling alley in the rear of the Bellevue Hotel, the shipyard, near the "long wharf" and several other landmarks.

The plan of Lister's Division and the other plans attached to Crown Land documents, are valuable sources of information and one finds names there for all the paths through the woods.—Nottingham and Union Streets, First, Second, Third and Fourth Streets, Cambridge and Oxford Streets, High Street,

Shipyard Road, Routledge, Wardlaw and Sumner Streets, and many others, names almost forgotten in these modern days.

Incidents creating local excitement in the village occurred in 1782. It seems that a turnpike gate had been set up with a view of collecting tolls, under a provincial law not now in print. A party of armed men on horseback assembled at eleven o'clock on Saturday night, October 19, 1782, surrounded the keeper's house and cut the gate to pieces. On the 28th, a reward of twenty pounds was advertised for discovery of the offenders. The turnpike was again erected but three years later—in September, 1785—a similar disturbance occurred, and although rewards amounting to twenty-five pounds were offered, no discoveries were made.

In my notes, I find a reference to the publication of a newspaper or magazine in Bedford—"The Bedford Mirror"—edited by one O'Brien. I made several attempts to obtain a copy of this for the information it contains concerning local matters, but succeeded in locating only one copy of the paper.

PRINCE'S LODGE

The neighborhood of what is now known as "The Lodge" is interesting because of the residence there of Sir John Wentworth. As John Wentworth, he had been Governor of New Hampshire, his native province, before the American Revolution, and had also been the Royal Commissioner of Woods and Forests in America, his appointment as Governor of Nova Scotia being dated 1792.

He owned property of some hundred acres about six miles from town, and had a cottage there, which he called "Friar Lawrence's cell." In 1799, on account of failing health he moved out of Government

House and resided permanently at the cottage. He established a signal line with the town so that he could be informed of any occurrence in five minutes, and, if necessary, be in town within forty minutes. The villa was built altogether of wood, and consisted of a centre portion of two storeys covered with a flat roof, containing the hall and staircase, and of two wings, containing the living apartments. In the rear was a narrow wooden building containing the kitchen and offices, and extending some distance south and beyond the main building. This building was built with narrow pointed gothic windows and resembled a chapel. The rooms throughout the buildings were spacious and the ceilings low—the fashion in Halifax at the time.

The villa was set in a grouping of beech and birch trees, well arranged about well-kept lawns. These trees were the original forest trees, selected and permitted to stand in clearing the space for the buildings. The grove was traversed by many beautifully shaded walks and in several places by a carriage road, with vistas and resting places where little wooden seats and several imitation Chinese temples were erected. Several of these summer houses were in existence in 1828 and probably later and glimpses of them could be caught through the openings in the trees from the main road.

Some distance away, on the opposite side of the road, near the water, was the music room, surrounded by the rich foliage of the beech groves, and presenting a picturesque appearance on the approach to the Lodge.

In September, 1799, the Duke of Kent, Prince Edward, arrived to take command of the military forces at Halifax. He resided chiefly at the Governor's Lodge. Here he made great improvements and additions, but as the erections were all of wood,

they went to decay when unoccupied and there now remains hardly a vestige of them. The Prince returned to England in August, 1800, and Sir John re-occupied the villa. In February, 1801, there is a record of the stables, coach houses and offices being burned.

Sir John died in 1820, and the Lodge fell to his son Charles Mary Wentworth. The baronetcy also devolved upon Charles, but the title became extinct on his death.

Judge Haliburton in "Sam Slick, the Clockmaker," has given a most graphic description of the place as it appeared in his own day and it is well worth hunting up again.

Since the vivid description of the "Clockmaker" was written, the scene has undergone many changes. Every bit of the old house has disappeared and nothing now remains but the bare foundation hardly recognizable as more than a depression in the ground.

On a small mound, so sharp in outline as to appear artificial, overhanging the margin of the Basin, and about a hundred yards from the site of the villa stands all that now remains of the Prince's time and what is now frequently called "The Lodge," a small but elegant circular erection, with a dome, surmounted by a large gilded ball, flashing in the sunlight. There the military bands of the Prince's day discoursed music to the gay company at the Lodge.

On the death of Sir Charles Wentworth the Lodge passed to Mrs. Gore, the authoress, one of the family, and later to her son who was in possession in 1860, when he received there the Prince of Wales, now King Edward VII. The property was sold soon after Mr. Gore's residence there to four or five gentlemen, and cut up into building lots. The associations of the place still render it a point of interest to the tourist.

BIRCH COVE.

*The first name of interest in connection with Birch Cove, or Block House Cove, seems to be James Monk, appointed a Justice of the Court of Common Pleas in 1753 and King's Solicitor in 1760, retiring in 1765. In 1766 there is recorded a vote of 2000 acres of land, to him, behind Birch Cove, but he died soon afterwards without taking possession.

In September 29, 1775, the Council ordered the grant of the land to Charles Monk and Elizabeth Monk on the petition of their brother, James Monk (the 2nd), at that time Solicitor-General. Behind Birch Cove are the traces of a small village said to have been inhabited by Acadians. Mass used to be performed there as late as 1782, and there seems to have been some sort of military post and a blockhouse there.

In the "Gazette" for May, 1782, there is advertised for sale at auction "all that choice wood lot on the west side of Bedford Basin, near the Block House Cove, containing 200 acres, being the next lot to the northward of John Tracy, and on which many of the neutral French live."

In the same "Gazette" mention is made incidentally of "Bedford Lodge." This house was destroyed by forest fires which raged along the shore of the Basin in May, 1786, and which swept the country as far as Sheet Harbour.

At the head of the Cove, there is a very interesting stone bridge over a small choked-up stream flowing under the road into the Basin. This bridge is a splendid bit of masonry and there is an inscription on it to the effect that the bridge was built by Prince Edward of Kent, in 1800.

Not far away is "Sherwood," now owned by Alexander McNeil, Barrister of Halifax, but formerly, I understand, the residence of Dr. Stanser, Bishop of

Nova Scotia. In July, 1840, William Donaldson offered for sale "Sherwood" with sixty acres of land attached, he then being the occupier and owner of this property.

Hon. A. Belcher's home was also at the Cove, and is now in the occupation of the family of the late Peter Donaldson.

ROCKINGHAM.

When the Prince was at the Lodge he erected a range of low buildings on the edge of the Basin, a little to the northward of the music room or Rotunda, for the occupation of two Companies of his Regiment, and containing a guard room and officers' mess.

For a long time after the Prince's departure, this building was the place of meeting of the "Rockingham Club." This club was established either while the Prince was there or very soon afterwards. It was composed of Governor Wentworth, the members of the Council, the Admiral, the principal military officers, and a number of the leading citizens of Halifax. This club was partly literary and partly social. The members dined together on Saturday afternoons at four o'clock, at this hotel, which was styled the "Rockingham House," in compliment to Sir John Wentworth, the head of whose family, the Marquis of Rockingham, was about that time in, or at the head of, the Home Government.

The large room which extended along the south wing of the building, east and west, with the end to the water, was hung with portraits of many of the members of the club, painted by Robert Field, a portrait painter of considerable talent, who for some years resided in Halifax. His brush created the portraits of many of the leading citizens of the day in Halifax, and many of these portraits still remain in Halifax—Hon. Michael Wallace, Hon. William

Lawson, Hon. A. Belcher, Mrs. Belcher, Bishop Charles Inglis, and Dr. Stanser, rector of Saint Paul's and afterwards Bishop of Nova Scotia. The portrait of Sir John Wentworth was removed to Government House after the dissolution of the Club, then to the Provincial Building, whence it disappeared many years ago, it having been lent by a government official, but we are glad to say it has since been returned and now hangs in Government House at Halifax.

The Rockingham Club gave its name to the Rockingham Inn, and although this hostelry was a considerable from the present railway station to Rockingham, yet the village of Rockingham took its name from the Club at the Lodge.

If Rockingham ever wants a day to celebrate as its birthday it might be well to make a more exhaustive search of the proceedings of the Rockingham Club, with the object of ascertaining the date of its origin.

Aside from the interest attaching to the village because of the Club, Rockingham deserves much consideration from the student of local history. Only once have I had the pleasure of a ramble over the hills above the village. There one finds the remains of old walls and deep ditches supposed to have formed part of a means of defence against the incursions of the Indians in the white settlement at Halifax in the early days* In another direction one is said to find the graves of several hundreds of the mariners of the ill-fated French expedition of d'Anville, but I have never verified this tradition.

Rockingham, like Bedford, has had its local incidents of interest, but I have never had the opportunity of conversing with the older residents of the village.

* Probably remains of an old French settlement.—EDITOR.

William Hall, V. C.



IN THE year 1904 there died at Hantsport, Nova Scotia, William Hall, V. C., a Nova Scotian negro, after an interesting career in the navies of both England and the U. S. A.

Hall got his Victoria Cross at Lucknow, and about a year ago I wrote to Sir Noel Salmon, probably the sole survivor, who knew Hall. Sir Noel's reply was as follows:—

HOTEL TIMEO,
TAORMINEA, SICILY,

Jan. 25th, 1906.

DEAR SIR:—William Hall, the negro of whom you wrote, served with "Peel's Brigade from H. M. S. Shannon" at the relief of Lucknow. He was one of the crew of a twenty-four pounder siege train gun under Lieutenant Young, who died many years since, at the storming of the Shah Mujif. The storming party, which was led in by Sir Colin Campbell himself, was brought up by a high and thick wall which was strongly held; the gun in question was run in by hand to within a few feet of the wall which it was necessary to breach; Hall continued sponging and loading after all the other members of the gun's crew were shot down, for which he was awarded the Victoria Cross.

He was a fine powerful man and as steady as a rock under fire.

I left the Shannon before she returned to England and so lost sight of him. I can think of no one living who can supplement what I have told you.

Yours faithfully,
NOEL SALMON.

The following letters and data are self-explanatory. The first is from the manager of the "Advance," Hantsport, N. S., to Mr. Harry Piers of the Provincial

Museum, Halifax, N. S., and is dated 17th March, 1906.

HARRY PIERS, ESQ.:

Dear Sir:—Yours of the 16th. inst. received. William Hall was the son of a Virginian slave who came here in 1814, and settled in Horton, Kings County, and as nearly as I can discover was brought here or to Halifax, with several others slaves, probably captured at sea by His Majesty's ship "Leopard." The Victoria Cross man was born at Horton Bluff, Kings County Nova Scotia, where his father lived and died, and where the son also died in August, 1904, aged about eighty years. I can find no record of his exact age, but old men here give that as approximately correct.

Yours very truly,

G. W. WOODWORTH.

From "The Advance," published at Hantsport, Nova Scotia, August 31st, 1904.

William Hall, who lived at Horton Bluff, a colored man, an old man-o-warsman and a wearer of the famous Victoria Cross, died at his home on Thursday, 25th inst., of paralysis, and was buried at Brooklyn Grave-yard, near Lockhartville, on Saturday. Mr. Hall had been in the British navy all his life until his discharge. He earned his Victoria Cross at the Relief of Lucknow, and was one of a squad of marines that volunteered for the rescue. He received his Cross for standing to his gun while his company was engaged in blowing open a gate to make an entrance. He and another man were the only ones left to work the gun, the others having been killed, and they fought their gun alone, and blew open the gate, giving entrance to the waiting British troops, which gave them victory and the Victoria Cross.

William Hall had lived at The Bluff for over twenty years, and was well known far and near. There have been several accounts concerning him in the papers previously. He was unmarried, and lived with two sisters, Mrs. Robinson and Rachel Hall. He was I believe, the only colored man in the world who held the Victoria Cross. He was about eighty years of age.

From "The History of the Victoria Cross", by

Philip A. William, London, 1904, which work also contains a portrait of Hall:

WILLIAM HALL
(able seaman)
NAVAL BRIGADE, ROYAL NAVY.

During Sir Colin Campbell's advance to the final relief of Lucknow Residency, on November the 16th, 1857, William Hall, "Captain of the Foretop" of H. M. S. Shannon, was with the guns of Peel's Naval Brigade, and was conspicuous for his fearless bravery at the attack on the Shah Mujiff, one of the stoutest defences of the mutineers around Lucknow. Hall is one of the three men of color who have been awarded the Victoria Cross. The other two are Samuel Hodge and W. J. Gordon.

(From "Who's Who, an Annual Biographical Dictionary," London, 1900.)

Hall, William, V. C., farmer; born Avonport, Horton, Nova Scotia; unmarried, educated Avonport. Served as an ordinary seaman with Naval Brigade at Lucknow and Calcutta, 1857. Decorated for services in the Indian Mutiny, 1857, on recommendation of Captain Peele of H. M. S. Shannon. Recreation, shooting crows. Address, Avonport, King's County, Nova Scotia.

Some slight contradictions will be observed in the various items given above, but these are of minor importance, and are readily observable by the careful readers. As has been truly stated William Hall was a brave and loyal man, and it is proper that some tribute should be paid to the memory of one who in the hour of necessity failed not, and whose heroic conduct was so suitably recognized at the hands of his Sovereign.

D. MILLS.



DONALD MCKAY, THE FAMOUS SHIP-BUILDER

Historical Sketch of the Town of Shelburne, Nova Scotia.



IT HAS been remarked by a reputable historian that "a nation in its maturity has no more recollection of what happened in its infancy than a man of what happened to him in his cradle." This ignorance is dueto a lack of written records from the beginning.

The ACADIENSIS Magazine is largely devoted to the work of publishing histories of the towns and villages of the Maritime Provinces of Eastern Canada. These histories, insignificant as they may seem now will be invaluable to future historians of the Canadian people, who wish to lay bare the very foundations of the great Commonwealth, and trace its power and prosperity to their sources in the character and stamina of the humble pioneers, whose only monuments are the settlements they founded, amid danger and difficulties that "try men's souls."

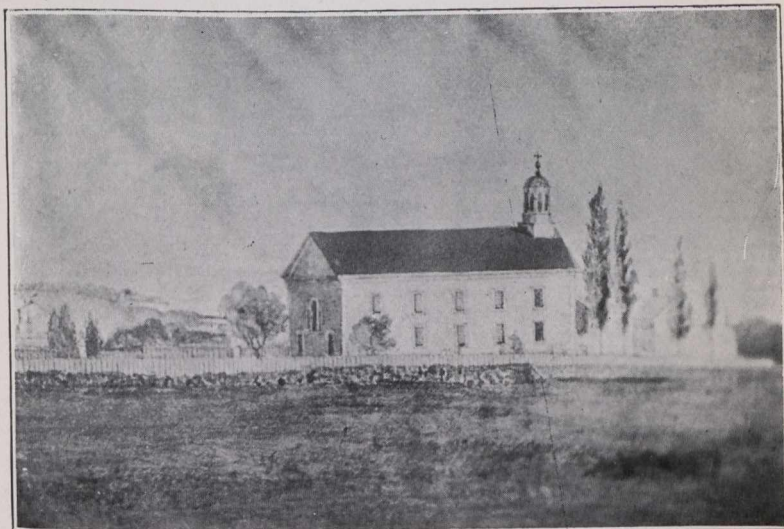
The Editor and Proprietor of the ACADIENSIS deserves credit for his wholesome enthusiasm in this direction. The myth-making tendency of human nature, soon makes it impossible to secure the actual happenings of small communities. To lend Mr. Jack a helping hand in this work I have set myself to write a brief account of the Town of Shelburne, Nova Scotia. The story of its beginning and subsequent experience is unique in Canadian History, and deserves to be better told than lies within the gift of my pen.

At the close of the American Revolutionary war in 1781, what is now the Dominion of Canada was

almost destitute of a population of nation-building aptitudes. Over this vast domain stretching from ocean to ocean there were but 60,000 Frenchmen, and a few thousand Indians, and a sparse sprinkling of New England, Scotch and Irish pioneers. With unexpected suddenness all this New France had become a British dependency, and there was an urgent demand for men and women of Anglo-Saxon blood and breeding who would root themselves to the soil, and give the stamp of their national characteristics to this immense colonial empire.

The demand was not for raw immigrants from the British Isles who were unfitted to grapple with the difficult demands of a new country, but for settlers who were accustomed to match themselves against dangerous emergencies, who knew how to fell the forests, and clear the land, and till the soil, and build houses, and organize schools, and courts and Legislative Assemblies.

At the opening of the Revolutionary War there was no available material of this stamp in sight for pioneer purposes in Canada, and he would have been a bold prophet who dared to predict that at the close of the war in 1783 this desired contingent of settlers would be preparing to leave their homes in New England, New York, the Carolinas, and other portions of the New Republic to follow the British flag into the wilderness of Canada; but this very thing came to pass in the nick of time, as if to show that a special Providence had taken in hand the genesis of this Continental Dominion of the North. Had these "Tories," or "Loyalists," been treated with less harshness by their victorious countrymen and kinsmen, they would have remained on the old homestead, and Ontario, New Brunswick, and Nova Scotia would have been lacking in the material that has gone very far toward making them what they



CHURCH OF ENGLAND, AS IT WAS WHEN FIRST BUILT.



CHURCH OF ENGLAND, AS IT IS NOW.

are today. They were ideal settlers. Their pedigrees soon ran back to the "Mayflower," the "Fortune," the "Anne," the "Arabella," and all the sturdy pioneer stock from Jamestown, Virginia, to the Penobscot River. Their fathers had cleared their lands, and built their houses within reach of loaded muskets, and their children bred in this school of rough experience were "chips of the old blocks."

The Pilgrim fathers of the "Mayflower" did not wait to get ashore before holding a town meeting to organize themselves into a civil body. They held their religious meetings under their log fort in Plymouth within smelling distance of the powder barrels, and within reach of their fire-locks.

Said the Colonial Governor Stoughton, "God sifted all England to get the grain for the planting of New England." We may as truly say that He sifted the American Colonies to get the seed for the planting of Canada. The Canadian population since their day has been increased by many valuable additions from other sources, but nothing so timely, so indispensable to the British foundation-work of the country as these American exiles who were the product of complicated social and political evolutions that in due season delivered them at the door of Canadian demands.

The town of Shelburne has its origin in the exodus of Loyalist families who found themselves, at last, belonging to the party of defeat.

It has often been remarked that the difference between a Revolution and a Rebellion is the fact that one justifies itself by success, while the other condemns itself by failure. This struggle was an instance where "the stars in their courses fought against Sisera." It was the birth-pangs of two nations who are to dominate this Western world, for whoever studies the embryology of Canada must

discover that the most formative influences of her ante-natal days were passed in these British Provinces before the spirit of independence had risen in armed protest and "fired the shot heard round the world."

At the close of the struggle, the Loyalists were largely left to the mercy of their victorious countrymen, and their mercy was cruel. It was a trait of their Anglo-Saxon blood, a strain from their free-booting fathers, and not to be outlived in a century or two.

New York state was distinguished by its hostility to the war, and the city became crowded with Loyalists who flocked to it as a city of refuge. They had hoped and prayed that Washington would suffer inglorious defeat, and when the very reverse took place, they were in deep distress, as well they might be, over the situation. They were homeless in their own country, and many of them destitute of means of support. After waiting one year in the city to see what would be the outcome of negotiations looking to a treaty of peace, some of the leading spirits saw that their "Promised Land" was in the British Provinces to the northward. It was not represented to be "flowing with milk and honey," but there was plenty of elbow-room, and opportunities to gain an humble livelihood beneath the old flag of "the battle and the breeze." From various sources they had learned something of the magnificent harbour called Port Roseway at the southwestern "Lands end" of Nova Scotia. The locality had long been familiar to persons acquainted with the history of Nova Scotia. Within twenty-five miles of Port Roseway were the ruins of the fort and dwellings of Charles LaTour who was living there in 1606. Small French settlements existed in that vicinity, and also near the entrance to Port Roseway, but pirates and New England fishermen made life



"THE OLD THOMSON HOUSE."

According to Mrs. Thomson this house was occupied by at least 1799.



OLD WILLOW, ST. GEORGE STREET.

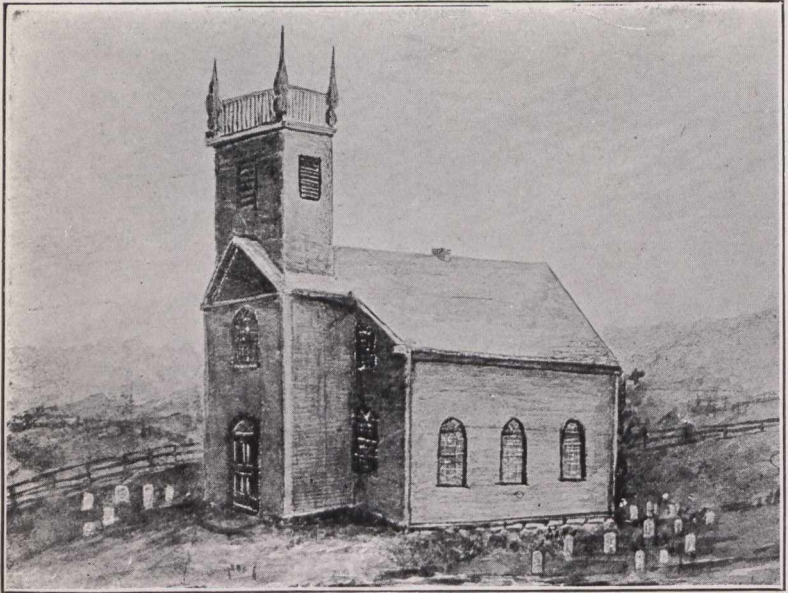
undesirable there, and no more is to be heard of them after the general expulsion of the Acadians in 1755. Twenty years later Colonel Alexander McNutt secured a conditional grant of one hundred thousand acres on this harbour. He had been an active agent in procuring settlers for Nova Scotia, and during the Revolutionary War was living on an island that still bears his name at the entrance of the harbour. He was to obtain settlers as a consideration for his grant of land, and persuaded about a dozen Scotch-Irish families to settle there, and named the place "New Jerusalem," when there was no feature to suggest such a locality. So far was it from having "golden streets" that there were neither roads nor paths. A few families from Cape Cod had settled at Barrington twenty years before New Jerusalem was founded, and they, some twenty-five miles to the westward, were the nearest neighbors. So late as 1780 fifteen families were existing in this celestial city, but they disappeared a few months later and the grant was escheated to the Crown.

It was this recently abandoned New Jerusalem that certain leading Loyalists of New York were considering as a site for a settlement where many of them might hope to again enjoy homes of their own, far removed from the hurt and heartbreak of hostile surroundings. The British Government had promised to provide rations during the next four years for those who cared to partake of such bounty.

In the autumn of 1782 one hundred heads of families bound themselves by an agreement to settle in Nova Scotia, and selected of their number Joseph Pynchon and James Dole to act as agents for this association and proceed to Halifax and interview Governor Parr on this subject. They were instructed to secure lands as near Port Roseway as they could, and get from the Governor a number of privileges

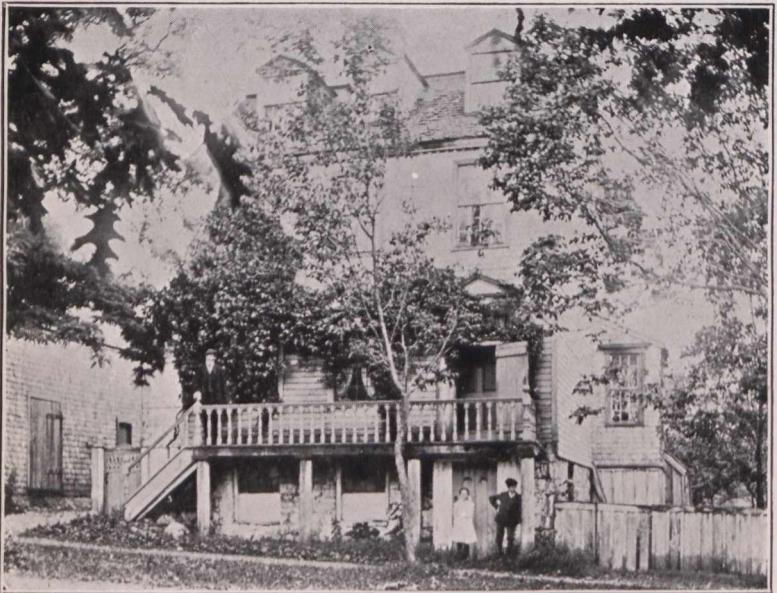
worth having, such as road grants, fishing and fowling privileges, and guarantees against impressment forever for naval services. These delegates were warmly received by the Governor and Council, and were soon listening to glowing accounts of the farming and fruit-growing prospects. The Governor engaged to provide 400,000 feet of boards for the upbuilding of this city, that he predicted would soon be one of the "capital ports" of the Continent. Wiser heads advised these men to settle on the Bay of Fundy waters, but they distrusted their motives, and turned deaf ears to persuasions calculated to be of the greatest advantage to all concerned. Their enthusiasm for Port Roseway was contagious, and the number of associates grew very rapidly, and in the early spring of 1783 four hundred and seventy heads of families were preparing for their departure. They were divided into sixteen companies with Captains and Lieutenants to direct the distribution of provisions and secure equitable divisions of land.

On April 27th these five thousand persons, on board eighteen square-rigged vessels, flying the British flag, sailed out of New York harbour, and laid their course for Port Roseway. It was far from a joyous throng that crowded the decks for it was a pitiful leave-taking of friends and scenes that were endeared to them by the fondest associations. Thirty thousand of these Loyalists were scattering in all directions over the British Colonies from New York City alone in this one year of 1783. On board these transports were many persons of high social distinction and they were all respectable, and had been well winnowed of undesirable families. After a passage of five days they sighted Cape Sable white with snow and on the 4th of May they anchored in the mouth of the harbour and found there two or three families, and among them Anthony Demings, a Portuguese,



OLD KIRK.

From a sketch, 1868



THE FRITH HOUSE.

Was occupied in 1783, when from these steps Gov. Parr read proclamation naming "Sheburne."

who served as pilot for the fleet, up one of the finest harbours in the world, till abreast of the site selected for the town by the engineer who sailed with them for that purpose. They set to work with a will on this admirable town site, and in less than three months the streets were named, and the land distributed. Many houses were built and many more in course of erection. They were well provided with carpenters, surveyors and other needful helpers.

On the 2nd of August Governor Parr visited the scene of these activities and joined in a round of festivities gotten up for the occasion. The outlook for prosperity loomed large and rosy, and all went "merry as a marriage bell." There were plenty of huckleberries on the land, the river was swarming with alewives, and salmon and trout, and the harbour was alive with cod and lobsters. Added to this was the King's bounty that provided them with other needful supplies. It is true that the greater number of the people were living in tents and temporary shacks on the town common, but they were well fed and hopeful, and reasonably happy. All of them believed that they were building the Capital of the Province, and soon the "King's navee" would be at anchor in the harbour and, more, his soldiers be quartered in their midst. Already a company of soldiers were living in barracks on the shore opposite the town, a locality still known as "the Barracks."

Up to the time of the Governor's visit the town was without a name, but the Governor did the trick when he drank to the prosperity of "Shelburne," thus linking it with the Secretary of State for the Colonies, Lord Shelburne, afterwards the Marquis of Lansdowne. In the city of New York, meantime, the British Commander-in-Chief, Sir Guy Carleton, was in deep distress to relieve the thousands of Loyalists who still remained in the city that could

not shelter them much longer, as the withdrawal of the British troops was close at hand. In this emergency, Carleton arranged to transport ten thousand of them, one half to St. John, New Brunswick, the other half to Shelburne. The fleet sailed early in September. Many of the passengers were disbanded soldiers from Carleton's command.

The people of Shelburne were preparing for winter, and had no intimation that the population would be suddenly doubled, when this most undesirable contingent of unfortunates were thrust upon them. To make matters worse the new-comers were not of their own social rank, and therefore were not calculated to happily mingle with the pioneers in the enterprise.

Among the first arrivals were several slave owners who brought their slaves with them. Stephen Shakespeare had twenty, Charles Bruff had fifteen, Andrew Barclay had fifty-seven, and others there were who were well provided with this kind of help. Some of them were sold in the West Indies, others were taken back to the United States, where their masters returned a few years later, and a considerable number settled at Burchtown, near at hand, where there were a large number of free negroes who had been sent to Shelburne by Sir Guy Carleton. They had all been degraded by slavery, and added nothing worth having to the strenuous work demanded by the situation. Many of them were transported to Sierra Leone, where for the most part they proved to be no better than the native negroes about them.

It did not take a long time for the Shelburne people to discover that the region was not calculated for farming, or grazing, and they turned their attention to the sea, and built extensive wharves and purchased some English vessels. To these were added a few small crafts built by themselves. Within one year after their arrival a whaling company was formed,



FIRE ENGINE.

Presented to the town in very early days, by King George it is said.

and they began to hunt whales in the Brazilian waters. In less than four years this concern was a demonstrated failure. Various attempts to employ their vessels in a coasting trade were thwarted by hostile laws and regulations of Britain and Newfoundland.

Three different newspapers were published in Shelburne between 1783 and 1787; they died of inanition. The first was the "Royal American Gazette," the second was the "Port Roseway Gazette," the third the "Nova Scotia Packet and General Advertiser." The proprietors of these journals shared in the general enthusiasm and belief that Shelburne was destined at no distant day to be a commercial emporium of capital importance, and they meant to get in on the ground floor with their printing presses. The last issue of the last of these newspapers was shrunken to half its usual dimensions, and thus indicated the general depression that had already fallen upon this audacious venture.

While new houses were yet building the owners of others were abandoning theirs in search of means of support. Bad planning was yielding results of the most disheartening character. From twelve to fourteen thousand inhabitants were largely dependent on Government rations, and their withdrawal was the "last straw that broke the camel's back."

Shelburne was wrecked by natural laws. Her rapid decline corresponded with her artificial rise. There were good houses for sale within two years after the beginning, and five years later nearly all the families of means had deserted their fine houses. Many of them removed to other parts of the Province, but many more returned to their home land, and put their loyalty to the old flag in their pockets. "Skin for skin, all that a man hath will be given for his life."

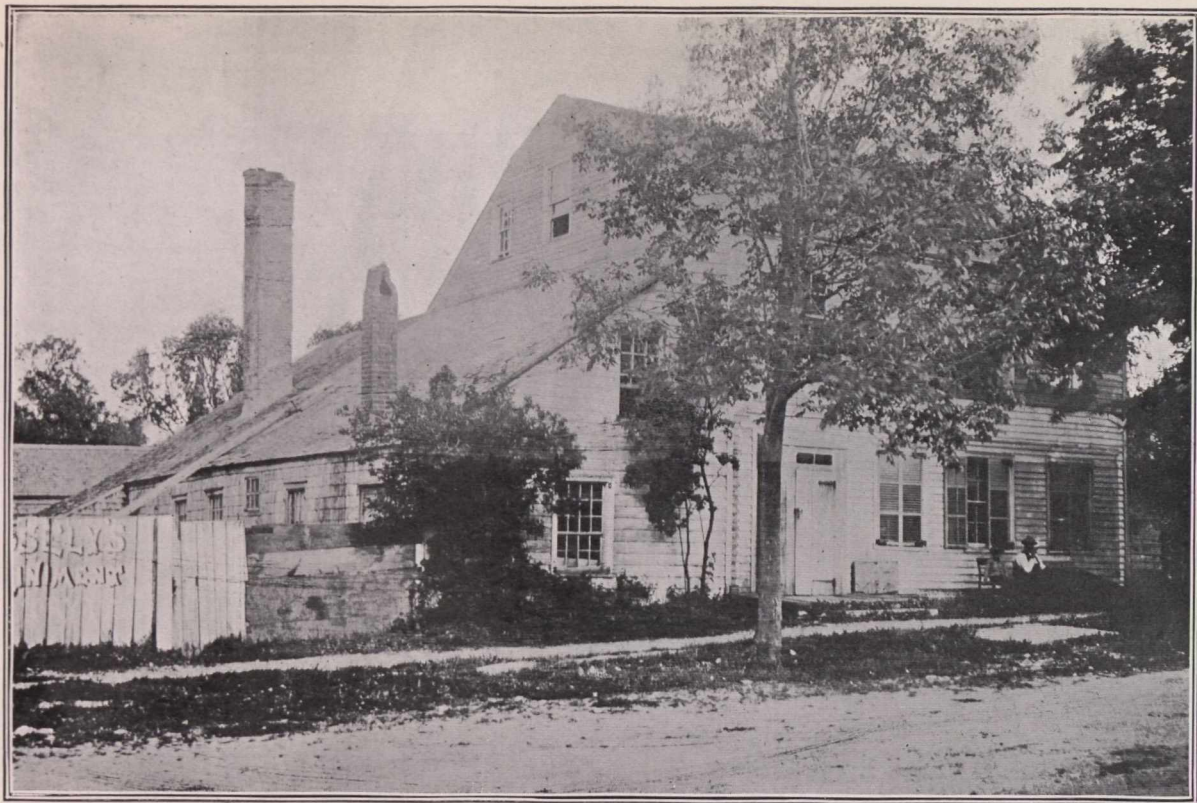
The keen edge of hostility to them wore off in the States, and many were welcomed back again by old friends, and the "bloody chasm" was slowly filled by natural means. Many who might have returned with safety and improvement of their circumstances, were too "spunky" for such a move, and preferred to end their days in the British possessions, however humble the conditions might be, than to wear a muzzle in the struggling Republic.

Twenty-five years passed away, and in that time a mere remnant remained to tell the pitiful story that really needed no tongue to tell it, as the town itself was the most eloquent evidence of this social and commercial tragedy.

Writing of that time Haliburton says:—"The houses were still standing, though untenanted. It was difficult to imagine that the place was deserted. The idea of repose more readily suggested itself than decay."

Writing of Shelburne many years later, Haliburton said, "The houses which had originally been of wood had severally disappeared; some had been taken to pieces and removed to Halifax or St. John, others had been converted into fuel, and the rest had fallen a prey to neglect and decomposition. The chimneys stood up erect and marked the spot around which the social circle had assembled, and the blackened fireplaces, ranged one above another, bespoke the size of the tenement and the means of its owner. Hundreds of cellars with their stone walls and granite partitions were everywhere to be seen like uncovered monuments of the dead. Time and decay had done their work.

The same author in his "History of Nova Scotia," written in 1829, says, "Shelburne is at present in a most dilapidated condition. It is said that within these few years passed, it appears to be emerging from



THE OLD CORNELIUS WHITE HOUSE,

the obscurity into which it had fallen." The emergence was very slow; the locality had gotten a bad name,—worse than it deserved, for there was abundance of good timber for lumber and shipbuilding on the river that emptied into the harbour and on lakes and streams that are tributary to it. The shipbuilding industry grew to considerable dimensions till about 1855, and remained during several years the chief support of the town, where there are still busy shipyards turning off trim crafts of various descriptions.

In 1864 a commodious academy was erected, and I pleasantly recall the incident that I was the first teacher to open school in the new quarters with the encouraging presence of Rev. Dr. Thomas Howland White, Rev. G. M. Clarke, Rev. T. Watson Smith, and many other leading men of the town, but these three gentlemen are particularly remembered by me. Gratitude to the old town prompts me to mention the fact that in one of the grand-daughters of these refugee pioneers I found the best of helpmates, and but for her interest, these pages would not be written.

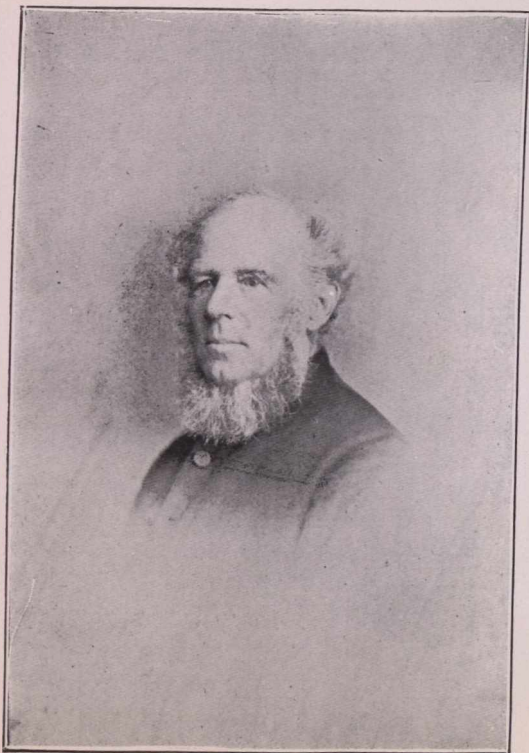
The town was not a response to healthy economic demands, but an artificial refuge to meet a tragical contingency. It did not grow but was constructed according to engineers' plans. There are no irregularities indicating that the streets were evolved from cow-paths and short-cuts across lots to neighbor's houses, as one may generally discover in towns and cities.

The locality would have eventually, in the progress of settling up the Province, attracted attention sufficient to found and support a town of considerable importance. The main difficulty was in the fact that it was born too soon,—came into being before there were proper means to perpetuate its existence. It never was altogether dead, but for many years was a

moribund community. A few of the old pioneer families with some resources, and some whom poverty brought there, were kept there by the same undesirable means. It was the last ditch and there they stuck fast.

Among the best known of the promoters of the settlement was Captain Gideon White, son of Cornelius White, of Marshfield, Mass., a descendent of Peregrine White, who was born in the cabin of the Mayflower, December, 1620, while she lay at anchor in the shelter of Cape Cod, near the present site of Provincetown. He was the first child of white parents born in New England, dying at Marshfield in 1704, aged 84 years. His father, William White, died in the first winter. His mother, Susanna, soon married Edward Winslow, the aristocrat of the Pilgrims, and Governor of the Colony during several years. Peregrine was a notable figure as baby, boy and man. He was of a g disposition, much in love with the creature-comforts of this world; a man of courage and public spirit, who lived to see one after another of the Mayflower passengers pass away, till he was the last survivor of that historic and illustrious company. Mary Allerton Cushman predeceased him five years, dying at the age of ninety, the last of the company that embarked in Old England.

Captain Gideon White had served under the Duke of Cumberland, but when and where I am unable to say; at any rate, he stuck to the wreck in Shelburne, where he was a useful man during many years, dying there in 1834. I am glad to be able to furnish a likeness of him taken from a miniature painted in London in 1800: for this I am indebted to his grandson Nathaniel White, Esq., son of Reverend Doctor Thomas Howland White, who during about fifty years was rector of the Episcopal church. He was deservedly loved, as "few men are ever loved." Not



LATE THOMAS HOWLAND WHITE, D. D.



GIDEON WHITE, ESQ.

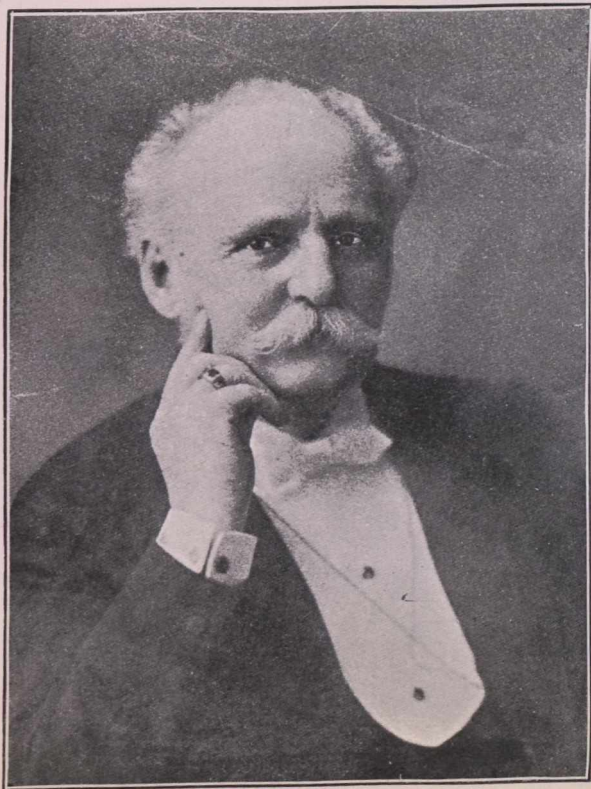
The leading spirit in the founding of Shelburne.

long ago he died in "good old age an old man, and full of years, and was gathered to his fathers." The edifice in which he publicly ministered was consecrated in 1790. It was largely built from Government grants, and the first service books were the gift of Sir William Temple, and solid silver communion vessels of beautiful design and finish were presented by Sir William Pepperell, the New England knight of the Siege of Louisburg fame. The building has been at least twice remodelled. The first sermon preached in Shelburne was delivered by Reverend William Black. On that Sunday he preached three times from the tent of Robert Barry, and followed them up on Monday using a table set among the stumps for a pulpit, with another sermon that must have gone directly home, as he was pelted with stones where he stood, and narrowly escaped serious injury. The "Sons of Belial" were strongly in evidence, as many of the last five thousand that were hastily dumped into the town, were very 'undesirable citizens;' added to these were soldiers in barracks near at hand and more or less sailors from war vessels frequently in the harbour, and to complete the outfit, hundreds of negroes who had all been degraded by slavery, and neglected by their owners. No wonder that the pillory, and the whipping post, and the gallows, and the jail were soon in urgent demand. The penalty for theft was hanging in these days, and the inhabitants of the town were not seldom treated to a public execution, while whipping at the cart's tail, and rotten egg peltings at the pillory, added diversity to a carnival of disorder. In the old newspapers of the town the same persons advertised bibles, and prayer-books, and West India rum. The Grand Jury in their presentment three years after the beginning in 1786 said, "The present number of dram-shops and houses where they sell spirituous liquor is a grievance of so

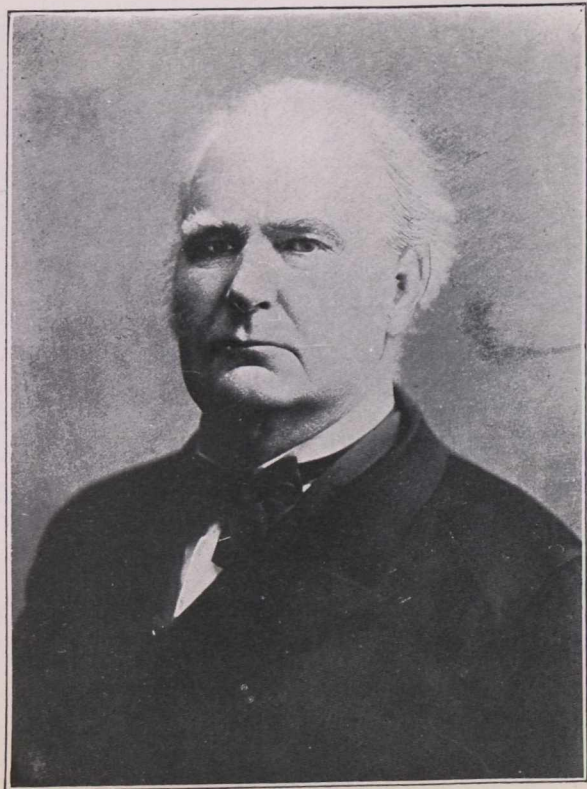
serious a nature that if not redressed in time, the total destruction of every virtuous principle in the rising generation will not be the least of the many ill consequences that must result from them." What could be worse?

Probably the preacher among the stumps handled these unruly elements without gloves, and the stone-pelting is a testimonial to his thoroughness. Not till twenty years later did this Methodist denomination erect a building for religious purposes. These were the years when Wesley was preaching, and he took a deep interest in the Negroes of Burchtown, whose condition had been made known to him. When yet a young man he had resided about two years in the Southern States, and saw enough of slavery to pronounce it "the sum of all villanies."

Very early in the settlement of the town there were quite a number of Scotchmen, who would not be likely to enjoy public worship outside of a kirk of their own, so we find that Governor Parr granted them a bit of land, and they built a temporary shelter for the pulpit and preacher, that answered the purpose a few years till the wind turned it over. There were no Government grants, and solid silver communion vessels, and fine service books coming to them from the King and noble lords and belted knights. These were the things they did not get, because neither religious nor political kickers are ever considered when good things are passed around by the dominant sect or party. Mr. Pitt was petitioned for a money grant, but he gave no heed to the prayer. Reverend Hugh Fraser was the first Presbyterian minister, and he was on the ground from the beginning and remained there ten years. He was succeeded by the Reverend Matthew Tripp in 1803. Very likely there was a minister during the time between 1793 and 1803, but of this I



NATHANIEL MCKAY.



CAPT. LACHLAN MCKAY.

cannot tell. At any rate, they built a kirk, and have supported a minister to this day.

Among the Highlanders who came early to Shelburne was Donald McKay. He had been an officer in the British Army during the Revolutionary war. His son, Hugh, born in Shelburne, 1798, married Ann McPherson, daughter of Lachlan and Elizabeth Urquhart, his wife. To them eighteen children were born, and nearly all of them lived to maturity, and some of them to a good old age. Of this number, Donald and Lachlan were notable men. They learned the shipbuilding trade in Shelburne on Jordan River, near at hand, and while yet young men moved to East Boston, where they readily attracted attention by their skill and energy in the shipyard.

A week after Captain Lachlan McKay died in Boston on April 3, 1895, the Marine Journal had an editorial notice of which the following is an extract:

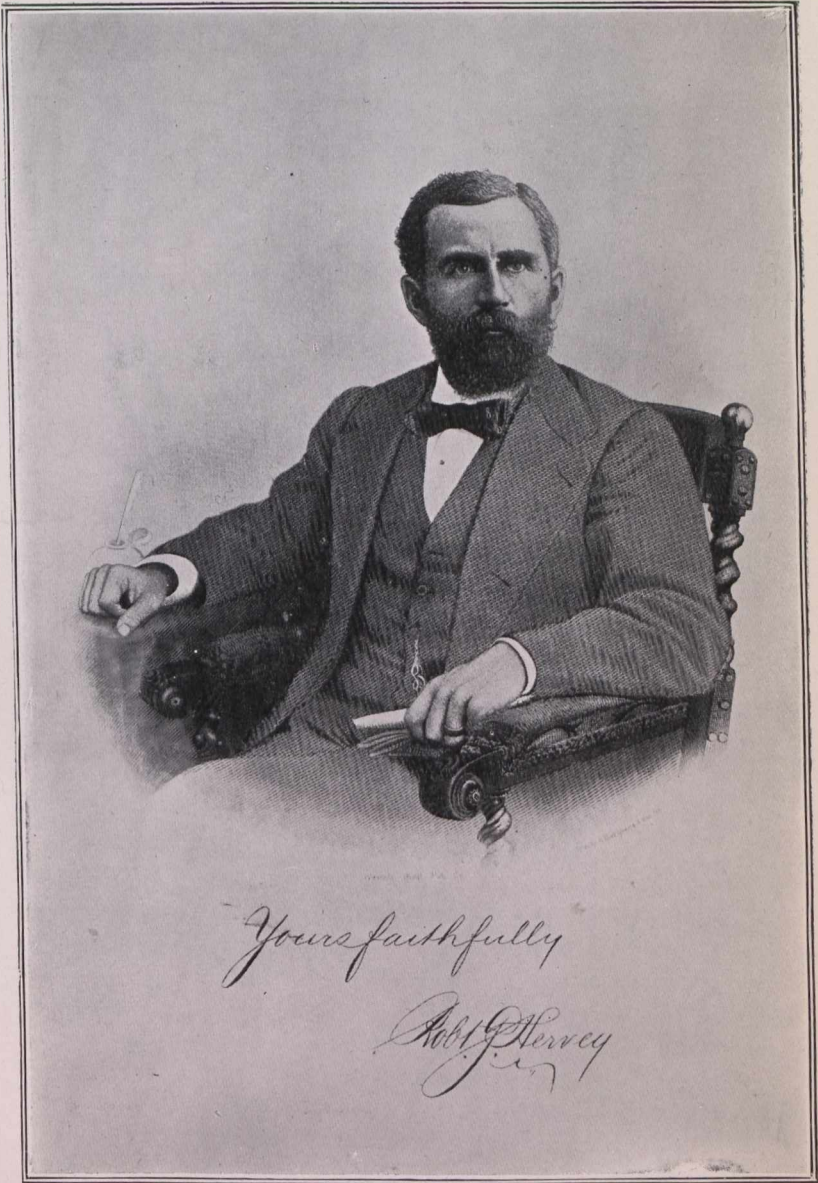
“It would not be just to the deceased, nor fair to the living, to allow our brief notice of the demise of Captain Lachlan McKay, in last week's issue, to be all that we should say of the passing away of one so eminent in the profession, nor all that we should furnish our more distant readers of facts in connection with this illustrious family. Captain Lachlan McKay was born in Shelburne, Nova Scotia, in 1811, and it is safe to say that he was one of the brightest men who ever trod the deck of a ship. He was not only a mariner, but an expert mechanic. In 1830 he published a book on naval architecture, which was a text-book for every shipyard in the United States, and was used in the drafting-lofts for many hundreds of ships. His energy and skill with that of his brother Donald brought the Atlantic and Pacific oceans more closely together perhaps than did the work of any other two individuals following like professions in the world. By the introduction of fast clipper ships, in which they took a prominent part, California was reached in seventy-eight days, and by the energy of these old ship-builders California was made great through the rapid passages of these ships; and when that state was in its golden days, famous over all the land, then came England, with Australia springing up which engaged the services of Donald

McKay to build the clipper ships, Lightning, Staghound, Flying Cloud, Great Republic, Sovereign of the Seas, and others. It was in the "Sovereign of the Seas" in 1851 that Captain McKay made a record unparalleled in the history of a ship-master. From an old number of Harper's Magazine entitled "The Old Packet and Clipper Service," I find the following reference to this voyage:—"Splendid is the record of the Sovereign of the Seas, commanded by Captain Lachlan McKay, and built by his brother Donald. This noble vessel left New York for San Francisco in August, 1851, with freight for carrying which she would receive \$84,000—a marvellous sum today—and when off Valparaiso in a storm was dismasted, everything above the mast-heads of her fore and main masts being carried away. In fourteen days she was rigged at sea, and proceeded on her voyage to California, reached her destination in 102 days from New York, in spite of her accident—the best passage ever made at that season of the year. Having discharged her cargo, the clipper sailed for Honolulu, and loaded with oil for New York, which she reached in 82 days—a passage never equalled.' "

There is very much more to be placed to the credit of these remarkable brothers, but here is enough to show that they were "not in the ranks of common men." They accomplished something; a glance at their portraits shows them to have been no dreamers.

Shelburne had not only superior shipbuilders, and master mariners and merchants, and excellent ministers all of her own rearing, but in the person of Miss Elmira Bell, the place might fairly claim a literary lady. If she did not have poetic genius, then she had a knack for verse-composition that, as David Harum remarked of a lie, was as "purty imitation" as one could wish. She died a generation ago, and an attempt to publish her poems in book form ended in failure. She deserved more encouragement than she ever received, but that is the way of the world, that continues to stone the prophets to this day.

Having written this much of the rise and decline of Shelburne, it is a pleasant variation to relate something of its awakening under the influence of new conditions.



Yours faithfully

Abel J. Hervey

Fishing and shipbuilding have been for many years the principal industries of the place. The manufacture of lumber, boat-building, and some other mechanical occupations have been also carried on there. But the one great need was a railway communication with the outside world. Politicians played with the projects, till "hope long deferred made the heart sick." About a dozen years ago Mr. R. G. Hervey an Ontario man of experience in railway construction came upon the scene and enthusiastically set to work to have the road materialize from Halifax to Shelburne. Subsidies were voted, routes were surveyed, and grading at various points begun, and then there came a financial hitch, that for a few years threatened the life of the project. The Provincial Government, either from economic motives, or political policy, took hold in earnest, and made a contract with McKenzie and Mann, the noted railway builders of Western Canada, to construct a line from Halifax to Yarmouth, via Shelburne, and this has been accomplished.

The old town has heard the snort of the iron horse the last two years, or thereabouts.

Mr. Hervey was as enthusiastically determined that Shelburne would become the queen metropolis of Western Nova Scotia as ever were the pioneer Loyalists who landed there long ago, and it seems safe to say, that but for his energy, enthusiasm and intelligence, the railway would not be there today. His enthusiasm was not all "hot air," but he purchased a house in Shelburne a few years ago, and with his family made his home there ever since, and kept busy in making his predictions of prosperity come true. He organized the Shelburne Yacht Club, that has been instrumental in drawing attention of outsiders to the claims of the town for scenic beauties, refreshing entertainments, and business opportunities. He also organized the Hervey Trust & Guarantee Company, that has already

constructed a substantial dam on the Roseway River, and about completed an electric plant there, a mile above the town, to furnish light and power for all the present and probable future manufactories of the place. Added to this the company has a mill for the manufacture of staves, shingles, etc., and a pulp mill will soon be added thereto. Mr. Hervey expects by next summer that steamers will be running regularly between New York, Boston and Shelburne, and this is a reasonable expectation and not an "iridescent dream." The town has not been without other enterprising men "to the manner born" who greatly contribute to the prosperity of the place.

Beyond fair question the town is in the right way to become a summer resort of great popularity to the over-worked American cousins, who are looking for resting places, not out of the world, but away from the whirl and din of city life.

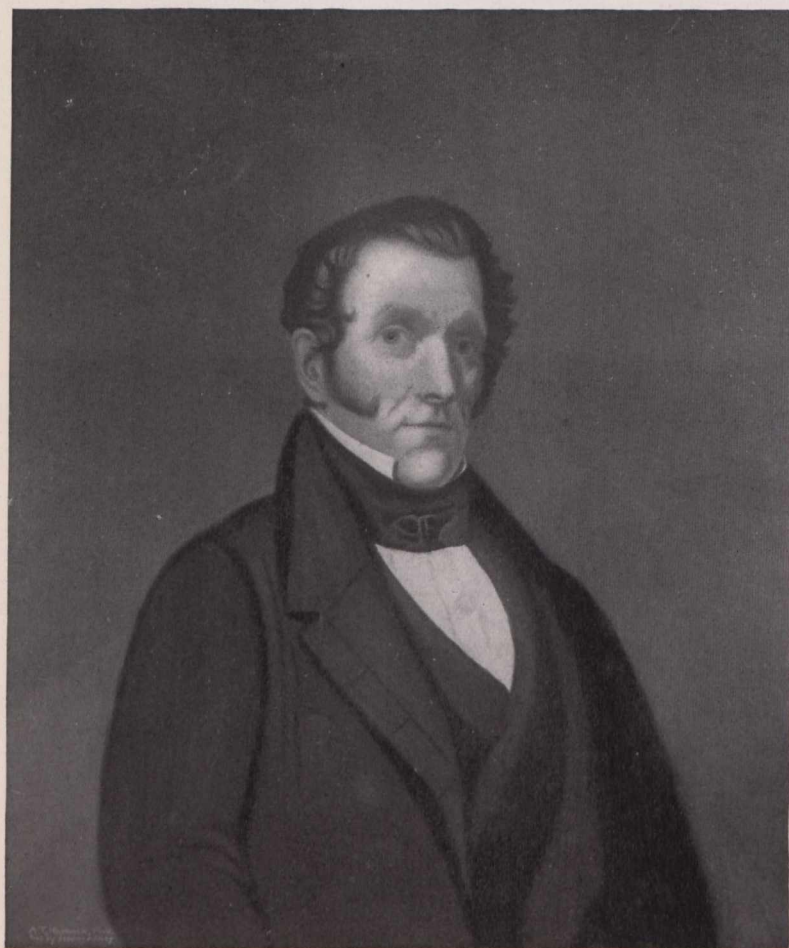
I may say that the town is now incorporated, and therefore may boast of a Mayor, and all the fixings "that go with that kind of thing." They have not only got the newest Mayor in the Provinces, but the oldest fire engine in Canada, being the gift of royalty as the claim goes. A weekly newspaper is another asset of the town, and last but not least, an excellent up-to-date Academy, the best evidence of the prosperity and intelligence of the people.

What a pity that some of the old first settlers could not "revisit the glimpses of the moon," and see the belated prosperity of the place, that cost them so much of hardships and heartaches.

R. R. McLEOD.



OLD AND NEW ACADEMY BUILDINGS, AND ROMAN CATHOLIC CHURCH.



ADAM BOYLE SHARP.

From the life sized oil portrait by A. T. Haddock, date about 1840.

Scottish Family and Name of Sharp.



There are in America three families bearing the name Sharp—one of Scottish and one of English origin, while there is a third to which we may give no consideration here, it being of direct German descent, originally "Sharpenstein" now shortened to "Sharp." The English and Scottish families are probably very distantly related, and it is interesting to note that the perhaps most distinguished member of the Scottish family, James Sharp, was Archbishop of St. Andrews, hence Primate of Scotland, while at nearly the same time a member of the English family, John Sharp, was Archbishop of York and Primate of England.

As to the origin of the name, authorities appear to differ. Such dictionaries of British family names as Ferguson's "The Teutonic Name System" regard the name as being one of a class descriptive of personal characteristics. "Sharp," says Ferguson, "is from the Anglo-Saxon, Scearp; Old High German, Scarf; Modern German, Scharf,—sharp, quick, acute; simple forms: English, Sharp, Sharpey, Sharpus, Scarfe, Scharb; German, Scharpff, Scharf; diminutive, Sharpley."

Sir George Mackenzie, on the other hand, in his "Science of Heraldry," states that the word "fesse" in Heraldry, from the Latin "fascia," a scarf, represents the scarf of a warrior "en escharp," and "from bearing 'argent a fesse azure' the first of the Sharps, who came from France with King David, was called Monsieur de Escharp, and by corruption, Sharp." Elsewhere the same author mentions a William Escharp, who came early from Normandy.

This King David (evidently David II of Scotland, son of the Bruce, and whose minority was spent in France), came to Scotland before the year 1346, in which year invading England he was defeated at Nevil's Cross. But whether the "first of the Sharps" came to Scotland with this David, or whether the family had become established there from a much earlier date, it is certain that in the earliest public records of Scotland we find:

1433, Robert Sharp, a notary public.

1454, Alexander Sharp, of Strathay, County Perth.

1535, William Sharp, preceptor of Traileou.

The Sharps dwelt in the Lowlands of Scotland and in common with other Lowlanders differed from the Highland Clans, which were of Celtic stock and akin to the old Irish. Their peculiar language closely resembled the English, but has by some authorities been regarded as dialect of Scandinavian. No doubt in blood they bore relationship to the Anglo-Saxon of England, especially the dwellers in the towns, while the peasantry preserved traits more essentially Scottish. Unlike that of the Highland Clans was the social organization of the Lowlanders; they had no hereditary chieftains, nor seem to have had so much of that pride of family which not only acknowledged relationship, but bound closely together those of the remotest degrees of kinship. As early as the year 449, the Saxons had settled the Lowlands, one of their leaders, Edwin, founding Edinburgh—half a century prior to the entry into Scotland of the Scots from Ireland; but being without the traditional history such as the Clans possess, Lowland families appear to be of less ancient origin; and as is also the case in England, family history in the greater number of instances may only be traced back with certainty to that date when the keeping

of actual records became general, namely, about the year 1550.

During the 15th and 16th centuries, the practice of heraldry and the use of "coats of arms" reached a stage where no person of pretension was without a coat of arms inherited, adopted, or granted, and the most fanciful and unprovable claims to ancient ancestry were unblushingly put forward and received "official" sanction, no important family in Great Britain being an exception. Thus, the origin of the Sharp family of Scotland, as described in "Science of Heraldry," may be wholly historical, or it may be fictitious. Whichever it be, it is certain that the arms which "Monsieur de Escharp" or Sharp bore—a blue fesse, or horizontal band across the middle third of a silver shield—are, with some additions, the same as the earliest Sharp arms of which there is an absolutely authentic account. In the manuscript collection of the Earl of Crawford, there is a colored drawing of an ancient arms attributed to "Sharp of———"; it is reproduced in *fac simile* in "Scottish Arms," Stoddart, 1881, vol. I., p. 105 (Boston Public Library). Here is the "argent a fesse azure with an addition of "two crosses crosslet in chief sable and a mullet in base gules." The mullet, or star-shaped figure, represented the rowel of a spur, and was commonly used in heraldry as a mark of "cadency" or descent. The other emblems, the crosses crosslet fitchéé, would be in the nature of additions made to give the shield a personal distinction, the crosses have ecclesiastical meaning, while "the fitchéé, *sharp*' base would seem to be one of those punning allusions frequently met with in heraldry. Nothing of the history of the owner of the arms is given. The arms themselves, however, are the basis of all the coats of arms, some nine in number, borne by Scottish families that are registered

at the College of arms and recorded in various works on heraldry.

Sharps are mentioned in "Charters and other Documents relating to the City of Glasgow," (Scottish Burgh Soc. pub.), among them being:

David Sharpe, 1614; called also David Sherp, rector of Killbride, 1630; also Maister David Scharp, chanter of Glasgow, 1633; also David Sharp, precentor of the College of Glasgow, 1628—all evidently the same person.

James Scharpe, regent of the College of Glasgow, 1615.

Thomas Sharp, arch-deacon of Glasgow, 1628.

Patrik Sharpe, principal of Glasgow University, 1582-1615. "Maister Patrik Scharpe, Principall of the Colledge, is maid burges and frie man of the burcht and cite of Glasgw, and hes geven his ayth of fidelite as offerit. And als Andro Scharpe, merchand, his second sone."

Pertshire appears to have been the home of a considerable number of the family from an early date. The record of the Commissariat of Edinburgh, Register of Testaments, Part I., (1514-1600) mentions wills of:

Andro Scharp or Schairpe; also David, and Henry.

Michael Sharpe; also William.

Richard Schairpe.

At Edinburgh lived that humble Patrik, of whom the Burgh records recite that on Dec. 31, 1585 it was decreed by the Council:

"Siclic, at the requiest of Maister Jhonne Prestounn, commissar, and inrespect of the guid behavior, bruit, and fayme of the honest conversation of Patrik Sharp, sumtyme seruand to maister Alexander Mawchane, and that he is an awld seruand in this burgh, admitts him burges, gevis him the dewty thairof, and ordanis his name to be insert in the gold buik."

Here also, at the same date, rose to prominence that John Sharp, King's Advocate and Assessor, who founded the fortunes of what Stoddart (Scottish Arms, 1881,) calls "the chief family of the name,"

and has been elsewhere spoken of as one of the most respectable in the landed gentry of Great Britain—Shairp of Houstoun, whose marriages are of frequent mention in Douglas' Peerage and Baronage of Scotland.

Between 1552 and 1589, Mr. Sharp is mentioned in the Council Records eighteen times, his name being variously set down as: (Maister) Jhonne Scherp, Jhonne Shairpe, Jhonne Schairpe, Jhonn Schairp, Jhonn Sherpe, Jhonn Sherp, John Scherpe—graphically illustrating the liberties taken in the spelling of all words before spelling became standardized. "In old charters," says Burke, (*Landed Gentry*, 1904), the name is variously spelt, Scharp, Scharpe, etc., and not without the 'c' until the eighteenth century. Mr. Sharp was an eminent lawyer, sat in Parliament and was knighted. About 1650 Sir John acquired the lands of Ballindoch, Cragie, in County Forfar. He married twice and by first marriage had John of Houstoun, and evidently a daughter Isobel who married Robert Dunbar of Burgie, and by second marriage had Mr. Alexander of Milton of Cragie, who died without issue, and Sir William of Ballindoch. The heir of Houstoun, Major William, sat in Parliament in 1675; his fourth son, Colonel William of Blanco, had a son Sir Thomas, who succeeded to Houstoun. Sir Thomas had two sons, Sir Thomas and Sir Walter, the former of whom succeeded to Houstoun and married a daughter of Walter Scott of Harden, and grand-daughter of the Earl of Kellie, leaving among others, Thomas, of Houstoun, born 1751, who was succeeded by his son, Major Norman, who was succeeded by his son Colonel Thomas, who was succeeded by his nephew John Campbell Shairp, Esq., (also grandson of the fifth Marquess of Queensbury), who is the present representative of the family of "Shairp of Houstoun."

Distantly related to "Shairp of Houstoun," was James Sharp, Archbishop of St. Andrews, who by turning to the Established Church incurred the hatred of the Covenanters and was murdered by them on Magus-muir in May, 1679; an account of whom is found at some length in cyclopedias. Thomas Stephens, compiler of the "Life and Times of Archbishop Sharp," says of his ancestry:

"David Sharp, was a native of Perthshire, and having been bequeathed a small sum of money by his father, settled in the city of Aberdeen, where he entered into business as a merchant, and acquired considerable property. He married Magdalen Halliburton, daughter of Mr. Halliburton, of Pitcur, in the County of Angers, by whom he had one son, named William, to whom he gave a liberal education. William Sharp, being a man of good abilities, was early patronized by the Marquess of Huntley and other Noblemen in the counties of Aberdeen and Banff. The Earl of Finlater, in particular, held him in such high estimation that he entrusted the whole of his affairs to his care. William Sharp married Isobel Lesley, daughter of Mr. Lesley of Keninvy, in the County of Banff, and soon after was appointed sheriff's clerk of Banffshire. He resided in Banff Castle, where Mr. James Sharp was born on the 4th of May, 1618.

Archbishop Sharp had two brothers, Sir William of Stonihill, Keeper of the Signet, Cash-Keeper to his Majesty, etc., and Robert, Sheriff's Clerk of Banffshire, both of whom died without male issue. He married Helen Moncrief and had (according to Stephens who mentions but one son), Sir William, of Scots Craig, who was created baronet in 1682, married Margaret, daughter of Sir Charles Erskine, of Cambo, and was apparently succeeded in the title by a Sir James Sharp, baronet, who died in 1738, and who (if Musgrave's Obituaries be correct) was a "son of the Archbishop of St. Andrews." According to Stephens, "the third and last baronet" was Sir James "of Strathley," who died without male issue. A "Sir James Sharp, of Stonyhill, baronet,"

married, after 1707, Lady Mary, widow of Gideon Scott of Harden, and daughter of John Drummond, Earl of Melfort, and grand-daughter of the Third Earl of Perth (see Douglas' Baronage of Scotland), and a "Sir James Sharp, of Scots-Craig, baronet," married Sophia, daughter of Sir Charles Erskine, third son of Alexander Viscount Fentoun. The records are not clear, but if correct, the last named was the second baronet, and the former was the third and last baronet, elsewhere called "of Strathley."

The historian of Shairp of Houstoun in Burke's Landed Gentry, states it to be uncertain that these chief families of Sharp in Scotland were related. But that relationship was formerly believed, or claimed, is shown by the fact that the then Sharp of Houstoun (Major William Scharp) bore a mourning standard at the funeral of the murdered archbishop, a custom usual only with relatives. And as further indicating some degree of kinship, the arms of the two families carry the same "ordinaries" or devices, suitable changes or "differences" having been of course made in each case, thus:

Arms of James Sharp before becoming Archbishop: Argent, a fesse azure between two crosses crosslet fitchee in chief, and a mullet in base, sable.

Arms of Major William Sharp, of Houstoun—including an "augmentation" registered in 1678: Argent, on a fesse between two crosses crosslet fitchee in chief sable, and a dexter hand grasping a sword in pale in base gules, three mullets of the field.

Major William, of Houstoun, registered arms at the College of Arms in 1672, but it is clearly evident that he simply placed on record arms long in use. The 1672 arms are without the hand and sword in pale (upright) which he added in 1678 for some now unknown reason. "A dexter hand holding a dagger erect" was the arms of Isobel Sharp, daughter of Sir John of Houstoun, and half sister of Major William,

as shown on a tablet dated 1681, among the old records of the Dunbars.

It will be noted that the arms of James (Archbishop) Sharp differ from the arms shown in the manuscript of the Earl of Crawford, in the mullet being sable instead of gules. Burke's "General Armoury" states that Dr. James's brother, Sir William of Stonyhill, bore his arms with the mullet sable, differencing by means of a bordure gules; but in "Scottish Arms" it is stated that Sir William registered an arms having 'the mullet gules. It is curious to note that this Sir William carried as his crest "a pheon proper." The pheon, or broad arrow head was the main charge on the shield of the Sharps of Yorkshire (England), and is also evidently a punning allusion to the family name.

As to the proper modern spelling of the name, there appears to be no doubt in the minds of many persons. From the time of Archbishop James Sharr, and at the present time, the accepted spelling is, without a final "e" in all Scottish families. Indeed in histories generally, that of the family of the Archbishop of York in England is also spelt without the final "e." But because some English Sharps of high social position have chosen to retain, or return to, one of the ancient spellings, there has arisen in the country and in England a notion that "Sharpe" is more aristocratic and respectable than "Sharp." This is not the case, and the use of a final "e" in this and other family names, unless derived truly through inheritance, only savors of affectation.

THE SHARP FAMILY OF NEW BRUNSWICK.

For more than one hundred years the Scottish family of Sharp has been located at Woodstock, Carleton County, New Brunswick. In that period from one individual of the name it has grown into a considerable family whose members are now scat-

tered in widely separated parts of Canada and the United States. It has been a family of importance and prominence sufficient to merit the title here given, although there are some other families of different origin who spell the name with a final "e."

In 1880, Mr. Wm. C. Sharpe, of Seymour, Ct., who has done much to collect and publish the histories of American Sharpes and Sharps, was supplied for publication in "Sharpe Genealogy and Miscellany" with a very brief and fragmentary account of the present family. That work is now out of print. The present writer some years ago while engaged in collecting facts concerning the life and work of the late Francis P. Sharp, Esq., the celebrated orchardist and fruit culturist, was led by a natural interest to try to prepare a more complete account of the original Sharp ancestor and his descendants. Mr. Sharp himself supplied valuable information and so did others of the older living generation, especially Mrs. Rebecca Price, of Hillsboro, Oregon, who had in her possession old letters besides a great fund of traditional matter. Files of old newspapers, local church and county records, and the published researches of Rev. W. O. Raymond and others, supplied matter of value. Letters written to various branches of the family discovered a lively interest in most cases, but a few whose record ought to be more complete did not show sufficient interest even to acknowledge repeated inquiries.

The founder of the family in America was Alexander Sharp, but our present record will begin with his father,

1. JAMES SHARP (1), a dweller in Edinburgh, Scotland. Nothing further is known of his station or circumstances except what is contained in fragments of two letters in possession of Mrs. Rebecca (Sharp) Price, of Hillsboro, Ore., from a daughter,

Mary, to her brother Alexander, undated, but prior to the year 1795. No other near relatives than the father and mother are referred to, except a "cousin." Children, therefore, so far as known:

- 2 Alexander b
 Mary

2. ALEXANDER SHARP (2), James (1),—Of the early life of "Captain" Sharp (as he has been called) but little is known. There are no facts at hand for determining, even approximately, the year of his birth, nor is it known how old he was at his death, which occurred in 1795. According to his granddaughter, Mrs. Rebecca Price, of Hillsboro, Oregon, who recounts what she had heard from her parents, he was in his early years apprenticed to a dyer in Edinburgh to learn the trade. At the age of seventeen, and nearly at the end of his apprenticeship he was sitting in a coffee house, when a "press-gang" entered and he was forced into the navy, where he served three or four years, and then obtained his release. In about a year after this, at a place believed to be Liverpool, he "was again taken by a 'press-gang' and forced into the army."

As we know, during practically the whole of the eighteenth century England was engaged in wars on land and sea. It was the century when she was making for herself the proud title "Mistress of the Seas," and the demand for men for the navy was constant and great. Some idea of this may be had when we learn that from the Peace of Utrecht (1713), when she had 40,000 men aboard her ships, her naval force, rose to 70,000 men during the Seven' Years War (1757-1763), and to 70,000 men during the American Revolution. To meet the great losses and to fill the increasing establishment called for a free use of that form of conscription known as "pressing." The "press-gang," in charge of an officer, went about in the

seaports, taking desirable men by force. As a rule only men who had previous sea experience were thus taken, the great merchant marine which England had supplying the bulk of "able seamen" for the navy. Volunteers, if of suitable quality, were also taken, whether they were seamen or not, but the recruiting of landsmen, such as our subject evidently was, was not much in favor. Forcible "pressing" was sanctioned by Act of Parliament, and being supposed to affect only seamen, the mass of the people thought it quite a proper way of raising men to fight for them. But the times were rough, and we may be sure that if a likely subject, in the form of a young man of good physical appearance, were found in a public resort, like a coffee-house, frequented by seamen the "press-gang" were not always over-particular whether the candidate was an actual seaman or not. The term "pressing," as commonly used, meant only a forcible recruiting for the navy, so that our record of Alexander Sharp's second impressment "into the army" probably means some proceeding similar to "pressing" in so far as it was not a voluntary one. All this must have happened before the American Revolution, for at the outbreak of hostilities in that war, Mr. Sharp was in Canada, and it is probable that he had come as an enlisted soldier in some regiment sent out for garrison duty, unless we are to assume, what is unlikely, that he was in some regiment which participated in the French War which closed, as far as Canada is concerned, with the fall of Quebec in 1759. We have no knowledge what regiment this was, but there is a sort of tradition (on authority of Rev. W. O. Raymond), that Mr. Sharp served in one of the regiments "loyal through the War of the Revolution." It is probable that he did serve in some loyal regiment, of which there

were a number raised in the old thirteen colonies and several in Canada. But that he served throughout the war does not agree with several quite definite traditions, to the effect that he was severely wounded, and received his discharge on that account, in an engagement between the British and the "rebels" which occurred in Canada, the said engagement being one in which the British were attacked in fortifications by the Americans with cannon, and the attackers were beaten off. Now, the only engagement of which histories make mention as occurring in Canada in which the attackers used cannon, and were beaten off, was the siege of Quebec by the Americans under Montgomery and Arnold in 1775 and 1776. From early in December until May the Americans plied their artillery upon the town's defences, which in addition to works built by the French consisted of hastily constructed block-houses and barricades of "spar-timber" and houses loop-holed for musketry fire. In May, upon the opening of the St. Lawrence river and arrival of the strong British fleet of reinforcement, the besiegers drew off, after inflicting surprisingly little damage, the only assault being on the memorable morning of December 31st, when the ill-fated Montgomery led one storming party upon the "gangard" of Pres-de-ville, while Arnold simultaneously stormed the barricades of Sault au Matelot. Mr. Hugh Finley, a lieutenant in Fraser's 78th Regiment of Highlanders, kept a minute diary of the siege, (Collections of the Literary and Historical Society of Quebec) recording the effect of every shot sent by the Americans into the town, and while we are informed by William Wood (*The Fight for Canada*) that the documents printed by the Society relating to Quebec are not actually verbatim (although they appear to be), we are compelled to admit that this very detailed account of Mr. Finley

mentions no incident agreeing with our account of the wounding of Mr. Sharp, the nearest approach being Arnold's assault at the barricades, for even here, although the Americans dragged cannon with them there is nothing the writer has discovered anywhere to indicate that they were able to use them against the defences. Our account, as quoted by Mr. Raymond in his history of Woodstock, printed in July 1, 1896, issue of the Dispatch newspaper, is as follows:

"On a certain occasion some of the British were defending a blockhouse, when a round shot crashed through the timbers and Alexander Sharp was struck in the abdomen by a flying splinter that nearly disembowelled the poor fellow. Girding himself with his handkerchief the best he could he stood at his post using his musket, until the enemy was beaten off. A surgeon was summoned and was obliged to take twenty-four stitches in closing up the wound."

The loyal regiments raised in Canada were the Nova Scotia Volunteers and McLean's Royal Highland Emigrants, the latter having been raised chiefly from the disbanded Fraser's 78th Highlanders. The Emigrants were officially the 84th Regiment, and a body of them had rushed, with other troops, to the upper St. Lawrence to meet the Americans advancing by way of Lake Champlain, but after the fall of St. John's and Chamblee were forced to retreat upon Quebec, where under the commander, Lt.-Col. McLean, some 200 of them formed the nucleus of the garrison, which included also some Royal Fusileers (the "Cameronian Regiment"), some Royal Artillery, French Militia, British Militia (irregulars), some sailors and marines from the armed vessel "Felt," the sloop-of-war "Hunter," and the frigate "Lizard," (lately arrived from England)—in all about 1500 men to oppose the 1000 Americans under Montgomery and Arnold. Carleton, hastening from Montreal, took command.

It is not known why Mr. Sharp has been called "Captain." Mrs. Price speaks of him as "Captain." Mr. Hugh Baker, a son of Mr. Sharp's widow, wrote in 1886 to his son, "My mother was first married to Alexander Sharp, an officer in the British Army, discharged on account of being wounded." It may be that after retiring from active service he held a commission in some local organization, such as the militia. The late Mr. F. P. Sharp, his grandson, has told the writer, that the uniform and documents of his grandfather were lost in a fire which consumed the former's residence at upper Woodstock. So the facts of Alexander Sharp's military service must remain shrouded in mystery until some local records shall be uncovered or examination made in the Public Record Office, London.

After coming to New Brunswick, says Mr. Raymond, he settled at Hampstead. This was a Loyalist grant, settled in 1783. At the Crown Lands Office, Fredericton, is the record of a Crown Grant to Alexander Sharpe of 200 acres, part in Kings Co., and part in St. John on the south east side of Kennebecasis Bay, dated July 14, 1784, and another grant dated Jan. 30, 1787, of 340 acres in Kings Co., being Lot 5 on the east side of the St. John River in the Parish of Kingston. According to Mrs. Price, he taught school at Greenwich, on the "Long Reach," Queens County, and in the year 1785 he married, in or near the City of St. John, Hester, the eldest child and daughter of Captain Tamerlane Campbell. She was sixteen years old at the time of her marriage, hence she was born about the year 1769.

Tamerlane Campbell was a British soldier who had served both in the "French War" and in the American Revolution. There is reason to believe he first came to America in a Highland regiment, of which a number were sent on service to America.

One such regiment, Lascelles' 47th, had been part of the first garrison at Halifax in 1749; the 1st (Royal Scots); the 40th; the 42nd or "Black Watch," or Royal Highland Regiment; Kennedy's 43rd; Webb's 48th; Fraser's 78th, all came out at or soon after the outbreak of war with France (1756), and everywhere greatly distinguished themselves.

The "Cunnabell Genealogy," mentioning Tamerlane Campbell's wife, who was a Miss Cunnabell, says she married "Captain Tamberlin Campbell, of the 40th Regiment Black Watch." Now, the famous "Black Watch" was not the 40th Regiment, but was the 42nd. It was, however, the great "Campbell regiment," originally formed chiefly of officers and men of the Campbell Clan, and its tartan is the ancient dark Clan Campbell plaid. But the name Campbell is a notable one in British military annals, and there are numerous Campbells in the other Highland regiments. The "Black Watch" came to America at the outbreak of the French War, and its desperate work at Ticonderoga added lustre to the reputation of even the Highland regiments for impetuous courage. The survivors of that fight were sent home and the regiment returned to take part in Wolfe's attack upon Quebec in 1759, and again was sent home. But the 40th Regiment was in garrison in different parts of Nova Scotia at a much later period, hence the numbers of the two Regiments may have become mixed in the Cunnabell record.

Mr. Enoch Campbell, great grandson of Tamerlane, who still owns the original lands of his ancestor at Woodstock, and has in his possession the sword which his ancestor carried, informs the writer that Tamerlane Campbell held at least the rank of Ensign. The late Hugh Baker, before mentioned, writing in 1886, merely says: "My mother's father was Tamerlane Campbell, an officer of the Scottish

Engineers." On April 3rd, 1782, the Lieut.-Governor of Nova Scotia granted 8,000 acres of timber land on the Oromocto River to William Hazen, James White, Jacob Barker and Tamberlane Campbell," "as disbanded Provincial officers who had served the King in the late French War," (see Rev. W. O. Raymond's History of the Saint John River).

This grant on the Oromocto River was adjacent to the lands selected in 1762 by Capt. Francis Peabody and others from Massachusetts, chiefly people who had served in the French War, and the first three named gentlemen being of these Maugerville settlers, it would appear as if Mr. Campbell also had been, hence that he came with them from Massachusetts. But there is rather more reason for thinking that the "Provincial" troops were, in his case, those raised in the early English settlements of Nova Scotia. There was organized around Halifax a regiment, officially known as the 60th Regiment, but better known in history as the "Royal Fencible Americans," sometimes merely as "Royal Americans," or "Royals." It consisted of three battalions, the 1st had remained in garrison at Halifax while the 2nd and 3rd were with the expedition against Louisburg in 1758, and in the following year a part of the Fencibles remained in garrison at Louisburg while the remainder took a prominent part in the battle on the Plains of Abraham.

Mr. Campbell therefore had served in the French War, and according to his grandson, Mr. Hugh Baker, before mentioned, "he was sent to Quebec after the English captured that place to superintend repairs." At this date the engineers did not comprise, as they do now, a distinct branch of the army, the various regiments of the line had officers and men (artificers) of engineer training, and whenever there was engineer work to be performed such officers and men

were detached from their respective regiments. Wolfe's army carried with its engineer officers, whose names are given in General Orders (printed by the Literary and Historical Society of Quebec), but only those having rank of Lieutenant and higher. The officers who went with Wolfe proceeded to repair the old French defences, under chief direction of Capt. Holland, of the Fencibles. Although Mr. Baker's record leads us to believe that Mr. Campbell did not go to Quebec until after the siege, it may be taken to mean simply that he directed repairs afterwards, but evidently not in supreme command.

If Mr. Campbell held a commission in the line, one would expect to find it in the "Army List," but the writer has failed to find it there. Also in the "List of British Officers who served in America from 1776 to 1782," compiled from authentic sources, the name is not found, but at the foot of the list of Campbell's occurs the following: "————— Campbell, Ensign, 78th Regiment, Commission dated Dec. 12, 1759." This date, it will be observed, is a few days after the capture of Quebec, and it may be the record of Tamerlane Campbell's commission as Ensign. The 78th Fraser's Highlanders took part in the battle, but it by no means follows that the Campbell who was commissioned ensign had been of that regiment; on the contrary, officers received commissions wherever there was a vacancy. Thus, Major Gildred Studholme, commandant at Ft. Howe (St. John) had come to America as Ensign in the 37th, then became Lieutenant in the 40th, and at the outbreak of the Revolution became Captain in the Loyal Nova Scotia Volunteers, and later transferred to the Fencibles. Thus,—endeavoring to reconcile the differing records we have of Tamerlane Campbell—he may have come to America in the Black Watch and obtained his discharge here, or been transferred to the Royal

Fencibles American, and after the capture of Quebec been commissioned Ensign in Fraser's 78th Regiment. After the peace Fraser's 78th was disbanded in America. Mr. Campbell settled probably in Nova Scotia. He was married before 1769.

At the outbreak of the Revolution (early in 1775) Mr. Campbell joined a Loyal corps raised at that time. At any rate we know he was one of the defenders of Quebec against the attack of the Americans in 1775 and 1776. For in 1783, when a committee was appointed to inspect the lands along the St. John River and report by what title any of them were then occupied, this committee reported on June 30th in that year to Major Studholme as follows:

AMESBURY TOWNSHIP.

"Tamerlane Campbell has a log cabin and about two acres of land cleared, has been on the river about four years, but on the lot he now possesses about one year, is a loyal subject, and fought under General Carleton at the attack on Quebec early in the late troubles. Has a wife and five children. We beg leave to have him confirmed in his possessions."

It is probable that Mr. Campbell was with McLean's Highland Emigrants (who were raised chiefly from Fraser's 78th Highlanders), and that he held the rank of Captain. The Emigrants had a conspicuous share in the memorable siege of Quebec. There is frequent mention of "Captain Campbell," or "Captain Campbell of the Emigrants" in the old records. He appears to have had no part in the earlier disasters at Chamblee, etc., but to have arrived at the last moment with recruits from Nova Scotia, and this same Captain Campbell was the leader of the defenders who drove back the storming party of Americans at the barricades. During the progress of the war, the Emigrants were in garrison in and around Halifax, and in 1779 the secret agent for the American Co. Jonathan Allen reported at Ft. Cornwallis, "Captain Campbell with fifty Emigrants."

It was about 1779 that Mr. Campbell came to the St. John River and settled, as we have seen, near the Maugerville colony. He sold his share of the timber land grant on Oromocto to Samuel Peabody. The committee of 1783 further reported to Major Studholme that Mr. Campbell had at that date "a wife and five children." The wife was Hester, daughter of Preserved and Hester (Windom) Cunnabell, and after his marriage they lived for a while at Windsor, N.S. Preserved Cunnabell was born in Boston in 1727, son of Samuel Cunnabell by second wife Mary daughter of William Wilson and wife Mary Pierce, William Wilson was son of Deacon Edward Wilson of Charlestown, by wife Mary daughter of Deacon Robert and Joana Hale, who came from England to America probably with Winthrop in 1630 and were ancestors of the martyr Capt. Nathan Hale and Rev. Edward Everett Hale. Samuel Cunnabell was son of John Cunnabell of London, England, who came to Massachusetts in 1674, and served in Captain Turner's Company in King Philip's War. (See Cunnabell Genealogy). Preserved Cunnabell was one of a number of New Englanders who removed to Nova Scotia soon after the founding of Halifax, and in 1752 according to a census return for that year was living in North Suburbs, Halifax, with family described as: Two males over sixteen years, two females over sixteen, two females under sixteen. His wife Hester was probably relative of one Stephen Windom residing same year with family in South Suburbs, Halifax.

Tammerlane and Hester Campbell had seven children—Hester, Sarah, Elizabeth, and four sons mentioned in the Woodstock church register as follows:

Sept. 5, 1792, baptised John, the son of Tammerlane and Hester Cammell, born the 17th Feb. 1780, and Tammerlane, born 10th of Aug. 1782, and Robert (should be Edward), born 11 of Aug. 1786, Alexander, born 4th of Nov. 1788.

The name "Tamerlane" is no doubt commemorative of Tamerlane, the famous Tartar conqueror of India, whose fame, and that of the empire of the descendants of the "Great Mogul," at Delhi, had reached England through the traders, sailors and soldiers of the East India Company.

In 1788, Mr. Sharp removed to Woodstock. All along the West side of the River here the lands had been allotted to disbanded soldiers of the Loyalist Regiments in 1784, but on the easterly side were lands still open for location. Here, and nearly opposite the present village of Woodstock, Mr. Sharp settled. His grant, dated Nov. 1, 1796, comprising 418 acres, is on record at the Crown Lands office, Fredericton, as Lots 79 and 80 in Northampton Parish. His father-in-law, Mr. Campbell, about the same time took up Lots 77 and 78 adjoining on the south. Mr. Sharp's lands were the most northerly in this parish and from a high hill, one of the land marks of the river, lying to northward, took its present name of "Sharp's Mountain," while an island at the front of his grant took the name "Sharp's Island."

The site of Mr. Sharp's dwelling house, which was a rough log cabin as all the houses were then, is now occupied by the residence of his great grandson, Mr. Fred S. Sharp. A few years ago there could be seen the remains of the walls of an old-fashioned "out-door cellar," partially excavated into the side of the bank where the intervale meets the steeper slope, near the house. Mr. Sharp's eldest child James had been born on the lower river; the rest of his children were born here in this log cabin, and here he himself died.

During the many years in which Mr. Sharp led his wandering life, he must have found it difficult, as all did at that time, to communicate with his kindred in Scotland. Part of an old letter, undated, and

in the handwriting of Mr. Sharp's sister Mary, is in possession of Mrs. Price. It begins:

MY DEAR BROTHER:—

I have wrote you three letters before this, informing you how happy it made our parents, and *me*, to receive a letter from you about two years ago, after we had dispaired of ever hearing from you.

The letter goes on to tell of the poor health of their parents, their piety and happy resignation in their almost helpless condition and attributes their happiness as a result of a virtuous and well-spent life.

In the year 1795, Mr. Sharp was taken ill of scarlet fever and died. It is certain that the record of his burial would be in the Woodstock Church Registers, and one might here hope to find his age stated. One is disappointed to discover, however, that the record is curiously imperfect. The register for 1795 (in handwriting of Rector Dibblee, contains this: "To this date, Nov. 10, 1795, burials not any." But evidently this is a mistake. The painstaking rector remembers one, so a few lines further on is this: "To this date, Nov. 10, 1795 — buried 1." This person, designated as "1" is undoubtedly Mr. Alexander Sharp. He was buried, says Rev. W. O. Raymond, in the Church of England "old" burying ground—that is, not the one at present the church, but a still older one, known to but few, not far from the other, in the corner where the Hodgden Road turns off from the River Road. As recently as 1850, several graves were to be seen there, all in a state of neglect. At the present time his grave is unmarked, and his exact resting place unknown. He was a Presbyterian.

In the year 1797, Mr. Sharp's widow, being left four young children to care for, married Anthony Baker, Junior, born Sept. 7, 1777, son of Anthony and Mary (Kelley) Baker, and by him had nine children.

The younger Baker had taken up a tract of 200 acres adjoining the Sharp land on the north. After marrying Mrs. Sharp he resided at the Sharp place, proved a good husband and foster-father, and when the Sharp children came of suitable age he provided them with means of starting out in life for themselves. Mr. Baker eventually became one of the most prosperous men at Woodstock, owning large tracts of land, and finally removed, probably in the lifetime of his wife, to a farm in the north part of the Town of Woodstock, where, near a willow tree still standing, he built the first frame house in that part of the country. One Sunday, about the year 1828, Mrs. Sharp-Baker suddenly died sitting in her pew in the Baptist meeting house at Jacksontown, and is said to lie buried near her husband's grave in an old public burying ground lying on the river front of the farm in Woodstock. Tradition describes her as having been "very prtety," and possessed of a fair education for the time and place.

Children of Alexander and Hester Sharp — last three records from Woodstock Church Register:

3. James, born Feb. 26, 1787.
4. Adam Boyle, born Sept. 14, 1789.
5. Hester, born June 25, 1792.
6. Henry, born March 10, 1795.

3. JAMES SHARP (3), Alexander (2), James (1)—born Feb. 26, 1787, died July 11, 1845; baptised (says Rev. W. O. Raymond, "Historical Sketches," Woodstock Dispatch) by Rev. Richard Clark, of Gagetown, N. B., and was an infant of one or two years when his father removed to Woodstock. He was an active and enterprising man. He built his homestead on his father's land, and all his children were born there. With the assistance of his brother Adam he built the first schoolhouse in that part of

the Parish, and when that was destroyed by fire he built another. He farmed the intervale land and from clay there he made the first bricks made in the neighborhood, and judging from remains of old kilns he made lime also. During the War of 1812, he was called into service with the York County Militia, Capt. Richard Ketchum's Company, and spent one winter in garrison at Fredericton. He held various parish offices, as overseer of the poor, etc., He met death by drowning, falling from a boat when fishing for salmon in the St. John River, and was buried in the old burying-place on the Anthony Baker farm in north Woodstock. The railroad afterwards passed through this burying ground, and his grave, if still able to be recognized as such, is unmarked by any stone. He married Sept. 11, 1810 (Woodstock Registers), Elizabeth, daughter of Capt. Jacob and Mary Tompkins. She was born April 6, 1792; baptised "Betsy Barbara." Children:

7. Susanna, born June 4, 1811.
8. Hester, born Oct. 11, 1813.
9. Mary L., born Aug. 15, 1818.
10. Harriet, born Dec. 23, 1820.
11. Eli, born 1824.
12. Hephzibah, born Feb. 22, 1826
13. Fannie, born Aug. 15, 1828.
14. Barbara Adelaide, born May 8, 1832.
15. Rebecca, born Dec. 30, 1833.
16. James, born April 8, 1837.

(To be continued.)

Rev. John Seccomb.

LANCASTER, MASS., 10 January, 1907.

Editor of ACADIENSIS, *Sir*:—

Many thanks for your insertion of my query regarding Dr. Samuel Stearns's pamphlet on "visions," no copy of which has yet come to light. Such a work, I feel reasonably sure, must *once* have existed, but (like its subject) it is elusive.

I would like to add a few words to my notes on Seccomb letter in the November number. There I conjectured that the letter was addressed to Henry Houghton, of Harvard, Mass., whence, it will be remembered, Mr. Seccomb removed to Chester. This seems not improbable from the fact that it came to me among a mass of papers accumulated by Jacob Houghton, of Bolton (a neighbor town to Harvard) and his son and grandson, Simon and Samuel Stearns Houghton. Jacob and Henry Houghton were apparently cousins, their fathers (Jacob and Henry) being sons of Justice John Houghton, of Lancaster. Such a letter might naturally enough have been passed around among relatives, common friends of Mr. Seccomb, and never have returned to its recipient; and to Jacob Houghton and his family it would be of especial interest from the fact that his son, Captain Timothy Houghton, was a townsman and parishioner of Mr. Seccomb at Chester, whither they migrated about the same time.

In a pamphlet somewhat grandiloquently entitled "History and Genealogy of the Houghton Family," printed at Halifax, N. S., in 1896, which is devoted chiefly to Capt. Timothy Houghton and his descendants, it is stated that Mr. Seccomb came from Harvard with Capt. Houghton. But it is necessary to take some of the data in this pamphlet *cum grano salis*. It is there stated that "Captain Timothy Houghton

.....together with his wife and three children left Boston, Mass., Thursday, 30th July, 1759, and arrived at Chester.....August 4th." If Mrs. Houghton accompanied her husband to their new home in the summer of 1759, as may well be, she must, however, have shortly returned to Bolton, for there, 13 March, 1760, their *third* child, David, was born. The two elder children, of whom the order is reversed in the "Genealogy" were born, Mary December 23, 1753, and Jacob 7 December, 1757. The following letter, which came into my possession with my other Houghton papers, shows some of the perplexities which the emigrant of that day had to contend with. Brief and crude as it is, it shows the writer's tender anxiety and care for his wife and little ones.

"Boston May the 20th 1760.

having this oportunity I Inform that I am in helthe as I hope you and our Children are: I wate for Nothing but a fair Wind: but We are short for the Want of Money but I have tryed to save for you What I proposed but We are Disapo[inted] of Borring What We Expected having borrowed but 10 Dollars but get Enough if posiable to help you for What you Want Drirectly:

"I Desire Mr. Benja. Houghton Not to sittle in full With Mr. Lockling till I Come back if it be not to [o] Much to his Damage for I find it Will be of great sarvis to Me to help Me to My Right of Lockling Concerning the article of the Wood for I having order of Mr. Houghton to forbid him Carring it off: I find how I Might have helpt My self but I shall not [write] the perticelars at present but you May Remember that it Coast Me £7 pounds for Nomore than 20 Load: out of What was My proper Due: but Keep this safe till you hear further only Lett simon and you speak to Mr. Benjamin about it

"So I emain yours

"Timothy Houghton

(Verse)

"For Mrs.

"Eunice Houghton

"of

"Bolton

These"

Yours very truly, J. C. L. CLARK.

Book Reviews.

Historical Geographical Documents relating to New Brunswick. Edited by W. F. GANONG.

In the Collections of the New Brunswick Historical Society No. 7 just issued, will be found a very interesting paper, under the above caption. This is No. 4 of a series by the same writer, the particular subject in this instance being Richard Denys, Sieur de Fronsac, and his settlements in northern New Brunswick.

The substance of this article is merely a resumé of Dr. Ganong's valuable paper, which occupies forty-seven papers of the Collections, and which gives, *in extenso*, a number of documents, hitherto unknown, which throw much new light upon an almost unwritten episode of New Brunswick history, the efforts of Richard, son of Nicholas Denys, to settle the northern part of New Brunswick. What was intended as a review in the ordinary course of events, has developed into an extensive digest. For the general reader to whom the publication of the Historical Society are not readily available, the following will give a general idea of the contents of the article referred to. The student of history is referred to the article as published by Dr. Ganong, a copy of which may be obtained from the Historical Society, of which the editor of this magazine is corresponding Secretary, bound in paper, at the modest price of fifty cents.

The discovery of the documents alluded to by Dr. Ganong, was in connection with a translation and reprint of that remarkably interesting Acadian book, Nicholas Deny's *Description Geographique et Historique * * * et Histoire Naturelle de l'Amerique Septentrionale*, Paris, 1762, which is now being edited by him for the Champlain Society.

The location of the original documents is fully given so that the reader may procure copies should he so desire.

Acknowledgment is made both to Mr. Phileas Gagnon, Keeper-Indicial Archives of Quebec, the well known Canadian bibliographer, as well as to Mr. H. P. Biggar, author of important works upon Canadian History.

Nicholas Denys, the father of Richard Denys, Sieur de Fronsac, was associated with Acadia, of whose history he was then a considerable part for over half a century, from 1633 to 1688. He was given by the King of France, in 1654, a monopoly of the right to establish fixed fisheries throughout Acadia, of which he was made Governor and Lieutenant General. He established himself in that year at Saint Peters, in Cape Breton, living there until 1669, when, his establishment having accidentally been burned down, he retired, almost financially ruined, to a post at Nepisiguit, which he appears to have estab-

lished in 1652. Two years later he went to France to arrange for the publication of his book, leaving as Lieutenant his young son, Richard.

It is at this point that the latter enters the arena of New Brunswick history and that the series of documents treated of by Dr. Ganong has its beginning. Nicholas Denys remained in France until 1685, leaving Richard in command until his return to Nepisiguit, where he died in 1688, aged ninety years.

Richard Denys was probably born at Saint Peters, in Cape Breton, in 1654. He was, I think, the first Frenchman born in Acadia who rose to prominence in his native land. His mother was Marguerite de la Faye, who shared her husband's life in Acadia, and died a few years before him. Richard, no doubt, grew up at Saint Peters amid the primitive surroundings of a frontier post, in the company of Indians, hunters, fishermen and traders. This is the happiest life in the world for a healthy youth, and it prepared him well for the duties which fell to him when, at the age of seventeen, his father placed him in command of all his vast government.

In a decree of the Sovereign Council, dated October 31, 1676, we are informed that three English ketches, taking coal from the island of Cape Breton, which belonged to Sieur Nicholas Denys, were captured by Michael Le Neuf, Sieur de la Valliere, whose wife was Françoise Denys, daughter of Simon and cousin of Richard.

The third of the series of documents treated of by Dr. Ganong, contains account of Nepisiguit and Miramichi in 1677 and 1678. A quotation follows from the work of that scholarly and appreciative Recollet missionary, Father le Clercq, descriptive of a visit he made in the above-mentioned years, although his book was published in 1691.

Document No. 4 is a Certificate of the intendant Du Chesneau concerning the nobility of the family Denys, the facts therein stated being confirmatory of the account of the Denys family given by F. G. Forsyth de Fronsac in his memorial of his family privately printed at Boston, 1903.

Regarding the assumption by Richard Denys of the title Sieur de Fronsac, we are informed that his father, Nicholas Denys, never bore the title, although it is ascribed to him in many recent books. It was probably in consequence of the "lettres de noblesse" of 1668 to his uncle that Richard assumed the title. Dr. Ganong presumes that the name Fronsac was taken from a place of that name in the Strait of Canso, near where Richard was born, which place was probably named in honor of Richelieu, who was Duc de Fronsac, and a patron of Nicholas Denys's friend, Razilly, if not of Denys himself.

While Richard's family name is commonly spelled Denis in

documents of the time, it appears to have been spelled invariably Denys both by his father and himself.

Under January of this year, 1680, LeClerc mentions a matter of some interest to our present subject. He says that the Indians at Miramichi were then starving, but received succor from the French of the Fort of Saint Croix, where Madam Denys gave orders for the distribution of provisions. This Madam Denys was, no doubt, the mother of Richard, who, himself, was evidently absent. In his book Richard's father speaks of his wife as commanding one winter in his fort at Nepisiguit, which shows that Madam Denys was a woman of capacity.

It was in this same year, apparently, that Richard Denys, then about twenty-six years old, married his Indian wife. Tanguay's great Genealogical Dictionary gives his first wife as Anne Parabego, by whom he had two children. The eldest was Marie Anne, whose baptismal certificate, strangely enough, has been preserved. It is printed in Raymond's *Saint John River* (St. John, 1905, page 141), and records the baptism at Jemseg, 25th May, 1681, of Marie Anne Denis, daughter of Sieur Richard Denis and Anne Partarabego, an Indian woman, at the age of four months. This would imply that Richard took his Indian wife sometime in 1680. Their second son was Nicholas born in 1682, who married an Indian woman, and perished with his three children in 1732, leaving his title of Sieur de Fronsac to revert to the family of his elder sister, who, in 1709, married Jean Mercan of Quebec, and left descendants in Canada. Richard married again in 1690.

That the privileges granted to Nicholas Denys were vast, is shown by Document No. 5, an Order to Richard Denys from his father to facilitate the voyage of Monsieur Bergier, prospective settler, in Acadia, and in 1653 and 1654 considered by Denys as still in force. This illustrates one method by which Denys endeavored to people his lands in accord with the conditions of his grants. Bergier appears to have made the visit, but with a result not at all acceptable to Denys, for, February 28 h, 1682, the right to establish a fishery on the coast of Acadia was granted this Sieur Bergier and others by the King of France, apparently without any reference to Denys, whose rights were no doubt considered to have lapsed through non-fulfilment of the condition of the grants. This was one step in the collapse of Denys' rights.

Document No. 6, dated 21st February, 1682, is an agreement as to arrears of salary between Richard Denys and his father and shows how completely the management of the affairs of Nicholas Denys had passed into Richard's hands, and incidentally, the exact business relations between them.

DAVID RUSSELL JACK.