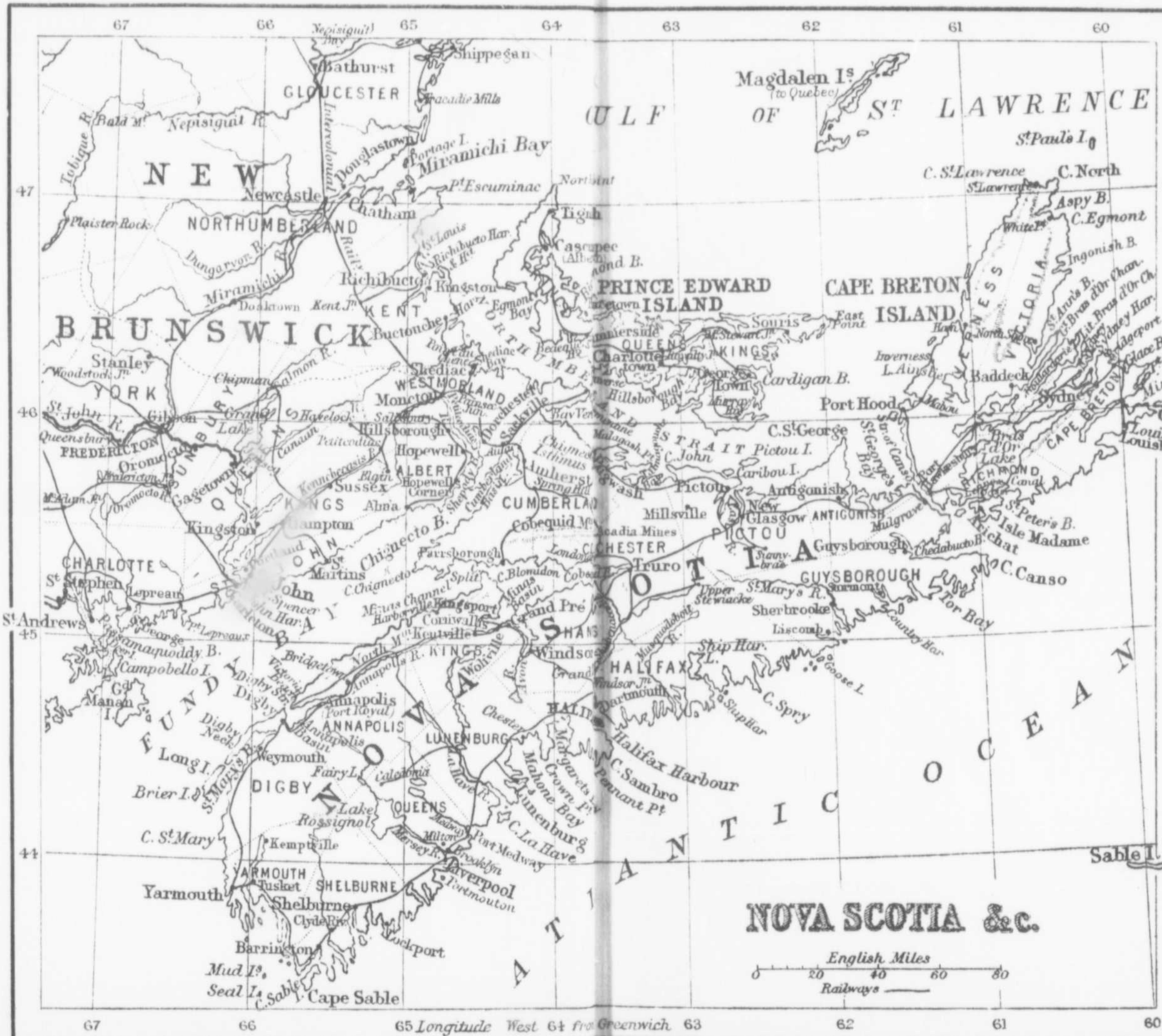
NOVA SCOTIA SCHOOL SERIES

HISTORY AND GEOGRAPHY
OF
NOVA SCOTIA

CALKIN

A. & W. MACKINLAY, LIMITED
HALIFAX, N.S.

H. S. Dodsworth
149 Pepperell St.
Halifax, N.S.



Bartholomew, Edin.

A

NOVA SCOTIA SCHOOL SERIES

A HISTORY AND GEOGRAPHY OF NOVA SCOTIA

BY

JOHN B. CALKIN, M.A., LL.D.

AUTHOR OF "SCHOOL GEOGRAPHY OF THE WORLD," "THE INTRODUCTORY GEOGRAPHY," "HISTORY OF CANADA," "HISTORICAL GEOGRAPHY OF BIBLE LANDS," "NOTES ON EDUCATION," AND "A BRIEF HISTORY OF GREAT BRITAIN," ETC.

HALIFAX, N.S.
A. & W. MACKINLAY, LIMITED
1911

CONTENTS.

HISTORY OF NOVA SCOTIA.

CHAPTER I.

INTRODUCTION.

SOME countries are very old. They have been inhabited by civilised people many hundreds of years, and their history extends away back into the shadowy past, until we find it hard to tell how much truth or how much fable is commingled in the story. Nova Scotia is a new country. Three hundred years ago its history had scarcely a beginning. There were then no towns or houses, cultivated fields or carriage roads; one vast forest covered all the land.

The Micmacs.— A few Micmac Indians were the only inhabitants of the country in those early times. How they came here, or who were their ancestors, nobody could tell; and they had no books or written language. The Micmacs were savages. They lived in rude, cone-shaped huts, called wigwams, formed of poles covered with the bark of trees. Their food was chiefly fish and the flesh of wild animals. They were a roving race, always changing their place of abode. They were often engaged in cruel wars with other Indian tribes, their weapons being bows and arrows,

clubs, and stone hatchets. Before a battle they had a grand feast, followed by the war-dance, in which they jumped wildly about, filling the air with hideous yells.

Glooscap.— The Micmacs believed in a wonderful being named *Glooscap*, who, as they imagined, held the world largely under his control. By stretching out his magic wand he could bring all the wild animals of the forest and the fish of the sea to his side. Stormy Blomidon was his home; Minas Basin was his beaver pond and his favourite resort. When the white men came into the country, Glooscap went off in a great rage, upsetting his big kettle, which, under the name of Spencer's Island, may yet be seen in Minas Channel.

What People thought long ago about the World. Four hundred years ago people had very strange notions respecting the earth. Even the most learned men knew very little of its form and size, and of the great bodies of land and water on its surface. Most persons thought it was flat, like a vast plain, bordered all around its edges by the ocean. They considered it very dangerous to go far out on the sea. America was then quite unknown to the rest of the world, though a vivid tradition of its existence enlivened the songs and stories of the Norwegians and Icelanders. About that time, bold navigators in the south-west of Europe had, by sailing southerly along the West Coast of Africa, reached the Cape of Good Hope, and thence found their way to India. This country was then, as at present, densely peopled and rich in gold, diamonds, pearls, and spices; and among its manufactures sought after by other countries were beautiful shawls and silks. Instead of travelling overland as before, the merchants of Europe had now an easier and a cheaper route to that far-off land.

America Discovered, 1492, A.D.— A remarkable

man named Christopher Columbus now startled the people of Western Europe, by proposing a voyage of discovery to find a westerly route to India across the Atlantic Ocean. Columbus believed that the earth was round, but he did not know that it was so large. He was poor, and his ideas seemed so absurd that he had much difficulty in obtaining assistance. Finally, however, receiving aid from Ferdinand and Isabella, the king and queen of Spain, in the month of August, 1492, with high hopes he set sail over the unexplored western waters. He had three ships,—one a good-sized vessel, the others quite small, and without decks. There were one hundred and twenty sailors, many of whom were so unwilling to go that they had to be forced on board. After a long voyage Columbus came to a group of islands which he fondly supposed lay off the coast of India. Afterwards, when the error was discovered, the islands were called *the West Indies.*

The Northmen.— America had indeed been visited by the Northmen from Norway five hundred years before the celebrated voyage of Columbus. These people were great sailors, and loved to rove over the sea, of which, through their skill and daring, they were for centuries the virtual rulers. At first they established a colony in Iceland; then some of them went to Greenland, from which they found their way to Newfoundland and Labrador. For many years they continued to visit America, coasting southerly as far as Massachusetts. To one of the countries which they visited, supposed to be Nova Scotia, they gave the name *Markland* or the *Forest Country.* After a while the Northmen ceased to visit the country, and their discoveries and adventures were forgotten, or remembered only in tale and song.

The Cabots.— Tidings of the notable discovery made by Columbus soon set all Western Europe astir. Among the foremost on the new path of glory and wealth were the Cabots, John and his son

Sebastian. The elder Cabot was a native of Venice, but he had removed to Bristol, in England, where he had become a prominent merchant. Henry VII., who then held the throne of England, eager to add to his wealth and his dominion, gave the Cabots permission to cruise over the seas on a voyage of discovery. All lands that might be discovered were to belong to the English crown; the Cabots were to have the sole right to trade with such countries, and one-fifth of the profits must be given to the king of England. These gallant pioneers sailed on their first voyage in May, 1497, in search of a westerly route to China and India. At the end of three months they returned, having visited, not the sunny East, but the stormy shores of Newfoundland and Labrador. In the following year, Sebastian Cabot made a second voyage to Labrador, and then turning southerly, sailed along the coast of North America, nearly to Florida. It was not until the following year that Columbus visited the mainland of America, so that to the Cabots belongs the honour of discovering the continent. England afterwards based her claims to the country on this discovery.

Adventurers.— It would be very interesting to tell of the many adventurers who crossed the Atlantic, hoping to find treasures of gold in the New World, or searching for some water passage to China and India. One foolish old Spaniard, Ponce de Leon, went to Florida to look for a fabulous fountain of life, whose waters were said to have the power of restoring to the aged the vigour and freshness of youth. We might tell, too, of the avaricious Cortez who marched into Mexico with his bands of Spaniards, plundered its rich Indian capital, and treated its old

king, Montezuma, most treacherously and cruelly. Then there is the story of another Spaniard, Balboa, who, crossing the Isthmus of Darien, discovered the Pacific Ocean and, wading into its waters, took possession of it in the name of the king of France. But we have now to speak of other matters.

For over a century after the discovery of America, there is little to record bearing directly on the history of Nova Scotia. It is said that in the year 1518, a Frenchman, named Baron de Lery, visited Sable Island, where he left cattle which afterwards served as food to persons who were shipwrecked on its dangerous shores. The explorations of Verrazzani in 1524, and of Cartier ten years later, formed the foundation of the claims of France to a large part of North America.

Among the early English visitors to America was Sir Humphrey Gilbert, who, in the year 1583, took formal possession of Newfoundland in the name of his sovereign, Queen Elizabeth. A half brother of his, Sir Walter Raleigh, is said to have been the first to introduce tobacco and potatoes into England, both of which were discovered in America. A story is told of Sir Walter, that, on his return to England, his servant one day saw him smoking, and thinking he was on fire, dashed a pitcher of water over him.

In 1589, the Marquis de la Roche, having been appointed viceroy of a large territory in America by the king of France, crossed the Atlantic to take possession of his domain. Emigrants of the lowest ranks, many of them convicts taken from the public prisons, filled his little vessel. Whilst in search of a suitable place for a settlement, La Roche left forty convicts on Sable Island. Shortly afterwards he was met by a violent storm and driven back to the coast of France. He returned home, where, through the influence of his enemies, his commission was cancelled, and he himself was thrown into prison. For five long years, whilst De la Roche lay in prison, the wretched men on Sable Island strove with one another, and with hunger, and cold, and disease, until only twelve survived. These, by order of the king of France, were brought home.

CHAPTER II.

GENERAL OUTLINE.

THE history of Nova Scotia forms two great divisions,—the French Period, beginning with the first visit of the French to Port Royal in 1604, and ending in 1710; and the British Period, beginning with the capture of Port Royal in 1710, and extending to the present time. During the French period the country was generally called *Acadie*.

Acadie.— The word *Acadie*, the Latin form of which is *Acadia*, is said to be derived from the Micmac *cadie*, which means *abounding in*. It is often found as an affix in names of places, as *Shuben-a-cadie*, abounding in ground nuts. Several times during the period of their ownership the French were dispossessed by the English; but each time they soon recovered by treaty what they had lost in war.

Nova Scotia.— Nova Scotia, meaning *New Scotland*, seems to have been first used as the name of the country in the year 1621, when, having fallen under the sway of Great Britain, it was given by King James I. to his Scottish friend, Sir William Alexander. It did not, however, become the fixed name until the beginning of the British period.

An Era of Conflict.— The first half century of British ownership was a time of strife, during which the country made little progress. Although France had by treaty given up the country, yet many French colonists, called Acadians, remained; but, unwilling to become British subjects, they caused much trouble to themselves and their conquerors. The Indians, also, were for many years hostile to the English, murdering and scalping the unprotected, or carrying them off as captives. The French government, moreover, still

holding Cape Breton and Canada, disputed the right of Great Britain to that portion of the country which lies on the north of the Bay of Fundy, now forming the province of New Brunswick.

There came, at last, between the rival powers a grand struggle for the mastery, ending in the complete triumph of Great Britain. Many of the Acadians were expelled from Nova Scotia; the French, dispossessed of their strongholds in New Brunswick, Cape Breton, and Canada, gave up all these lands to the British; and the Indians, no longer incited to hostility by their old friends, the French, laid aside the war hatchet and the scalping knife, and became loyal subjects of the victorious nation.

Progress.— Free from the fear of French invasion and Indian outrage, many colonists came into the country from England, Scotland, Ireland, and the United States. Halifax, the new capital, was built up and strongly fortified. Prince Edward Island and New Brunswick were formed into separate provinces. The forests were cleared away, and in their place appeared farms, villages, and towns. The government of the country was improved, good laws were made, free schools were established, railroads were built, and trade was promoted.

Confederation.— In the year 1867, Nova Scotia, New Brunswick, Quebec, and Ontario were united into one great State, called *the Dominion of Canada.* Since that date, the Dominion has been enlarged by the addition of Prince Edward Island, Manitoba, British Columbia, Keewatin, and the North-West Territory.

CHAPTER III.

FIRST SETTLEMENT OF ACADIE.

De Monts, 1604, A.D.— In the spring of 1604, a small fleet sailed from Havre de Grace, on the north of France, westward bound across the Atlantic. The expedition was fitted out chiefly by Huguenot merchants of Rochelle, who expected to make themselves rich by the fur trade in a portion of North America to which the king of France had given them sole right. On board were men of varied rank, from the titled nobleman to the humble mechanic and day labourer, all eager to try their fortune in the New World. The leader of the expedition was De Monts, who held a commission from Henry IV. of France, appointing him lieutenant-general or viceroy over a territory along the Atlantic coast of America, between the Gulf of St. Lawrence and the mouth of the Hudson River. This dominion was called Acadie. Other noted men of the party were Champlain, Pontgravé, and Poutrincourt.

After being roughly tossed on the ocean for a month, De Monts, with two small vessels, arrived off the south coast of Nova Scotia. He then sailed westerly, exploring some of the more important harbours as he passed along. Near the place now called Liverpool, he was surprised to find a fellow-countryman named Rossignol, who was busy buying furs from the Indians, and storing his little craft which lay in the harbour. De Monts was much displeased, for his commission gave him the sole right to trade

in the country. To punish the offender, he seized his vessels and his furs ; then, perhaps to warn others against a similar trespass, he called the place *Rossignol.*

On the shore of St. Mary's Bay an incident occurred which caused some stir. A number of persons went on shore, and strolled through the forest. On returning to the vessel it was found that a young priest named Aubry was missing. The forest was searched in vain. Then it was remembered that the priest and a Protestant minister of the party had held angry disputes on religious questions, and the Protestant was suspected of having used more effective means than argument to silence his opponent. Seventeen days after, as one of the vessels was passing the opposite coast on the Bay of Fundy, there was seen on the shore a man waving his hat as a signal of distress. It was Aubry. Returning to a spring for his sword he had lost his way, and had since been wandering in the woods, living on roots and berries.

Selection of Port Royal.— Having visited several places along the south coast of Nova Scotia, De Monts and his party sailed up the Bay of Fundy, then called French Bay. Passing through a narrow gateway in the rocky wall on the southern coast, they entered that beautiful water now known as Annapolis Basin. At the head of the basin, where land and water mingle all their charms, a site was selected for a town. This place, honoured with the kingly name Port Royal, De Monts bestowed on his friend Poutrincourt.

Leaving Port Royal, De Monts sailed farther up the bay into Minas Basin. In this neighbourhood he found copper ore, and also a pretty blue stone, probably an amethyst, specimens of which are still obtained at Blomidon. On his return to France, De Monts presented the stone to the king. Coming down the bay, De Monts discovered a large river flowing in from the north. Entering this river on

the 24th of June, in honour of the day he called it *the St. John.*

Having spent the summer in exploring the coast, the adventurers took up their winter quarters on a small island in Passamaquoddy Bay, near the mouth of the St. Croix River. Here they erected rude dwellings, and made other preparations for a season, of the severity of which they had yet but little idea. It was a gloomy winter. The cold was intense, fuel and water were scarce, and the food was bad. Then disease broke out among them, and thirty-five men fell victims.

Port Royal Founded, 1605, A.D.— Early in spring they went further west along the coast, but no place pleased so well as Port-Royal. Thither, accordingly, all returned, bringing with them the materials of which their winter houses had been made. But scarcely were they settled when bad news came from France. The king, influenced by De Monts' rivals, had cancelled the charter which secured to his company the sole right to the fur trade. De Monts and Poutrincourt at once set out for France, leaving Champlain and Pontgravé in charge of the little colony.

In the following spring Poutrincourt returned to Port Royal, bringing supplies and new colonists. It was well he came so soon, for Pontgravé, despairing of his return, was about to break up the settlement and return to France. It was a joyous reunion. To make the occasion more merry Poutrincourt set out a hogshead of wine which he had brought with him from France, and invited all to partake.

Among those who came with Poutrincourt was a young barrister named Marc Lescarbot. His talents were varied, and

he became quite noted in his way. He encouraged the cultivation of the soil, looked after the public health, and wrote a history of the colony. He also wrote poetry after a fashion, with which he was wont to amuse his friends. Perhaps he best earned the gratitude of the colony by securing the erection of a water-power mill for making flour, in place of the hand mills previously used.

The Good Time.— The following winter passed pleasantly. Fifteen of the leading men formed a club, which they named *The Order of the Good Time.* Day about each member held the office of Grand Master, whose duty it was to provide for the table, and to furnish amusement during his day of office. Each, as his turn came to play host, strove to outdo his predecessor. Welcome guests at the festive board were the Indian chiefs, most honoured of whom was old Memberton, whose head was now whitened by a hundred winters. After dinner, the members of the club smoked their lobster-claw pipes, and listened to the old chief's Indian tales.

1607, A.D.— The French company by which the colony at Port Royal was sustained had looked chiefly to the fur trade for its profits. Its exclusive right to this trade having been taken away, the expense of the colony exceeded the income. The company accordingly instructed Poutrincourt to break up the settlement and return to France. Reluctantly the colonists left their new-made homes, and much did their Indian friends grieve at their departure.

At the end of three years Poutrincourt returned to Port Royal. He had promised the king of France to aid in converting the Indians, and he brought out a priest for this work. The aged chief Memberton was the first convert, and through his influence many of his people soon became Christians. Wishing to

retain the king's favour, Poutrincourt sent his son Biencourt to France to report the success of his missionary work. Biencourt returned the following year, and with him came Claude de la Tour and his son Charles, both of whom were afterward conspicuous in the history of the country.

Port-Royal destroyed by the English, 1614, A.D. Two years after the founding of Port Royal, the English established at Jamestown in Virginia their first colony in America. They had not forgotten Cabot's discovery, and they claimed all the coast country on the north, including Acadie. So, when they learned that the French had come into the country, they resolved to drive them out. Captain James Argall, sailing from Jamestown, appeared before Port Royal, which he plundered and laid waste. It is said that Argall finding the royal arms of France and the names of the founders of Port Royal inscribed on a large rock near the town, caused them to be erased, that he might leave no marks of French ownership. Satisfied with his work of destruction he sailed away. The French, who had fled to the woods, now returned to their homes, which the enemy had left in ruins.

Poutrincourt was in France at the time of Argall's attack, and Biencourt also was absent on a fishing excursion. In the following year, the father visited Port Royal once more, but soon returned home, where a few months after his arrival he fell in battle. The son remained in Acadie, and adopted the free, wild life of the Indians.

New England, 1620, A.D.— The English had as yet made little progress in the settlement of America. Every summer their fishing vessels thronged the

northern coast waters; but when autumn came all sailed away again to their island home. But now there came a time of severe religious persecution in England. The Government tried to make all the people worship according to the forms of the Established Church. Those who refused to worship in this way were imprisoned, driven into exile, or even put to death. Many of the persecuted resolved to seek a home in some other country in which they could enjoy greater freedom. At first they went to Holland, and after remaining there a few years, some of them set out for America. Crossing the Atlantic in a vessel called the *Mayflower*, they landed at Plymouth, where they formed the first permanent English settlement in New England. These people wandered about so much that they got the name *Pilgrims*.

Nova Scotia, 1621, A.D.— At the court of James I. of England was a Scottish knight, Sir William Alexander, who was ambitious of becoming the founder of a colony in America. To secure this object, he obtained from the king a grant of an extensive country, which in the royal charter was called *Nova Scotia*. It was the same country that the French had named Acadie, including the territory now forming the provinces of Nova Scotia and New Brunswick. Four years later, to aid Sir William in settling the country, Charles I., who had succeeded to the throne, created an order of knighthood, styled the Knights Baronets of Nova Scotia. The order consisted of one hundred and fifty knights, each of whom was to receive a grant of land in Nova Scotia, and to establish a certain number of colonists. Through Sir William's efforts, a small Scotch settlement was formed on the west side of Annapolis

Basin, but his schemes for colonising Nova Scotia did not prosper.

The French still claimed Nova Scotia. Biencourt succeeded his father as commandant or governor, and on his death the title was conferred on Charles de la Tour, who had his headquarters at Fort Louis near Cape Sable. The French had also formed important settlements on the banks of the St. Lawrence. At Quebec Champlain had for several years been trying to build up a strong town which he wished to make the capital of a French dominion called New France.

1627—1629, A.D.— On the other hand, Sir William Alexander was eager to expel the French from America, and with the consent of the king he fitted out a small fleet for this purpose. The command was given to Sir David Kirkt. In the mouth of the St. Lawrence, Kirkt captured eighteen French vessels laden with supplies for Quebec; he also took possession of Port-Royal in Nova Scotia. In the following year he again sailed for the St. Lawrence, where he made more prizes of French vessels, and finally compelled Champlain to surrender Quebec.

Claude de la Tour.— On board one of the vessels captured by Kirkt was Claude de la Tour. Taken to England as a prisoner of war, he was soon on friendly terms with his captors, and was ready to give up his own country for theirs. He married a lady of the English court and received from the king the title of Knight Baronet of Nova Scotia. He also secured the same honour for his son Charles, who still held Fort Louis, promising on his behalf immediate submission to the crown of England. Fitted out with two armed vessels, La Tour, accompanied by his wife, sailed for Cape Sable. He had, however, miscalculated his in-

fluence over his son. Charles could be moved neither by English honours nor by paternal entreaty or threatening; and when his father tried the power of shot and shell, the fort proved as unyielding as its commander. Claude was now in trouble. From England he could expect only disgrace; from France he feared a traitor's punishment. Hard fortune compelled him to accept from his son a home at Cape Sable, outside the fort, which he was forbidden to enter.

The Treaty of St. Germains, 1632, A.D.— All Sir William Alexander's efforts to colonise Nova Scotia, his knights baronets, and his conquests, went for nothing. The French period was not to end yet. Between the two great powers a treaty of peace was made by which Acadie and Canada were restored to France.

CHAPTER IV.

FRENCH QUARRELS.

THE French, left in undisturbed possession of Acadie for a period of over twenty years, spent the interval of rest chiefly in quarrelling among themselves. After the treaty of St. Germains, Isaac Razilli was appointed governor, and under him were two lieutenants, Charles de la Tour in the peninsula, and D'Aulnay Charnisé in the district north of the Bay of Fundy. Razilli's headquarters were at La Have. Associated with Nicolas Denys, he carried on an extensive fishing business along the coast. His reign was cut short by death.

Charnisé and La Tour.— On the death of Razilli, La Tour and Charnisé succeeded to the chief command, each in his own district; to Nicolas Denys were assigned Cape Breton and the coast of the mainland from Canso to the mouth of the St. Lawrence. La Tour also held Fort la Tour at the mouth of the River St. John, making it his headquarters, and Charnisé owned Port Royal and La Have in La Tour's district.

But Charnisé was not satisfied. He wanted the whole of Acadie, and in his efforts to gain this object he had the favour of the king of France. He followed up a petty warfare against his rival, until he succeeded in driving him from the field.

Like a bird of prey Charnisé was ever on the alert, ready to take advantage in the hour of his enemy's weakness. On one occasion when provisions and war material were low at Fort la Tour, he entered the harbour with an armed fleet Shortly after a vessel from France, bringing supplies for the fort, was seen coming up the bay. Warning signals were given to save her from falling into the hands of the enemy. When night came on, leaving the fort to the care of his men, La Tour, accompanied by his wife, went on board, and with all haste sailed to Boston for assistance. The governor and council of Massachusetts were unwilling to take part in the contest, but they gave La Tour permission to hire men and vessels. To obtain money for this purpose, La Tour mortgaged his estates in Acadie. Returning with his hired force he easily put his enemy to flight, and compelled him to take shelter at Port Royal.

Madame La Tour was clever and brave, ready to aid her husband in peace and war. Once returning from England, whither she had gone for supplies, instead of being landed at St. John according to agreement, she was taken up the St. Lawrence, and thence to Boston. When off Cape Sable the vessel was boarded by Charnisé, and Madame La Tour escaped capture by hiding in the hold. Arriving at

Boston, she entered an action against the faithless captain, and recovered large damages.

On one occasion, learning that La Tour was absent with many of his men, Charnisé hastened to besiege the fort. He had once before made a similar attack in La Tour's absence, and had been driven off by Madame La Tour. The brave woman again took command of her men, and for three days made a successful defence. When, betrayed by a Swiss sentry, she saw the enemy entering the fort, she rallied her little band, and presented such a bold front, that Charnisé, fearing defeat, proposed honourable terms of surrender. Thinking that she dealt with a man of honour, Madame La Tour commanded her men to lay down their arms and open the fortress gates. When Charnisé saw the defenceless condition of the fort, he was greatly annoyed at having granted such favourable terms. He charged Madame la Tour with having deceived him, and basely ordered all her garrison to be hung. One man alone purchased his life by acting as the executioner of his comrades, whilst Madame La Tour was compelled, with a halter round her neck, to witness the horrid scene. The wretched spectacle was too much for her, and she died broken-hearted before her husband's return.

La Tour, ruined and hopeless, left the country. Nor did Charnisé long enjoy the fruits of his victory. He died three years after the defeat of his rival. He had gained his position at immense cost, and he left his estates greatly encumbered with debt. His principal creditor was Emmanuel le Borgne, a merchant of Rochelle, who, failing to secure payment of his claims, resolved to seize the province of Acadie.

But now La Tour appears again on the scene.

The capricious wheel of fortune by another turn has given him back his lost possessions. He is again in favour with the court of France, and holds a royal commission as governor of Acadie. He makes a romantic ending to the old feud by marrying Charnisé's widow, and has his home again at the mouth of the St. John.

Meanwhile Le Borgne established himself at Port Royal, and proceeded to enforce his claims to the whole country. He destroyed a little colony planted by Nicolas Denys at St. Peters at Cape Breton, and carried off Denys himself a prisoner. He seized the Fort at La Have, and placed his son in command. About to follow up his purpose by an attack on La Tour, he was himself compelled to yield to a stronger hand than his own.

CHAPTER V.

CLOSE OF THE FRENCH PERIOD.

Cromwell's Conquest, 1654, A.D.— The Puritans both in Old and New England had been dissatisfied with the session of Nova Scotia to France in 1632. Oliver Cromwell, who now ruled England, and who made his power felt at home and abroad, shared in these feelings, and he accordingly sent Colonel Robert Sedgewick to recapture the country.

Le Borgne, who was strongly intrenched at Port Royal, received with scorn Sedgewick's summons to surrender. But losing his chief officer in an early engagement, and being himself unskilled in the art of war, he soon gave up the fort on the favourable terms offered.

Charles de la Tour had now outgrown that

patriotism which seemed to burn in his bosom when he refused to listen to the appeals of his father, or to be bought with English honours. He proceeded to London, and basing his claims upon Sir William Alexander's grant to his father, petitioned Cromwell to reinstate him in his Acadian territory. His application was successful, Sir Thomas Temple and William Crowne being associated with him in Cromwell's commission. Shortly after, La Tour sold his right to Sir Thomas Temple, reserving the fort at St. John, where he spent the remainder of his life.

Sir Thomas Temple.— Temple did not disturb the French settlers in Acadie, nor did he take much interest in bringing in English colonists. His chief concern was the fur trade, from which he expected large profits. To protect himself against intruders, he spent large sums of money in repairing the forts of the country.

The Treaty of Breda, 1667, A.D.— Temple's hopes of gain were not realised. Charles II. succeeded to the throne of England, and setting little value on Acadie, he was ready to yield to the demands of France for its restoration. The people of New England protested against the claims of France, and Sir Thomas Temple asserted his right; but the only effect of this opposition was a little delay in the transfer of the country. Acadie was ceded to France by the treaty of Breda, and Temple was compelled to hand over the forts to the French governor, the Chevalier de Grand Fontaine.

Between the French and English colonies in America there had always been the keenest rivalry; this feeling now grew into bitter hate and open hostility. The French in Canada annoyed in every

possible way the people of New England and New York. They made raids on the defenceless border settlements, burned the houses, plundered the movable property, and carried off the inhabitants as prisoners, or gave them over to be tortured by the Indians. Failing to obtain aid from England to repel their enemies, Massachusetts and New York raised a force of their own, and undertook the conquest of Acadie and Canada.

Capture of Port Royal, 1690, A.D.— Eight war vessels were got ready, and with eight hundred men on board were sent against Port Royal. The command was given to Sir William Phipps, a colonist of humble birth, who by his industry and courage had gained for himself position and name. Early in May Phipps sailed into Annapolis Basin and summoned Governor Menneval to surrender. Menneval's garrison consisted of but eighty men, his ramparts were broken down, his cannon were not mounted, and his stores were low. Resistance would have been folly. But by putting on a bold air, the wily Frenchman concealed his weakness and gained honourable terms. Phipps agreed to send the garrison to Quebec, and to allow the inhabitants of Port Royal to hold their property. When he entered the fort and saw its weak condition, he was greatly annoyed, and fearing he would be blamed by the authorities at home for dealing so mildly with the enemy, he was glad of a plausible excuse for violating his promise. A few disorderly French soldiers robbed some stores which had been given up to the English, upon which Phipps charged Menneval with not fulfilling his part of the bargain, sent him and his garrison to Boston as prisoners of war, and allowed the English soldiers to plunder the town.

Phipps left Port Royal without a garrison, and the French soon returned. But Villebon, the new French governor of Acadie, fearing another attack, made his headquarters at the mouth of the Nashwaak on the river St. John. Here, in his forest retreat, he gathered around him bands of savage Indians whom he encouraged in acts of outrage against the English. Baptiste, a noted pirate, who preyed on the commerce of New England, also found refuge for himself and sale for his plunder in Villebon's fort.

Colonel Church.— The Government of Massachusetts resolved on revenge for French and Indian outrages. A fitting instrument for this work was found in old Ben Church, who had many years before gained renown in Indian warfare. With his fleet of whale boats, well manned by sturdy New England men, Church sallied forth, like an angel of wrath, laying waste every Acadian settlement on the coast from Passamaquoddy Bay to Cumberland Basin.

Treaty of Ryswick, 1697, A.D.— A treaty of peace was now made between France and England. It was agreed that all places captured by either nation during the late war should be restored to the original owner. Nova Scotia was thus once more ceded to France.

But the peace was only a breathing spell. In those days France and England seemed to find their highest satisfaction in quarrelling with each other. The war-spirit now raging anew in Europe was soon aroused in America. French privateers destroyed the commerce of New England, and bands of French and Indians plundered the border settlements. On the other hand, Colonel Church was sent to take revenge on the Acadians. At Beaubassin, a French

settlement at the head of Cumberland Basin, and at Minas, he killed the cattle, cut down the dikes, burned the houses and barns, and drove the terrified Acadians to the woods.

1707, A.D.— With the French as neighbours, the people of Massachusetts saw little prospect of peace or security. They, therefore, began to look to the conquest of Acadie as the only source of relief. A fleet was accordingly fitted out in Boston and sent against Port Royal, the principal seat of French power in the country. The chief command was given to Colonel March. The citizens of Boston were so sure of victory that they prepared for a grand celebration. But the expedition was a total failure, and March, ashamed to return to Boston, sailed into Casco Bay.

Capture of Port Royal, 1710, A.D.— The colonists applied to Great Britain for aid. After much delay several war ships and transports were sent over, and Queen Anne, who then held the British throne, gave money from her private purse to equip four New England regiments. The colonists were in earnest, and soon a fleet of thirty-five sail, bearing over three thousand men, was ready to proceed against Port Royal. The command was given to Colonel Nicolson.

It was in September when the fleet entered Annapolis Basin, and appeared before Port Royal. Subercase, the French governor, was not wanting in bravery; but with his broken down fortifications, small garrison, and scanty stores of war material and food, he could do little against such a force. Besides, his men had so lost hope, that they were ready to desert if allowed to go outside the fort; and then the Acadian farmers in the neighbour-

hood came trembling with alarm and besought him to surrender.

Subercase held out long enough to save himself from the charge of cowardice and his men from being treated as prisoners of war. When the cannon balls began to come thick and fast he surrendered. Thus Port Royal, so often captured and restored to France, was now finally given up to Great Britain. In honour of the queen its name was changed to *Annapolis Royal*. Colonel Vetch, with a garrison of four hundred and fifty men, was placed in charge of the fort.

Nicolson engaged to send the French garrison to France, and also any of the inhabitants of Port Royal who wished to go. The Acadians within three miles of the fort were allowed to remain on their lands two years, on condition of taking the oath of allegiance.

The Acadians were very unwilling to submit to British authority. Indeed, they did not intend to submit, and they refused to take the oath of allegiance. Vaudreuil, the governor of Canada, sent the Baron de Castine to Nova Scotia to keep alive this spirit of opposition, and to secure the fidelity of the Indians. Colonel Vetch tried in vain to hire the Acadians to bring timber for repairing the fort. The Indians, more openly hostile, attacked a company of seventy men, whom he had sent up the Annapolis river, killing thirty, and taking the rest prisoners. Relying on aid from Canada, four or five hundred Acadians invested the fort. But Vaudreuil needed all his forces to protect himself, and could do nothing more for the Acadians than make them uneasy by exciting vain hopes.

Treaty of Utrecht, 1713, A.D.— By the Treaty of Utrecht peace was concluded between France and Great Britain. Nova Scotia, Newfoundland, and Hudson's Bay territory were ceded to Great Britain. Cape Breton, Prince Edward Island, and Canada were still retained by France.

CHAPTER VI.

AN ERA OF CONFLICT AND UNCERTAINTY.

THE Treaty of Utrecht gave Nova Scotia to the English; but for a long time things were in an unsettled state. For about half a century, conflict and uncertainty prevailed, and the country made little progress. The French Acadians still occupied their lands, but they refused to become British subjects. The Indians, who had been taught to look upon the English as enemies, were openly hostile, committing many acts of outrage and murder. Moreover, the French asserted that they had ceded only the peninsula to Great Britain, and that the country on the north of the Bay of Fundy still belonged to them.

Early Governors.— Previous to the founding of Halifax, Annapolis was the capital of Nova Scotia. The first governor was Colonel Nicolson, who commanded at the taking of Port Royal. At the end of three years, he was succeeded by Colonel Phillips, who for thirty-two years drew his salary as governor of Nova Scotia, although at the end of five years he removed to England, and never returned to the country of which he was nominally governor. During the

twenty-seven years of absentee rule, the duties of the governor were performed by the President of the Council, acting as Lieutenant-Governor. The first Lieutenant-Governor was Colonel Armstrong, who held the office for seventeen years, when, in a fit of insanity, he killed himself with his sword. Then Paul Mascarene, a French Protestant, whose family had been driven from France by religious persecution, succeeded, and remained in office until the arrival of Governor Cornwallis.

How the Laws were made.— There was no House of Assembly in these early times. The Governor chose twelve of the leading citizens of Annapolis Royal as a Council to act with him in making the laws and in governing the country. The Governor and Council also acted as a court of justice to try offenders. Some of their modes of punishment would seem curious enough at the present time. It is related that, for the offence of slandering her neighbour, Mary Davis, one Jean Picot was sentenced to be ducked at high water. But the generous-hearted plaintiff, moved with pity, interceded for the offender, who was let off with asking pardon at the church door on Sunday morning.

The Acadians.— At this time there were six or seven thousand Acadians in the Province. Their chief settlements were in the most fertile parts of the country along the Annapolis River, at Canard, Grand Pré, Piziquid, Cobequid, and Beaubassin on Cumberland Basin. Here they cultivated the rich marsh lands, which they protected from the sea by strong dikes. For the most part, they neglected the wooded uplands. Their wealth consisted largely in cattle, horses, sheep, and swine.

When Port Royal was given up, the English agreed that the Acadians living within three miles of the fort should be allowed to remain on their lands for two years. At the end of this time, all the Acadians in Nova Scotia could have been expelled as

foreigners. But Queen Anne directed Governor Nicolson to treat them in all respects as British subjects. If they had been left to themselves, it is probable that kind treatment would soon have led them to submit to their new sovereign, as the French of Canada did fifty years later. But the French governors of Quebec and Louisburg encouraged them to stand aloof.

So the Acadians refused to take the oath of allegiance. They said that in case of war between France and Great Britain, they would not join either side; they would be *neutrals*. Many of them, no doubt, honestly kept their pledge of neutrality; others encouraged the Indians to annoy the English, or secretly did so themselves.

Louisburg.— Shortly after the Treaty of Utrecht, the French turned their attention to Cape Breton, which was at that time called Isle Royal. On a fine harbour, previously called English Harbour, they built a town, which, in honour of Louis of France, they named Louisburg. To this place came many of the French colonists of Newfoundland. Some of the Acadians also removed from Nova Scotia to Louisburg; but most of them did not care to leave their fertile marshes, and, by hard toil, make for themselves a new home among the forests.

Louisburg was built on a tongue of land stretching down between the harbour and Gabarus Bay. It was protected on the land side by stone walls thirty feet high, on the top of which were parapets or towers. Outside the wall was a deep ditch eighty feet wide. Seaward, the town was guarded by a fortified rocky islet, called Battery Island. On the opposite side of the harbour, to the north-east, was a fort called Grand Battery. Light House Point was across the harbour on the east.

Thus Louisburg was a very strong town, so strong that it reminded people of Dunkirk in France; hence it was called the

Dunkirk of America. This place became the chief American naval station of France, and the headquarters of her fishermen who thronged the coasts. As we have seen, the influence of Louisburg on affairs in Nova Scotia was not favourable to the English. The Acadians, feeling that they had powerful friends so near, were bolder in their opposition to the government at Annapolis; and the Indians were encouraged in their misdeeds, finding at Louisburg ready sale for their plunder and their captives. Here, too, in time of war, privateers were fitted out to prey on English commerce.

The Indians. — Governor Phillips tried to gain the goodwill of the Indians. He invited their chiefs to Annapolis, feasted them, and gave them presents. They accepted his acts of kindness, but he failed to secure their friendship. Shortly after they made an attack upon Canso, which had become important as the headquarters of English fishermen. They killed three of the inhabitants, and destroyed and plundered a large amount of property. Some French fishermen from Louisburg were partners in the robbery. The Indians also seized English fishing vessels in the Bay of Fundy and on other parts of the coast.

CHAPTER VII.

LOUISBURG TAKEN.

Louisburg sends a force against Annapolis. And now war came again between France and Great Britain. In America the French struck the first blow. Duquesnel, governor of Louisburg, sent a small force under the command of Duvivier against Nova Scotia. Duvivier burned Canso, and made prisoners of the small garrison stationed there. He then sailed to Chiegnecto, and marched overland to Annapolis. Here he found about three hundred Indian allies, who had for some weeks been hovering around the place. As the fort was weak and the garrison small, Governor Mascarene could not have withstood a bold attack.

Duvivier was timid, but artful. His fighting consisted in little skirmishes and night attacks on the fort. Then he tried to frighten Mascarene into giving up the town, asserting that a naval force was coming from Louisburg. Finally he marched off to Minas.

Governor Mascarene was a Frenchman, and he had so gained the goodwill and confidence of the Acadians that on this occasion they gave little aid to the French invaders. Some of them afterwards asserted that Duvivier had compelled them to give food to his soldiers.

Massachusetts sends a Fleet against Louisburg, 1745, A.D. The people of New England were determined to drive the French from Louisburg. With haste and secrecy a plan was formed by Governor Shirley of Massachusetts to take this strong town. Four thousand volunteers, untaught in the art of war, but full of spirit and daring, were got ready. The command was given to William Pepperell, a militia colonel. Early in April, the fleet arrived at Canso. Gabarus Bay was yet full of ice, and Pepperell had to wait. But he lost nothing by the delay; for whilst at Canso, he was joined by Commodore Warren with war ships from the British navy.

At the end of three weeks the fleet entered Gabarus Bay, on the west of Louisburg. Here the New England volunteers gave proof of their courage. The landing was most difficult. The surf dashed wildly against the rugged shore, the ascent from the water was steep and rugged, and the French were there ready to dispute every inch of ground. Boldly the Massachusetts men faced the foe, and fought their way up to an important position behind the town. Over marshes too miry for wheeled vehicles, under cover of night, they dragged their cannon on sledges, and carried their ammunition and provisions

on their backs. Commodore Warren drew up his ships in the harbour and opened fire on the town. The inhabitants outside the walls fled to the fortress for safety. And now the siege began in good earnest.

Colonel Vaughan led four hundred men through the woods around the head of the harbour to Grand Battery. Here he set fire to some storehouses containing pitch, tar, and rum. The next morning he saw that the flag had been removed from the battery, and that no smoke came from the chimneys. He gave an Indian a bottle of brandy to crawl through an embrasure, and open the fortress gate. The enemy had fled. One of Vaughan's men climbed the flagstaff, holding in his teeth a red coat, which he nailed to the top for a flag. The guns, which had been spiked, were soon put in order, and turned with good effect against Louisburg, which was about a mile distant.

Louisburg Surrendered.— When first summoned to surrender, Governor Duchambon sent a defiant answer. But as the siege went on he became less confident. A war ship from France, bringing recruits and supplies, fell a prey to the English; the guns on Battery Island were silenced; and the walls of the town were now yielding in wide breaches to shot and shell. Moreover, the soldiers of the garrison were in ill-humour, for they had not received their full pay. Then the citizens, whose dwellings were riddled with shot, petitioned the governor to surrender. The siege had lasted seven weeks when Duchambon hung out the white flag. Next day terms were agreed on. The French garrison marched out with colours flying, and Pepperell, at the head of his men, took possession of the fort.

The French soldiers and such of the citizens as desired it, about four thousand in all, were sent to France, on condition that they would not bear arms against Great Britain for twelve months. The French flag was kept flying at Louisburg for several days, and three French merchant ships, which with

their cargoes were valued at $30,000, sailed into the harbour, and were captured by the British.

The news of the fall of Louisburg caused great joy in Boston and in London. Colonel Pepperell was rewarded with the honour of knighthood, and Warren was made an admiral.

The brave New England men had driven the French out of Louisburg; but there remained a foe before which many of them fell. Among the supplies which came into their hands was a large quantity of rum. Every day scores of drunken soldiers staggered through the streets. Unbridled appetite was followed by deadly fever, and before spring twelve hundred of Pepperell's men filled graves in the conquered soil.

D'Anville's Expedition, 1746, AD.— The loss of Louisburg filled the French with rage and a spirit of revenge. The lost town must be got back; Nova Scotia, too, shall be taken again from the English; Boston and other towns of villainous New England shall be burnt to ashes. For these objects a powerful fleet was fitted out at Rochelle, a seaport of France, and the command was given to Duc D'Anville. It was the grandest force that had ever been sent to America. Never was expedition more fruitless or ill-fated. Not a single victory did it gain; disaster followed disaster, until there were left only scattered fragments of the once proud fleet.

Two of D'Anville's ships were taken by the English while yet on the coast of France; some were cast away on Sable Island; others were driven by storms far off their course, and never reached the place for which they sailed. After a three months' voyage D'Anville arrived at Chebucto Harbour, with

a helpless remnant of the great force with which he had left France. Disease had broken out during the long voyage, carrying off many of his men; others were ill and dying. Such misfortune weighed heavily on his spirits, and he died suddenly, some say of apoplexy, others say of poison.

D'Estournelle, the next in command, arrived on the day of D'Anville's death. Disheartened, he advised that they abandon the undertaking and return to France; but his counsel was overruled by the other officers. Then he fell ill, and in the delirium of fever killed himself with his sword.

La Jonquiere was now chief officer. He thought they might at least take Annapolis, and about the middle of October the fleet set sail. Only disaster followed. Off Cape Sable, where many a vessel has since been cast away, a violent storm came on, which wrought such ruin that the stricken ships yet remaining were turned homeward. Three years after, when Governor Cornwallis landed at Chebucto, the whitened skeletons of French soldiers were found lying beside rusty muskets beneath the brushwood.

A French Force from Canada.— A body of French soldiers, under De Ramezay, had been sent from Canada to aid D'Anville's fleet in taking Annapolis and Louisburg. Ramezay landed at Chignecto, and then marched through the country by way of Minas to Annapolis. Having waited in vain for the fleet, he made a feeble attempt to take the fort, and afterwards returned to Chignecto, where he resolved to spend the winter.

Help from Boston.— The presence of the enemy

in the country made Governor Mascarene uneasy, and he applied to Governor Shirley of Massachusetts for assistance. Five hundred men, under Colonel Noble, were immediately sent from Boston. Their orders were to sail up the Bay of Fundy, and post themselves at Grand Pré for the purpose of keeping the Acadians in check, and of driving Ramezay back, if he should again march against Annapolis.

On the passage winter set in, and Colonel Noble was unable, on account of the ice, to enter Minas Basin. So he landed at a point far down the Bay, and with his men set out on foot for Grand Pré. With two weeks' provisions on their backs, they marched through the forests and the deep snow, across the North Mountain, and down the Cornwallis valley. About Christmas, after a week's march, they arrived at Grand Pré. Here, for want of proper quarters, they were scattered, a few in a place, in private houses through the settlement.

The massacre. — Ramezay heard, probably through the Acadians, of Noble's arrival. He resolved to take him by surprise. Soon over six hundred French and Indians, fitted out with snow shoes and hand-sleds, were on the move for Grand Pré. Coulon de Villiers was their leader. It was a tedious and painful march of one hundred and fifty miles through the forest in the depth of winter. On the 23d of January Coulon set out, and at the end of seventeen days he arrived at Windsor. Next day, in the midst of a driving snowstorm, he went forward to the Gaspereaux River. Here, within two or three miles of Grand Pré, he halted until after midnight.

Coulon divided his men into ten companies.

for the purpose of attacking at the same time the different houses where the English were lodged. Then, led by Acadian guides, the French went forward to their cruel work. Under cover of the night and the falling snow, they crept stealthily upon their victims. Killing the sentinels, they rushed into the houses where the English soldiers were sleeping, all unconscious of danger. Some were slain in their beds; others, and among them Colonel Noble, fell fighting in their night-clothes. At daybreak the French were masters of the place, and the carnage ceased.

On the morrow the Massachusetts men buried their dead, about eighty in number, in one grave, still marked by a mound of earth, the only monument ever erected to their memory. Then, with six days' provisions on their backs, they marched off sadly for Annapolis, leaving behind seventy of their comrades as prisoners of war.

Treaty of Aix-la-Chapelle, 1748, A.D.— For a little, Great Britain and France ceased fighting, and tried to settle their disputes by a treaty, signed at a place called Aix-la-Chapelle. The treaty included several matters, but the only thing bearing on our history was the restoration of Cape Breton to France, in exchange for places in other parts of the world which the French had taken from the British. The people of Massachusetts were not pleased at this, and to pacify them the British Government paid them back the money they had spent in taking Louisburg.

CHAPTER VIII.

SETTLEMENT OF HALIFAX.

A new Scene at Chebucto.— Three years have passed away since D'Anville's shattered fleet lay moored in Chebucto Harbour, and such of his soldiers as had escaped the perils of the sea were dying on its shores. And now ships are again arriving from beyond the eastern waters, and joyously those who have been borne hither are taking possession of the land. These are not French soldiers sent to conquer with guns and swords; but English people, men, women, and children, come to make for themselves a home in a forest country.

No wonder if the French had hoped to get Nova Scotia back again, for Great Britain had not seemed to prize it much. As yet few of her people had come to the country, and these were mostly at Annapolis and Canso. But now the Government resolved to send out colonists; and offered free grants of land, a year's provisions, farming tools, and other gifts, to all who would go to Nova Scotia. The Lords of Trade and Plantations, who had charge of colonial affairs, gave orders to found a new capital on the shores of Chebucto Harbour. At this place the new governor, Colonel Edward Cornwallis, arrived in the ship "Sphynx" on the 21st of June; and he was soon followed by transports bearing over two thousand five hundred colonists. The hillside on the west of the harbour was chosen as the site of the new city, which was named Halifax, in honour of the President of the Lords of Trade and Plantations.

Making a Home.— Through the summer and autumn Halifax presented a busy scene. When the colonists landed, the whole coast around the harbour was clothed with forest down to the water's edge. All were soon at work chopping down the trees, erecting rude dwellings, and preparing for the coming winter. They had yet no saw-mills for making lumber. A few frame houses were built of material brought from Boston; but most of the dwellings were rude shanties, formed of upright poles stuck in the ground and roofed over with the bark of trees. The openings between the poles were filled with moss to keep out the cold winds. On the summit of the hill, now called Citadel Hill, a square fort was built, and around the town the trunks of trees were thrown up, forming a barricade or wall, as a defence against the Indians.

Governor Cornwallis chose his council to act with him in governing the country. Of this first council, Paul Mascarene, who had been so long lieutenant-governor at Annapolis, was a member. As the governor was not sure of the loyalty of the Acadians, he called on them to take the oath of allegiance. This they refused to do, claiming the right to occupy the country as neutrals.

The Indians were very unfriendly and kept the colony in constant terror. They were ever lurking in the woods on the borders of the settlements, ready to kill and scalp or carry off those who came within their reach. English captives were often taken to Louisburg and sold to the French, from whom they were afterwards ransomed by their friends Dartmouth, which was settled in the year after the founding of Halifax, suffered most from the savages. Six

men belonging to this place were attacked whilst cutting wood in the forest; four of them were killed and scalped, and one was taken prisoner. A few months afterwards, the Indians, having crept upon the settlement during the night, killed and scalped several of the panic-stricken inhabitants. The screams of the terrified women and children were heard across the harbour in Halifax. The governor and council, unwisely adopting the barbarous custom of the savages, offered large rewards for Indian prisoners and Indian scalps.

Disputed Territory.— We have already stated that the French claimed the country north of the Bay of Fundy, asserting that Nova Scotia, which they had given up by the Treaty of Utrecht, extended only to the Missaquash River and the Isthmus of Chignecto. Commissioners were appointed by England and France to settle the dispute, but they failed to agree. The French, however, kept a body of soldiers at the Isthmus to prevent the English from crossing the line which they had laid down. On a ridge of ground in the marsh north of the Missaquash they erected Fort Beausejour, which was placed under the command of La Corne. They had another fort also near the head of Bay Verte.

On the south of the Missaquash was the Acadian settlement Beaubassin. The people of this place were not disposed to obey the government at Halifax. As the produce of the country was all needed at Halifax, a law was made forbidding its exportation. But the Acadian farmers sent their grain and cattle by way of Bay Verte to the Louisburg market.

To enforce the laws, and to keep the French

in check, Governor Cornwallis sent Major Lawrence to Beaubassin with a small body of soldiers. When the Acadians saw the British sloops coming up the Bay, they set fire to their dwellings, and fled across the river to La Corne. The landing of the English was opposed by a large body of French and Indians, who lay sheltered behind the marsh dikes. Lawrence kept his men from firing until they were close upon the enemy, when he poured his shot upon them with such effect that they betook themselves to flight. He afterwards erected Fort Lawrence on the south of the river, about a mile from Beausejour.

Governors.— Governor Cornwallis remained in Halifax about three years, when he was succeeded by Thomas Hopson. In the following year Hopson retired, and Major Lawrence became governor.

The Germans. — The British Government wanted more colonists for Nova Scotia, and invited people to come from Germany, offering to them the same gifts of land and supplies as to the English. Many accepted the invitation, coming at various times, so that within two or three years nearly two thousand Germans arrived at Halifax. They were mostly farmers. Unlike the other colonists in their language and customs, they chose to form a settlement by themselves. Accordingly, in the year 1753, most of them removed to Lunenburg. Here they underwent many hardships, and, like the English colonists, they suffered greatly from the hostility of the Indians.

The early German settlers were a people of simple manners. Their wants were few and easily supplied. The women were clad in homespun, and their head-dress consisted of a calico handkerchief. Both men and women wore upon their feet wooden shoes or clogs, made by scooping out blocks of birch during the long winter evenings. Their spoons, also, were of the same material,

or, they used sea shells instead. Their cart-wheels were circular pieces sawn from the trunk of trees, with holes made in the centre for the axles. Riding waggons were not used in Lunenburg till sixty years after its first settlement.

The Riot.— A few months after the Germans went to Lunenburg, certain evil-minded persons spread a report amongst them, that some of the supplies sent out for them from England had been withheld. This caused great excitement, and the place was for several days under mob rule. Colonel Monckton came down from Halifax with a few soldiers, and soon restored order without using any harsh means.

CHAPTER IX.

EXPULSION OF THE ACADIANS.

Beausejour, 1755, A.D.— The year 1755 was noted for two important events in the history of Nova Scotia. The first was the capture of Fort Beausejour; the second was the expulsion of the ill-fated Acadians. The capture of Fort Beausejour put an end to the claims of the French on the country north of the Missaquash. The expedition was fitted out in Massachusetts. Colonel Monckton, sailing from Boston with a force of two thousand men, landed early in June near Fort Lawrence. Opposed by Acadians and Indians he fought his way across the river, and opened fire on Fort Beausejour. Vergor, the commander of the fort, called to his aid the Acadians of the surrounding country. Having hidden their women and children in the woods they obeyed the summons. But they brought little strength to the fort. Seeing the English at close quarters, they were filled with alarm, and began to desert the French commander in his hour of need.

When the siege had lasted four days, Vergor was compelled to surrender. His soldiers were allowed to retire with the honours of war, and were sent to Louisburg. Monckton changed the name of Beausejour, calling it Fort Cumberland, and placed in it a small garrison.

The forts at Bay Verte and St. John were taken shortly after. The Acadians tried to excuse themselves for fighting against the English, by asserting that they had been forced to aid the French. They were commanded to give up their arms, and take the oath of allegiance. They complied with the first part of the order, but refused to take the oath.

For several years there had been in the country a very troublesome man named La Loutre, a French priest. He was the paid agent of the governor of Canada, and used all his influence to keep the Acadians and Indians at enmity with the English. The Bishop of Quebec, his superior, was much displeased at his conduct, and warned him against meddling in secular affairs. But he gave no heed to the warning. He was at Beausejour during the siege, urging on the work of defence. Before the English entered the fort, he made his escape. He went to Quebec, and afterwards set out for France. On the way the vessel in which he sailed was taken by a British man-of-war, and he was made prisoner.

Expulsion of the Acadians, 1755, A.D.— The other great event of the year was the expulsion of the Acadians—an event which has been more talked about and written about than almost anything that ever happened in Nova Scotia. The poet Longfellow made it the subject of the well-known and beautiful poem "Evangeline," which is much better poetry than history. It would make one believe that the Acadians were a most virtuous, harmless, and deeply-injured people; and that the wrong-doing was all on the side of those who sent them out of the country

The Acadians had little claim on the government at Halifax. They had repeatedly refused to promise thorough loyalty to the British Crown; contrary to positive orders, they had persisted in sending their produce to the Louisburg markets, rather than sell to the English; and some of them had given direct aid to the enemy. The punishment meted out to them was severe; but we must remember that at this time the English in Nova Scotia were not strong enough to be generous to those whom they could not trust.

The authorities at Halifax had several reasons for alarm. The Indians were dangerous enemies who kept their people in constant terror, and there seemed little hope of their being made friendly while the Acadians were in the country. The French were strong in Louisburg and Quebec, and they had recently gained a victory over the British on the Ohio River. They might make another effort to obtain Nova Scotia. Then a French victory or two might bring over to what would seem to be the winning side those who now refused to take the oath of allegiance.

The Acadians had abundant warning. Governor Lawrence called on them to choose delegates who should come to Halifax with power to act for the whole people. The delegates refused to take any oath which would bind them to aid the British against the French. The dangerous results of their conduct were pointed out to them, but they remained firm.

The day of grace was past; the time had come for sterner measures. So thought Governor Lawrence and his council. Orders were sent to the officers commanding the forts at Annapolis, Grand Pré, Piziquid, and Chignecto, to seize all the Acadians in their districts, and place them on board the vessels provided for their removal. They were told

to hearken to no petitions or entreaties, but to act firmly and promptly. The Acadians were to be allowed to take their money and such household furniture as the vessels could carry; their lands, cattle, and other property were forfeited. Their barns, now filled with the freshly-gathered harvest, and their dwellings were to be burned, so that those who fled to the woods might have little chance of holding out.

The task of removing the Acadians from Canard, Minas, and Grand Pré fell to Colonel Winslow. He did his work thoroughly. Without making known his object, he commanded the men and boys to assemble in their church at Grand Pré on the 5th of September. And now, when all are gathered, the church is surrounded with armed soldiers. Winslow, standing at the altar, reminds the Acadians of the kindness which had been shown their people for half a century, and upbraids them with their ingratitude, closing his address with the startling announcement that they are all the king's prisoners, and that the vessels lie waiting in the harbour which are to convey them out of the country.

A guard was kept around the church to prevent any from escaping. Their families were notified to send them food, and to get ready to leave their homes as soon as possible. A few days after, all went on board the transports in the mouth of the Gaspereaux.

It was a wretched scene in the church at Grand Pré on that 5th September evening, and there was many a sad household around the shores of the Basin of Minas. The morning had dawned with bright prospects on those homes, around which clus-

tered many pleasant thoughts and happy memories. God's blessing had rewarded the hand of the diligent. The barns were bursting with the freshly-gathered harvest, and the orchards were colouring with crimson and gold. A cloud of sadness, deeper and darker than evening shadows, now brooded over every hearthstone and gloomed every heart. Then imagine you see those poor people, men, women, and children, with funereal step and mien, trending their way to the vessels which would soon bear them to the land of exile. And now, when all are gone, the smoking ruins of houses and barns completes the picture of desolation

The total number of Acadians sent from Canard and Grand Pré is given at 1923; 255 dwellings and 276 barns were burnt. The cattle and horses were left to run wild. In the following year a party of Germans from Lunenburg came across the country through the woods, and drove away about 170 head of cattle and a number of horses. Many of the cattle and all the horses died on the way to Lunenburg.

The work of expulsion was less successful in other parts of the country. At Annapolis, when the Acadians saw the vessels enter the Basin, they fled to the woods. Some were brought back; others eluded pursuit. The prisoners on board one of the transports from Annapolis took possession of the vessel, and sailing into St. John's Harbour escaped.

The worst scenes were at Chignecto. Some of the men fled to the woods, leaving the women and children behind; others, joined by the Indians, turned upon the soldiers, some of whom they killed. Over 450 houses were burnt.

It is computed that at least 3000 Acadians were banished from Nova Scotia. They were scattered, a few hundreds in a place, from Massachusetts to North Carolina. They were set down nearly destitute at the approach of winter among strangers, from whom they differed in language, customs, and religion. In some cases families were broken up, and the chil-

dren were bound out as apprentices or servants. Many, with ardent longing for their old homes, in the face of numerous difficulties, found their way back to Nova Scotia. Some, trying to get back by coasting along shore in boats, were stopped on the way.

Indian Murders.— The Indians were still bitter foes to the English and Germans. At Bay Verte they killed nine men who were cutting wood in the forests. On an island in Mahone Bay they killed a man named Payzant and part of his family; his wife and four of his children they carried off to Quebec as captives. In scattered settlements, piles of wood and brush were kept on the hills ready for lighting, as a signal for help in case of an attack. Large rewards were offered by the government for Indian scalps and Indian prisoners.

CHAPTER X.

THE END OF FRENCH POWER IN AMERICA.

Great Britain and France could not agree as to the boundary between their possessions in North America. Out of their disputes there grew a war, known in history as the *Seven Years' War*. As Louisburg was the only ocean port of the French colonies in America, the British thought that by taking it they would deal a severe blow to the power of the enemy, and prepare the way for more conquests. From lack of ability on the part of those in command, the first year's attempt was a failure.

Loudon's Failure, 1757, A.D.— In the summer of 1757 a strong force was collected at Halifax for the purpose of taking Louisburg. Lord Loudon, the commander-in-chief, arrived from New York with transports and soldiers, and Admiral Holborne came from England with eleven ships of the line and fifty transports,

bringing over 6000 soldiers. At Halifax, Loudon heard that the French forces at Louisburg were stronger than his own, and he was afraid to attack them. Twice Admiral Holborne sailed down to Louisburg, but he carefully avoided the enemy. The second time a storm overtook him, shattering and dispersing his ships.

William Pitt.— And now there came a new hand at the helm. The great statesman, William Pitt, was at the head of the British Government, and by his wise measures he soon changed the aspect of affairs. Under his rule, officers of courage and ability were appointed over the army and navy,—men who gained imperishable glory for themselves and for the flag of Old England.

The Second Siege of Louisburg, 1758, A.D.— The Dunkirk of America must yield to British power. For its conquest came a fleet of 150 sail, under Admiral Boscawen, and a land force of 14,000 men. General Amherst was commander-in-chief, and next under him was Colonel James Wolfe, a brave young officer, now only thirty-two years of age. On the 2d of June the fleet arrived in Gabarus Bay. A wild storm was raging, and for nearly a week the angry surf kept the troops from landing. Meanwhile the French at Louisburg were busy fortifying the shore.

With the first lull the brave British soldiers, arranged in three divisions, advanced boldly in their boats in the face of a brisk fire from the enemy. As they drew up to the shore, Wolfe leaped into the water, and was the first to gain the land. The French were soon driven back, and forced to take refuge behind the ramparts of the town.

Louisburg was not prepared for a siege. The stonework of the ramparts had in many places fallen into the ditches, the earthen embankments were broken down, and many of the cannon were mounted

on carriages so rotten that they could not bear the shock of discharge. The French forces consisted of about 3500 men, including soldiers, militia, and Indians. The harbour was guarded by five war ships, and at its mouth were sunk three frigates to prevent the approach of the British ships. M. Drucour, the governor of Louisburg, gathered all his forces within the town, and resolved to defend his post.

Wolfe, with a strong party, marched around the head of the harbour to Lighthouse Point, from which he directed such a fire on the Island Battery that he silenced its guns. Boscawen, from his ships, poured shot and shell into the harbour with grand effect. One of the French ships took fire and blew up. The fire spread to two other ships and burned them to the water's edge. Then a party of brave British seamen came up in boats, burned one of the remaining ships, and brought away the other in triumph.

The Surrender. — For seven weeks the siege went on. Drucour saw with dismay the widening breaches in his walls. The terror-stricken inhabitants of the town urged him to give up the contest. Then he proposed to surrender with the honours of war. But General Amherst would grant no conditions, and Drucour was compelled to yield. The soldiers of the garrison marched out of the fort as prisoners of war, and the arms, ammunition, and provisions were given up to the victors.

In the same year Prince Edward Island was taken from the French. Two years after, the British Government, not wishing to maintain a garrison at Louisburg, levelled its walls to the ground.

The Conquest of Canada, 1759, A.D. — Canada also was taken from the French. The siege of Quebec was conducted by General Wolfe, the young officer who showed so much bravery at the siege of Louisburg. Whilst leading his men to victory, Wolfe fell mortally wounded. As he was borne from the field, he heard

a cry, "They run, they run!" "Who run?" said the dying hero. "The enemy, sir," was the reply. "Then," said Wolfe, "God be praised, I die happy!"

The First Assembly, 1758, A.D.— Governor Lawrence was informed by the British Government that the laws made by the governor and council were not valid; and he was instructed to call on the people to elect an Assembly. He obeyed this order quite unwillingly, fearing that such a body might assume too much power. The first Assembly met in the Court-house in Halifax on the 2d of October 1758. It consisted of twenty-two members. Roman Catholics were not allowed to sit as members, or to vote at elections.

Better days now began to dawn on Nova Scotia. On the invitation of Governor Lawrence, many colonists came from Rhode Island and Connecticut, and settled on the farms from which the Acadians had been banished. The fertile lands of Annapolis, Cornwallis, Horton, Windsor, Truro, Onslow, and Cumberland were thus occupied by a good class of people. There was no more trouble with the Indians. Their chiefs came to Halifax and made a treaty of peace. Laden with presents, they went away well pleased with their newly-made friends.

Governors.— In the midst of the prosperity which he had done so much to promote, Governor Lawrence died suddenly. For two or three years the duties of governor were performed by Chief-Justice Belcher, a member of the council. Then Colonel Montague Wilmot was appointed to the office, and after three years he was succeeded by Lord William Campbell.

An Alarm, 1762, A.D.— And now news reached

Halifax that the French had taken St. Johns, the capital of Newfoundland. The wildest alarm seized the people, lest the enemy should next attack Nova Scotia. Councils of war were held; forts were repaired; martial law was proclaimed; and the militia were brought from the country to defend the capital. But the French did not come.

So great was the panic in Annapolis, Cornwallis, and Horton, that many Acadians who had been employed as labourers to repair the dikes were seized and sent to Halifax as prisoners. More of these people were brought in from other parts of the province, and all were sent to Boston. The governor of Massachusetts would not allow them to land, but ordered them to be taken back to Nova Scotia. They were kept for some time as prisoners at Halifax. Some of them afterwards went to the West Indies; others took the oath of allegiance, and received grants of land in Nova Scotia. Many of the descendants of the old Acadians now live in different parts of the province, and are as loyal to the British Crown as any of our British people.

The Treaty of Paris, 1763, A.D.— The Seven Years' War was brought to a close, and with it ended the strife between the British and French in America. A treaty of peace was signed at Paris, by which Canada, Cape Breton, and Prince Edward Island, were ceded to Great Britain. Prince Edward Island and Cape Breton were now made a part of the province of Nova Scotia. The population of the province in 1763 was estmated at 13,000, of which the Acadians formed about one-fifth.

Pictou.— We shall close this chapter with a short account of the first settlers of Pictou. In the year 1767, a few families came from Philadelphia in a small vessel called the "Hope." They endured great hardships, getting much of their food for a year or two by hunting and fishing. To obtain seed for the spring planting, some of them travelled on foot through an unbroken forest to Truro, a distance of over forty miles, carrying home their bags of potatoes on their backs. Six years later, thirty families came from Scotland in the ship "Hector." These suffered even more than

those who came in the "Hope." They had only time to build rude huts before winter set in. To prevent their families from starving, the men went to Truro, where they hired as labourers, and then dragged home on hand-sleds the flour and potatoes given them in payment for their work.

CHAPTER XI.

THE AMERICAN REVOLUTION.

How the Quarrel began.— Great Britain had driven the French from America, and she had now an unbroken line of colonies along the whole Atlantic coast. But scarcely was peace made with France, when a quarrel arose between the mother country and the colonies. This in the end led to war and separation. Unwise statesmen ruled the parent country,—men who denied to the colonists the privileges and liberties of British subjects.

A selfish policy was shown in discouraging manufactures in the colonies, that England might have a better market for her products. The long and expensive wars with France had loaded the nation with debt, and the British Parliament resolved to make the colonies bear a share of the burden. A bill was passed, called the *Stamp Act*, which required that wills, deeds, and other papers should have a government stamp affixed to make them legal.

The colonists were indignant at being taxed by a parliament in which they were not represented. There were murmurings throughout all the country; whilst in Boston, New York, and other cities, the people spoke out against the Act in the strongest

terms. Muffled bells were rung, flags were hung at half mast, and the officers appointed to sell the stamps were compelled to resign their office.

The storm was quieted for a little by the repeal of the Stamp Act. Then the hateful tax was imposed again in the form of a duty on tea. This awakened the strongest opposition. The colonists banded together, and pledged themselves to use no tea or other articles which paid a royal duty. In Boston a number of men, disguised as Indians, went on board some ships laden with tea, and threw their cargoes into the harbour.

The War Begins, 1775, A.D.— The strife went on. The British Parliament insisted on its right to tax the colonies; the colonies as firmly resisted, and finally appealed to arms. British soldiers were sent across the ocean to enforce obedience. Then, in the year 1776, thirteen colonies declared their independence, taking the name of *The United States of America*. Canada was asked to join in the rebellion, and when it refused, an army was sent against Montreal and Quebec.

Nova Scotia during the War.— For the most part the people of Nova Scotia were loyal to Great Britain. The House of Assembly gave no answer to the letter asking our province to join in the revolt. The governor and council removed some persons from office for saying that the duty on tea was unjust. They also forbade the people to hold public meetings for the purpose of discussing affairs connected with the government of the country.

During the war the coast settlements were kept in constant alarm by privateers fitted out in New England. Yarmouth, Annapolis, Cornwallis, Lunenburg, and other places, were plundered. Two armed vessels came up Annapolis Basin. The in-

vaders seized the block-house, spiked the cannon, and then loaded their vessels with whatever they found of value in the houses and shops. A militia force from Cornwallis captured a privateer in the Bay of Fundy, and brought in the crew as prisoners.

Strong feeling in favour of the rebellion showed itself in some places. Nor should this seem strange, when we remember that many of the people had lately come from New England, where their friends still lived. In Cumberland a band of rebels attacked the fort; but they were soon dispersed, two or three of their number being killed in the affray. It is stated that in Londonderry, Onslow, and Truro, only five persons could be found who would take the oath of allegiance. On account of this disloyalty, the members from these places were not allowed to take their seats in the Assembly. At the close of the war an Act was passed by the Assembly, giving full pardon to all who had been guilty of treason.

The Loyalists, 1783, A.D. — Great Britain failed to conquer the colonies, and finally, in the year 1783, acknowledged their independence. Many persons in the United States did not approve of the rebellion, and wishing to live under the British Government, they came to Canada and Nova Scotia. These people were known by the name of *Loyalists.* In the United States they were called traitors, and laws were passed forbidding their return, and depriving them of all their property left in the country.

The Loyalists were made welcome in Nova Scotia and Canada, and their losses were in some measure made up by free grants of land. The British Government also gave them farming tools and various supplies. It is estimated that about twenty thousand Loyalists came to Nova Scotia.

Shelburne. — A large number of Loyalists settled at Shel-

burne. Before their arrival, this was quite a small place, and was called Port Razoir. It now surpassed Halifax in population, becoming a city of 12,000 inhabitants. Many of the new citizens were men of wealth. Some of them brought with them their Negro slaves. In 1783 Governor Parr visited the town, and gave it its present name. The decline of Shelburne was almost as rapid as its rise. Some of the Loyalists removed to other parts of the province; others returned to the United States.

New Brunswick, 1784, A.D.— That portion of the country which now forms the province of New Brunswick became the home of many of the Loyalists. About five thousand settled at the mouth of the River St. John. Here they founded a city which, in honour of Governor Parr, they called *Parr Town*, a name which was soon changed for St. John. The Loyalists of St. John quarrelled with Governor Parr, and began to agitate for a division of the province. As many of them were men of ability and influence, they easily gained their object. In the year 1784, the British Government set off the country north of the Bay of Fundy as the province of New Brunswick.

Cape Breton.— Cape Breton was also made a separate province in the year 1784. Major Desbarres, the first governor, made his head-quarters at Sydney, which became the capital of the island. Prince Edward Island had been formed into a distinct province in 1770, so that the province of Nova Scotia now consisted of the peninsula alone. Its population was about twenty thousand.

CHAPTER XII.

PEACE AND PROGRESS.

We have no wars to tell of in this chapter. It was a time of peace and progress. Many of the Loyalists who had settled in the province were educated and intelligent, and their influence on society and in public affairs tended to improvement. The people began to take more interest in the government of the country, and many of the men whom they elected to make their laws were possessed of ability, such as would have graced the legislative halls of much older countries. The historian Murdoch says of this time, that it was "one of the happy and halcyon periods of Nova Scotia."

Previous to the year 1783, Roman Catholics were not allowed to own lands or to hold public worship in Nova Scotia. These hard laws were then repealed; but still, for many years, Roman Catholics had not the same privileges as others.

In 1792, the Assembly passed the Septennial Act, which required that a new House should be elected every seven years. Before this time the Assembly was not chosen for any fixed period, but continued during the pleasure of the governor. The House elected in 1770 was not dissolved until 1785, and it is hence sometimes called the Long Parliament of Nova Scotia.

King's College.— As there was no college or academy in Nova Scotia, young men were accustomed to go to the United States for higher education. The Assembly, fearing they would learn disloyalty in that country, resolved to found an academy at Windsor. The institution was opened in 1789, and a few years after it obtained a royal charter as King's College. Its early bye-laws required all students to attend wor-

ship at the Episcopal Church, and all graduates to sign the articles of that Church.

Two Judges Impeached.— About this time two lawyers made serious charges against Judges Deschamps and Brenton, the former of whom was a member of the Council. The House of Assembly took up the matter, and passed resolutions condemning the judges, and calling on the governor to remove them from their office. This, Governor Parr refused to do. Then the Assembly sent two of its members to England to bring the matter before the King and Privy Council. But the delegates failed to sustain the charges, and the judges were not disturbed.

Public coaches were not used in Halifax until 1811. Previous to this time the sedan chair was a common conveyance.

Royal Visitors.— Prince William Henry, who afterwards became William IV. of England, visited Halifax on different occasions. At one time he remained about three weeks. In 1794, there came another royal visitor, Prince Edward, younger brother of Prince William Henry, and father of Queen Victoria. For over four years he held command of the troops in Halifax. His favourite residence was the Prince's Lodge, a beautiful place belonging to Governor Wentworth, on the west side of Bedford Basin, about six miles from the city.

In his discipline the prince was strict, even to severity. The rules which he enforced did much to break up the drinking and gambling habits which prevailed in the garrison at the time of his arrival. When off duty the prince was most affable and courteous. He took great interest in the welfare of the citizens of Halifax, and became a favourite with all classes of the people. As he was one day riding through the city, his horse stumbled and fell. The prince was seriously injured by the fall, and he shortly afterwards went to England for medical treatment. In the following year he returned to Halifax; owing to ill health, however, he remained but a short time.

The Maroons.— In the year 1796, about five hundred negroes were brought to Halifax from the

Island of Jamaica in the West Indies. They were called Maroons. For many years they had been causing so much trouble that it was thought best to banish them from the island. Making their home in the glens and caves of the mountains, they often came out to rob the settlements; then, when pursued, they fled to their mountain fastnesses. Every effort to dislodge them was in vain. Finally, the English resolved to hunt them with dogs, and imported a savage breed for this purpose. When the Maroons heard of the dogs, they were filled with alarm and gave themselves up as prisoners.

When brought to Halifax the Maroons were at first lodged in tents near the city, and were employed by Prince Edward to work on the fortifications of Citadel Hill. Then they were removed to Preston, where they were for some time supported by the Government of Jamaica. This aid being withdrawn, they were told that they must earn their own living. Labour did not please them. In the winter they suffered much from the cold. Finally, four years after their arrival in Halifax, they were removed to Sierra Leone in Africa.

Disputes between the Assembly and the Council, 1802, A.D. There now arose between the House of Assembly and the Council a strife which ended only when that new condition of public affairs called Responsible Government was established. As the people's representatives, the Assembly claimed the sole right to regulate the taxes of the province, and to say how the public money should be used. A majority of its members coming from the country districts, this body voted large sums for roads and bridges. The members of the Council living in Halifax, and holding office for life independently of the people, took a different view of matters. They cut down the amounts voted by the Assembly, preferring

to spend the money on public buildings, and in large salaries. When the amended money bills were sent back by the Council, the Assembly ordered them "to be thrown under the table."

In these disputes Governor Wentworth took part with the Council. William Cottnam Tonge was the leader of the popular party in the Assembly, and between him and the governor there grew strong ill-feeling. Tonge was elected Speaker of the House, but Sir John, using a right seldom exercised, refused to accept him, and the House had to elect another Speaker.

1808, A.D.— Although Sir John Wentworth did not always act wisely, he was, on the whole, a good governor, and he gained the good-will of the people. On retiring from office, he was allowed a yearly pension of $5000 for the remainder of his life, paid in equal shares by the governments of Great Britain and Nova Scotia. He continued to live in Halifax, where he died in 1820, at the advanced age of eighty-four. During his term of office Government House was built in Halifax.

The Province Building, 1811, A.D.— Sir George Prevost was the next governor. He was succeeded in 1811 by Sir John Sherbrooke. Shortly before Sir George left Halifax, he laid the corner-stone of the Province Building or Parliament House, closing the ceremonies with these words—"May the building that shall arise from this foundation perpetuate the loyalty and liberality of the province." The building was made of freestone brought from Wallace; it was finished in 1819, costing about $200,000.

CHAPTER XIII.

WAR BETWEEN GREAT BRITAIN AND THE UNITED STATES.

How the War began, 1812, A.D.— In continuing the history of Nova Scotia, it is necessary to speak briefly of a war between Great Britain and the United States. As it usually happens in every quarrel, there was fault on both sides. The United States encouraged sailors to desert from the Royal Navy, and Great Britain persisted in searching American ships in mid-ocean for the runaways. The war began in 1812, and continued till the close of 1814. It was carried on chiefly on the border territories of the United States and Canada, and on the ocean.

Privateers.— During the war, privateers from the United States did much damage to Nova Scotia. They plundered the coast settlements, and captured many vessels engaged in trade and fishing. Chester was attacked several times. Hall's Harbour, on the Bay of Fundy, was the headquarters of a band of pirates. They made frequent raids upon the Cornwallis valley, plundering houses, stores, and farmyards.

An exciting scene was witnessed in Mahone Bay. A privateer, named "Young Teazer," ran up the bay pursued by two British war vessels. On the point of being captured, suddenly the privateer blew up. Of thirty-six men on board only eight were saved. From these it was learned that the destruction of the vessel was caused by an English deserter on board, who, to save himself from being captured, threw fire into the powder magazine.

To defend the country, the old forts and block-

houses in different parts of the country were repaired, and cannon were mounted at the entrance of the principal harbours. Privateers were also fitted out and sent against the enemy.

Halifax was a busy place during the war. A militia force was brought in from the country, and British war ships thronged the harbour. Vessels and other property taken from the United States were brought here to be disposed of. Prisoners of war were kept on Melville Island in Halifax Harbour. Increased demand for provisions of all kinds raised the price of produce, and made good times for the farmers of the country.

Capture of the "Chesapeake."— The story of the capture of the "Chesapeake" is almost a household tale. Captain Broke, of the British frigate "Shannon," came up before Boston Harbour, where the "Chesapeake" was lying, and challenged Captain Lawrence to single combat. As the two ships sailed out to the battle ground, they were followed by a fleet of sail boats filled with the citizens of Boston, eager to see the battle and take part in the expected triumph. As the "Chesapeake" drew near, there was great excitement among Broke's men. "Don't cheer," said Broke, "but go quietly to your quarters."

In fifteen minutes after the first shot was fired, the "Chesapeake" was in the hands of the British; on her masts the British flag floated above the stars and stripes; seventy of her men, besides several officers, lay dead; and her captain was dying of a mortal wound. The British lost thirty men in the action, and Captain Broke was severely wounded. On Sunday, June 6, the "Shannon" with her prize sailed into Halifax Harbour. Captain Lawrence was buried in Halifax with military honours. Broke was rewarded by his sovereign with the title of baronet.

Dalhousie.— The Earl of Dalhousie became governor in 1816. He studied in every possible way to promote the welfare of the province. A district called Castine, on the coast of Maine, had been held by the British during the late war, and the duties collected here, amounting to over $40,000, were given

to Nova Scotia by the British Government. The Earl applied the greater part of this money to the founding of Dalhousie College, the corner-stone of which he laid in the year 1820. Pictou Academy was established about the same time.

During the Earl of Dalhousie's time were published the celebrated letters of "Agricola" on agriculture. They awakened new interest in the farmer's calling, and led to the formation of a Provincial Agricultural Society, with the governor as its president. The author of the letters was John Young, father of Chief-Justice Sir William Young. He was afterwards elected a member of the House of Assembly.

In 1820, at its second session in the new building, the Assembly voted $4000 to purchase a star and sword for Governor Dalhousie. The Earl refused to accept the presents, because the Assembly did not provide for a survey of the province and for the inspection of the militia—measures which he had urged as of the highest importance.

CHAPTER XIV.

MEN OF NOTE.

Cape Breton.— In the year 1820 Cape Breton was annexed to Nova Scotia, with the privilege of sending two members to the Assembly. The islanders were not at all pleased at losing their independence, as they considered it, and tried to break up the union.

One of the first members sent from Cape Breton was Lawrence Kavanagh, a Roman Catholic. The oath of admission to the House at that time contained a clause abjuring Popery; Kavanagh could not, therefore, take his seat. The governor applied to the king for instructions in the matter, and in the

following year he informed the House that they had his majesty's permission to admit Mr. Kavanagh. Upon this, the House resolved to change the oath for Roman Catholics by omitting the clause against their religion. This was in 1823. Four years after, an Act was passed giving Roman Catholics the same privileges as others.

The year 1825 is memorable for a terrible fire which swept over the eastern part of New Brunswick. Flourishing settlements on the Miramichi River were laid waste; many persons were burned to death, and a still larger number were left houseless and destitute at the approach of winter. Aid was sent to the sufferers from Nova Scotia and many other parts of the world.

Sir James Kempt was governor of Nova Scotia from 1820 to 1828, when he was succeeded by Sir Peregrine Maitland. Governor Kempt took great interest in the affairs of the province. He gave special attention to the public roads, travelling through all parts of the country to make himself acquainted with their condition, and then recommending to the Assembly measures for their improvement. In the year before he left the province, the Shubenacadie Canal was begun. The object was to form a water-road from Halifax Harbour to the head waters of the Bay of Fundy through the Shubenacadie River and a chain of lakes. It was thought that this canal would bring to Halifax much trade which was then passing to St. John. A large amount of money was at different times expended on the work, which still remains unfinished.

The Assembly was at this time adorned with men of no ordinary talent. John Young, or Agricola, has already been mentioned. Two other names will never be forgotten in the country's history,—Samuel

George William Archibald and Thomas Chandler Haliburton.

S. G. W. Archibald, a lawyer of polished manners, ready wit, and powerful eloquence, was a native of Truro. By his talents and industry he raised himself from a humble station to a position of honour and wealth. At one time, whilst practising at the bar and holding a seat in the Assembly of Nova Scotia, he held the office of Chief-Justice of Prince Edward Island. For several years he was Speaker of the Nova Scotia House; then he was Attorney-General; and finally he became a Judge, holding the title *Master of the Rolls*. When on a visit to England, he was urged by a nobleman to allow himself to be elected to the British House of Commons, to show the people of England what clever men Nova Scotia could produce. "No," said Mr. Archibald, "I am the head of one House, and I will never become the tail of another."

Thomas C. Haliburton, also a lawyer, was born at Windsor. For many years he represented the County of Annapolis, and afterwards became a Judge. Scholarly, classic, and polished by travel, he at times electrified the House with "thoughts that breathe and words that burn." His great strength lay in humour and sarcasm. On one occasion he entertained the House by ridiculing the Council, calling them twelve old women. The members of the Council were very indignant, and to pacify them Mr. Haliburton was required to make an apology. Judge Haliburton removed to England, where for several years he held a seat in the British House of Commons. He died in 1865. Haliburton's "Clockmaker," and other humorous works, have amused the English-speaking world.

The Barry Riot.— Much excitement was occasioned by a member of the Assembly named Barry, who represented the county of Shelburne. He had spoken of another member in an improper manner, and then refused to apologise as the House demanded. He afterwards published a letter, charging certain members of the House with falsehood. For this offence Barry was ordered to prison; but the mob of Halifax rescued him from the officers, and pelted the members of the House with snowballs and stones when they appeared on the streets. Barry was now

expelled from the House. On being re-elected by the people of Shelburne he was allowed to take his seat.

The Brandy Dispute.— In the session of 1826 a duty of one shilling and fourpence per gallon was imposed on brandy. In 1830, the Assembly discovered that the law had been evaded, and that only one shilling per gallon had been collected. An Act was then passed fixing the duty as the Assembly had intended, but to this the Council refused to give assent. The Assembly, claiming the sole right to regulate the taxes, were indignant at this action of the Council; and the feeling was the more intense in view of the fact that the duty related to an article used mostly by the wealthy. But neither Assembly nor Council would yield, and so the country was left without a revenue law; goods were imported free of duty, and $100,000 were lost to the treasury. In the meantime, in consequence of the death of King George IV., the Assembly was dissolved. The new House adhered to the larger duty, to which the Council objected. But the Council now gracefully gave way, and passed the revenue laws as submitted by the Assembly.

Reform Needed.— A violent political struggle was now drawing nigh. We have already seen how the government of the country was vested in the Council of Twelve, a body having both legislative and executive powers, appointed for life by the governor, and in no way accountable to the people. This state of things had been established from the first, before an elective assembly had been formed; and the power thus early lodged in their hands the Council came to regard as a right which ought not to be disputed. We have seen, also, that at times the Assembly re-

sisted the claims of the Council, and tried to assert their own rights as representing the people.

Matters had not improved,—rather the reverse. With but one exception the members of the Council were residents of Halifax; eight of them were Episcopalians; five were partners in the same banking company; and two or three were bound together by family ties. Moreover, the episcopal bishop and the chief justice were members. Then, as if the public business were a private concern, the Council sat with closed doors. It was impossible that a government thus constituted could work in harmony with the Assembly, or could devise measures suited to the wants of the country. The foreign trade was restricted to five ports of entry. The Assembly wished to open new ports, but the Council refused its assent. Reform was needed, and a strong fearless man was required to lead the movement.

Sir Colin Campbell became governor of the province in 1834. He was an honest man and a brave soldier; but he served his country much better, and gained more renown for himself on the field of battle, than in governing a colony.

Joseph Howe.— Joseph Howe, the son of a Loyalist, was born at the North-West Arm, near Halifax, in 1804. He had few educational advantages. He walked two miles to school in summer, in winter he remained at home. But his genius and industry made up largely for what he had not gained at school. When thirteen he became a printer's boy. He was now about thirty-five years of age, and he had lately become the editor and proprietor of the "Nova Scotian." Honest, fearless, and hating abuses, he was the man for the times. Like most bold

reformers, his zeal and enthusiasm sometimes led him to extremes.

The Libel Case, 1835, A.D.— Halifax was not yet incorporated. Its business was managed by the magistrates, who levied the taxes, and expended the money as they saw fit. Everywhere there existed neglect and mismanagement and corruption. Everybody was dissatisfied, but who would lead in the work of reform? And now there appeared a letter in the "Nova Scotian," signed "*The People*," attacking the magistrates in the strongest terms, and accusing them of robbing the city annually of $4000.

The magistrates prosecuted Howe for libel. The lawyers told him that his case could not be defended; he must settle as best he could, or pay a heavy fine and go to prison. Regardless of the maxim, "He who pleads his own case has a fool for his client," Mr. Howe undertook his own defence. He studied law for a week, and then addressed the jury in a six hours' speech. Contrary to the charge of the judge, the jury gave their verdict, "Not guilty." Howe was carried home in triumph, and the people kept holiday that day and the next. In the following year Mr. Howe was elected to the Assembly as member for the county of Halifax.

CHAPTER XV.

RESPONSIBLE GOVERNMENT.

1836, A.D.— Mr. Howe was now the acknowledged leader of the popular party in the Assembly; and he gave all his energies to the work of reform. In this work he had good help from many who were strong and true. Of these were Lawrence O'Conner Doyle, Herbert Huntington, and William Young. The first movement was to open the Council doors. The Assembly passed a unanimous vote against the practice of the Council in sitting with closed doors, and offered to meet any expense incurred in making

room for the public. But the Council refused to make any change, and sent back a haughty answer.

The Twelve Resolutions.— On the motion of Mr. Howe, the Assembly passed a series of twelve resolutions against the abuses in the structure and action of the Council. The members of the Council were now indignant; and especially were they angry over one clause in the resolutions, which asserted that they desired to protect their own interests at the public expense. They informed the Assembly that they would hold no further intercourse with them until that clause was rescinded.

There was now intense anxiety to know how the difficulty was to be got over; which body would give way; or must the public business be left undone, and the country left as on a former occasion without a revenue law? But Mr. Howe, with great coolness, said he would give the Council more than they asked. He would rescind not one clause alone, but the whole twelve resolutions. They had already done their work in showing the opinion of the House, and that work could not be undone. Having thus appeased the Council, the business of the session was finished. Then the Assembly drew up an address to the throne, stating the evils in the government, and asking his majesty's interference. The Council also sent an address to the king; but before any reply came back, the Council chamber was thrown open to the public.

Rebellion in Canada.— Abuses in the government and agitation for reform were not confined to Nova Scotia. Similar struggles were now going on in the other provinces. In Canada, public feeling was so much aroused that some of the people rushed to arms, and for two years the country was distracted

by civil war. In Nova Scotia the enemies of reform pointed to this rebellion as the natural result of political agitation and charged Mr. Howe and his party with working for that end.

Changes for the better, 1838, A.D.— In the meantime Queen Victoria had ascended the British throne. Despatches also came from the colonial secretary to the governor, Sir Colin Campbell, in reply to the Assembly's address. Much had been gained. There must be two councils—a Legislative and an Executive; the Legislative Council was to consist of nineteen members, selected from different parts of the province, and from different religious denominations; the Executive Council was to consist of twelve members, taken partly from the Legislative Council and partly from the Assembly; the Chief Justice was not to be a member of either Council; the public money was to be under the control of the Assembly. Such were the instructions.

The Reformers not satisfied.— The reformers were not satisfied. The Executive was not responsible to the Assembly; in fact, both it and the Legislative Council were composed chiefly of men who were opposed to the reforms desired by the great body of the people. The reformers complained that there were yet too many Episcopalians in the Legislative Council; that there were too many lawyers; too many residents of Halifax; and, further, they thought it unjust to other denominations that the episcopal bishop should be a member of that body.

Whilst the House was in session, there came despatches from England showing that there was some mistake as to the number of members in the two Councils. The Legislative Council must be re-

duced to fifteen, the Executive to nine. In reconstructing these bodies, the few reformers they contained were left out.

Appeals to the Queen.— The Assembly now sent a memorial to the Queen, complaining that neither of the Councils was in accord with the views of the people as expressed by their representatives. Further to urge their cause, they sent to England a delegation consisting of Herbert Huntington and William Young. The Council were not idle spectators. That the royal ear might not be too much inclined to any fancy tale of wrong which Young and Huntington might weave, they too sent delegates.

New Brunswick invaded.— But now an event occurred which for a little hushed the din and turmoil of political strife. There was an unsettled boundary between New Brunswick and the state of Maine, and a large territory was claimed by both countries. News reached Halifax that an armed force from Maine had marched into the disputed territory. Quickly the members of the Assembly and Council forgot their strife. There was neither Tory nor Liberal; they were Britons all. The Assembly voted $400,000 and the whole militia force of Nova Scotia for the defence of New Brunswick. Happily, through the prudence of Sir John Harvey, who was the governor of New Brunswick, war was averted.

Despatches from England.— The Assembly's delegates failed in the chief object of their mission. The colonial secretary sent out despatches, granting five new ports of entry; but the two Councils were left unchanged, and responsible government seemed as far off as ever. Shortly after, however, Lord John Russell, a man of liberal views, became colonial

secretary. He sent despatches to the governor-general of Canada, instructing him to form his government according to the wishes and interests of the people as expressed by their representatives. Sir John Harvey, understanding these instructions to apply to all the colonies, at once told his Executive Council that their hold of office must for the future depend on the will of the Assembly.

Extreme measures.— Having seen that Sir Colin Campbell had no intention of making any changes, the Assembly, by a majority of thirty to twelve, passed a vote of want of confidence in the Executive. They then waited on the governor and presented their resolution. With much coolness, Sir Colin told them that he was quite satisfied with his Council, and that he had received no despatches which required him to change its members to suit the views of the Assembly.

The reformers were very indignant, but they resolved not to be too hasty. The Assembly next presented an address to the governor, in which they urged that Earl Russell's despatch applied to all the colonies. They pointed to the action of Sir John Harvey, and stated that they could see no reason why the people of Nova Scotia should be worse treated than those of New Brunswick. But Sir Colin was unmoved. He said that he would bring the matter to the notice of the British Government.

Sir Colin Campbell had to deal with men as unyielding as himself. Mr. Howe prepared an address to the Queen. After stating the evils in the Government, and the vain efforts of the Assembly to secure the desired changes, the memorial asked her Majesty to remove Sir Colin Campbell and send a

governor who would be guided by the wishes and interests of the people, as expressed by their representatives. This was a bold measure, and some of the more timid in the ranks of the reformers hesitated. Sir Colin Campbell was respected even by those who most disapproved of his policy. But the address was carried by a large majority of the House.

Then the whole country was in a ferment. The people were divided into two great parties. Everybody was either Tory or Liberal. Public meetings were held to discuss the politics of the day, and hard things were said on both sides. Some said that Howe was a Papineau, and should have his head taken off. James W. Johnstone, a lawyer of high standing, came forward as the great Tory leader and antagonist of Joseph Howe. Between these two there was afterwards waged many a hard battle.

Governor - General Thompson came from Canada to inquire into matters. He listened attentively whilst Mr. Howe explained his views of responsible government. He was guarded in expressing his own opinion, and said nothing as to the kind of report he should send to England; but he went away satisfied that Mr. Howe was no rebel. The nature of his report may be inferred from the events which followed.

A New Governor, 1840, A.D.— In the autumn of 1840 Lord Falkland arrived in Halifax as governor of Nova Scotia. He had belonged to the Liberal party in England, and the reformers in Nova Scotia expected much from him. He began well. Four Tory members of the Executive, who held seats in neither branch of the Legislature, were asked to retire to make room for reformers. This they did

with ill grace. Mr. Howe, Mr. Young, and others of the party, accepted the seats thus vacated on condition that the Executive should hold office only so long as its policy was approved of by the Assembly. Thus the principle of responsible government seemed to be conceded. One of the first measures brought forward by the new government was a Bill to incorporate the city of Halifax.

A pleasing incident.— Before Sir Colin Campbell left the province, he and Mr. Howe met at Government House. Mr. Howe bowed, and was passing on, when Sir Colin called out, "We must not part that way, Mr. Howe. We fought out our differences of opinion honestly. You have acted like a man of honour. Here is my hand." And so they shook hands and parted.

Discordant Elements.— There was little harmony in that first Council of Lord Falkland's. It was called a Coalition Government, because it was made up of men from both sides of politics; but Liberals and Tories of that day were too discordant to coalesce. In their principles of government there was little in common. The college question, which was then agitating the country, brought the two great leaders, Howe and Johnstone, into open conflict. Howe was for establishing one provincial university, Johnstone was for denominational colleges. Howe's attitude on this question gave offence to many of his old supporters in the country. The Tory members of the Council, taking advantage of this position of affairs, persuaded the governor to dissolve the House without consulting Mr. Howe. In the new House Mr. Johnstone's party had a majority of one.

1844, A.D.— When Lord Falkland first came to the province, many of the Tories thought he favoured the Liberals, and in their ill-nature they abused him in the public papers. The Liberals were

now dissatisfied because he leaned to the other side. Mr. Young, on being elected Speaker, resigned his seat in the Executive. To fill the vacancy the governor appointed M. B. Almon, a Tory, who held a seat in neither branch of the Legislature, and a brother-in-law of Mr. Johnstone's. At once Howe, Uniacke, and M'Nab sent in their resignation.

The breach between the governor and Mr. Howe widened, until at last it came to open war. In his despatches to the colonial secretary, Lord Falkland described Howe as an ambitious, troublesome man, with whom he would have nothing more to do. He also tried to persuade Howe's friends to desert him and accept seats in the Council. On the other hand, Mr. Howe, in the columns of the "Nova Scotian," sometimes by sober argument, sometimes by comic verse, attacked Lord Falkland and his government.

Lord Falkland Retires.— Lord Falkland failed to reconcile the Liberals whom he had foolishly driven from his Council. Hoping to gain the goodwill of the people and strengthen his government, he made a tour through different parts of the province. He was treated with respect, but was also told with great plainness that his Council had not the confidence of the country. No effort could save a ruined cause. Lord Falkland quietly retired, probably carrying away no very pleasant memories of his experience in Nova Scotia. His successor was Sir John Harvey.

The Executive Council had not been filled up since the reformers retired. It now consisted of six members. Sir John Harvey invited Mr. Howe and his friends to return, proposing that Mr. Almon should

retire, by which there would be four seats for their party. But they had lost faith in governments composed of men holding opposite principles; and they informed the governor that they could not act with the present members of his Council, between whom and themselves the people would soon judge at the polls.

Reform Government, 1847, 1848.— The people gave their decision in favour of the reformers. The elections came off on the 5th of August, 1847, the first occasion in the history of the province when all the votes were polled in a single day. Previously, the elections were at different times in the various counties, and in each county the voting was continued from day to day for a week or more. When the House met in the following January the reformers had a majority of seven. Mr. Johnstone and his friends resigned, and the first Liberal Government was formed.

CHAPTER XVI.

GOOD GOVERNMENT AND PROGRESS.

THE question of responsible government, which had agitated the country for many years, was finally settled. The voice of the people was recognised by all parties as the supreme authority, at whose bidding governments must stand or fall. It mattered little to the country now which party ruled, Tory and Liberal were but empty names; as to the principles of the two parties there was little difference. Sometimes, indeed, the Tories outstripped the Liberals themselves

in measures of reform. For the most part, men, not measures, formed the bond by which the two great parties were held together.

With the exception of an interval of three years, from 1857 to 1860, when the Tories held the reins of power, the Liberals ruled the country for a period of fifteen years. There were good men on both sides. Each party formed a check on the other to prevent abuses; and each stimulated the other to greater activity in doing good. Just as we might expect, therefore, wise measures were adopted of the highest importance to the welfare of the country. The two great things to be spoken of in this chapter are the introduction of railways, and the founding of free schools.

Railways, 1854, A.D.— The subject of building railways was talked of some time before anything was done. Mr. Johnstone and his party thought the work should be done by companies. Finally, the Assembly resolved that the Government should build lines from Halifax to Windsor and to Pictou. Mr. Howe was appointed Chairman of the Railway Board, and the work was pushed on rapidly. A few miles of the road were opened in February 1855.

In the year 1852 Sir John Harvey, the good old soldier governor, who was always trying to make peace by kind words, died at Halifax. Our next governor was Sir Gaspard Le Marchant.

In the year 1854 an Industrial Exhibition was held at Halifax. In the autumn of the following year the Normal School was opened at Truro.

Nova Scotian Heroes.— About this time a great war was raging in Europe,—Great Britain, France, Turkey, and Italy on the one side; and

Russia on the other. In this war three Nova Scotians distinguished themselves—Captain William Parker, Major Augustus Frederick Welsford, and General Fenwick Williams.

Captain Parker was a native of Lawrencetown, near Halifax, and was educated at Wolfville. Major Welsford was born in Halifax, and received his education at Windsor. Both were killed at the final storming of the Redan in the Crimea, Welsford's head being carried away by a cannon ball as, in scaling the walls, he led his men over the parapets. To the memory of these heroes the Parker-Welsford monument was erected in Halifax in 1860.

General Williams was born at Annapolis Royal. His wonderful defence of Kars in Asia Minor secured for him the highest renown. The Queen conferred on him the title Sir Fenwick Williams of Kars, the British House of Commons voted him a pension of a thousand pounds, and the Nova Scotia Legislature gave him a costly sword.

A Change of Government, 1857, A.D.— In some newspaper correspondence referring to a riot of railway navvies and other exciting incidents of the day, Mr. Howe began a discussion which led the Roman Catholic supporters of the Government to join the Opposition. This turned the scale, and a vote of want of confidence was carried. The Liberals resigned office, and a new government was formed, with Mr. Johnstone as attorney-general, and Dr. Tupper, provincial secretary.

One of the most important acts of Mr. Johnstone's government was the settlement of a dispute respecting the minerals of Nova Scotia. King George IV. had leased the right to work the mines in Nova Scotia to his brother the Duke of York; the Duke, again, had disposed of his claim to a company in England. But now the Legislature maintained that this was an improper disposal of the minerals of the province, and disputed the validity of the company's claim. Mr. Johnstone and Mr. A. G. Archibald were sent to England to arrange terms of settlement. As a result of their mission, the company gave up all claims to the minerals of the province, except within certain areas around the mines already opened.

Submarine Telegraph, 1858, A.D.— The Earl of Mulgrave now became governor of Nova Scotia. In the same year Europe and America were first connected by telegraph, the cable being laid along the bed of the Atlantic from Ireland to Newfoundland.

Discovery of Gold, 1861, A.D.— The first discovery of gold in Nova Scotia was at Tangier, in Halifax county. It has since been found in various parts of the province, more especially in Guysborough, Halifax, Hants, and Lunenburg, and gold mining has continued to be an important industry.

The Liberals in Power again, 1860, A.D.— A general election gave the Liberals the majority in the Assembly. But Mr. Johnstone objected to the right of several opposition members to sit in the House, on the ground that, when elected, they held offices which disqualified them. In the meantime, however, he could not prevent these men from voting, and through their votes a majority was obtained to defeat any motion to unseat them. Then the Executive asked the Earl of Mulgrave to dissolve the House and order a new election. The governor refusing to do this, Mr. Johnstone and his colleagues gave in their resignation. A new government was now formed under the leadership of Hon. William Young; Hon. A. G. Archibald being attorney-general, and Hon. Joseph Howe, provincial secretary.

The Prince of Wales, 1860, A.D.— The government of the province of Canada invited Queen Victoria to visit their country and take part in the ceremony of laying the foundation-stone of the Parliament Buildings at Ottawa; and also to be present at the opening of the great Victoria Bridge which crosses the St. Lawrence at Montreal. The Queen,

unable herself to accept the invitation, sent her eldest son, the Prince of Wales. In Nova Scotia the Prince visited Sydney, Halifax, Windsor, Truro, and Pictou. The people gave him an enthusiastic welcome, showing their joy and loyalty by triumphal arches, waving flags and banners, long processions, school childrens' songs, flattering addresses, and brilliant balls.

The Liberals Defeated, 1863, A.D.— And now a general election brought the Tories—or Conservatives, as they preferred to call themselves—into power. In the new government Mr. Johnstone again became attorney-general, and Dr. Tupper, provincial secretary. The two leading questions now before the House were Education and Union of the Provinces, or Confederation. Sir Richard Graves MacDonnell was lieutenant-governor.

Free Schools, 1864, A.D.— The Act to which we owe our Free Schools was framed and brought before the House by Dr. Tupper. It was not, however, dealt with as a party measure. The Hon. A. G. Archibald, then leader of the Opposition, and others on his side the House, gave it hearty support. The law came into operation in November, 1864. In some parts of the country it was far from being acceptable. People did not like the taxes. Many sections refused to appoint trustees or take any steps to organize schools under the law. For a year or two there was much confusion and strife; and matters seemed worse than before. But then people began to see their mistake, and many who had most violently opposed the law became most active in carrying it into effect. In several points the law has since been greatly improved, and now he would be a bold man who would strike the Act from the Statute-Book.

Dr. Forrester. — In connection with education in Nova Scotia, the name of Alexander Forrester will ever be remembered and revered. A native of Scotland, Dr. Forrester came to Nova Scotia to take charge of a church in Halifax. In 1855 he was appointed superintendent of education and principal of the Normal School. Those who came under his charge as pupil-teachers, he sent abroad over the country with enlarged views of their calling, greater practical skill as teachers, and filled with much of that enthusiasm which animated himself. During holidays, spring and autumn, he journeyed over the province, lecturing to the people, and awakening greater interest in education. In this way the public mind was prepared for higher legislation. Dr. Forrester died in the spring of 1869.

CHAPTER XVII.

CONFEDERATION.

THE veterans, who had long guided the counsels of Liberals and Conservatives, had now retired from the toil and strife of politics. Mr. Young, now Sir William Young, was chief-justice, Mr. Johnstone was equity-judge, and Mr. Howe was fishery-commissioner. New hands guided the ship of state. Dr. Tupper was leader of the government, and Hon. A. G. Archibald was leader of the opposition. Union of the Provinces was the great question to be settled.

Union Delegates at Charlottetown and Quebec, 1864, A.D. Nova Scotia, New Brunswick, and Prince Edward Island were in favour of union; but the larger province of Canada did not seem to care about joining the sisters by the sea. So the three maritime provinces appointed delegates to meet at Charlottetown, and arrange terms of union amongst themselves. Then Canada changed her mind, and asked leave to send delegates too. So her foremost statesmen, such as John A. Macdonald, George

Brown, George E. Cartier, and D'Arcy Magee, came down the St. Lawrence in the government steamer "Victoria," and were made welcome in the Council of delegates at Charlottetown.

The little union of the maritime provinces was scarcely thought of; it was quite overshadowed by the prospect of a grand confederation of all the provinces. From Charlottetown the delegates went to Halifax, and thence to New Brunswick. Everywhere they were honoured with balls and banquets, and little wonder if amid such festivities they said some extravagant things in praise of union.

Before leaving Charlottetown the delegates resolved to meet at Quebec to draw up a basis of confederation. In the autumn the "Victoria" was sent down the St. Lawrence again to bring up the delegates from the maritime provinces. For over a fortnight the conference sat with closed doors until the terms of union were arranged. All was to be kept secret until laid before the Legislatures of the different provinces. But the best laid plans often fail; long before the Legislatures met, the Quebec scheme was before the public. There was a storm of opposition in the maritime provinces. Prince Edward Island turned her back upon confederation with utter scorn. New Brunswick rejected it by electing a strong anti-confederate House. In Nova Scotia there were murmurings of dissatisfaction, but the people had no opportunity of expressing their views at the polls.

1865 A.D.— On the meeting of the Nova Scotia Legislature, Dr. Tupper stated that, on account of the opposition in New Brunswick, the subject of confederation would not be brought up. Then suddenly there came a change in that province. A confederate government was formed, the House was dissolved,

and a confederate House was elected in its stead. The question of union was now brought before the Nova Scotia Assembly. There was strong opposition; but finally Dr. Tupper consented to drop the Quebec scheme, and to have a new basis of union drawn up by the British Government, aided by delegates from all the provinces. This measure was carried by a large majority; and to it Canada and New Brunswick gave their assent.

The Delegates in London.— The scene was now changed to the Colonial Office in London. The Nova Scotia delegates were Charles Tupper, A. G. Archibald, Jonathan M'Cully, J. W. Ritchie, and W. A. Henry. There were opposition delegates too. The anti-confederates, though beaten in the Assembly, were not disposed to yield. Mr. Howe, who hitherto had been a silent looker-on, joined their ranks, giving them courage and strength. Howe, Annand, and Hugh M'Donald were sent to London as "the People's Delegates" to oppose the union. Dr. Tupper skilfully set Howe the unionist against Howe the anti-unionist, for no one had, in former days, advocated union more ardently than Mr. Howe himself. The strongest argument of the anti-confederates, one never fully answered, was the fact that the people of Nova Scotia had never been consulted on the question. But "the People's Delegates" could not stay the movement.

The Provinces United July 1st, 1867.— A scheme was drawn up, arranging the terms of union for the four provinces, Nova Scotia, New Brunswick, Quebec, and Ontario. This was approved of by the British Parliament, and a royal proclamation declared that on July 1, 1867, these provinces were bound together as the Dominion of Canada.

Sir Fenwick Williams was now governor of Nova Scotia. He tried to quiet the agitation which the union had stirred up. But even the hero of Kars could not pacify those who still gave their voice for war. In the strife old party lines were obliterated, old party names were forgotten. Those who, as Liberals and Conservatives, had fiercely opposed each other in the great political questions of former days, were surprised to find themselves standing side by side under the same banner.

The Voice of the People.— In the summer of 1867 members were elected for the Dominion and Local Houses. Throughout the whole province only three union men were elected—Dr. Tupper for the House of Commons, Hiram Blanchard and Henry Pineo for the House of Assembly.

Repeal.— The new government, led by Mr. Annand, was bent on the repeal of the union. An address was sent to the Queen, stating that whilst Nova Scotians loved connection with Great Britain, nothing was so hateful to them as confederation. Howe and Annand were sent to England for the purpose of breaking up the union. At the Colonial Office they were met by Dr. Tupper, who had come to defeat their purpose. All efforts for repeal were in vain.

Better Terms.— Mr. Howe now gave up the struggle, and, as he said, "only laboured to make the best of a bad bargain." He bargained for better terms. The Dominion Government, wishing to make peace, agreed to give Nova Scotia some permanent financial advantages and a larger subsidy for the period of ten years. On this Mr. Howe accepted office as Secretary of State in the Dominion Government. Many of the anti-confederates, following the

example of their great leader, became unionists; others, indignant at what they regarded as his desertion of them, heaped upon him unmeasured abuse.

In the winter of 1870 a gloom was cast over Halifax by the loss of the Inman steamer "City of Boston." She left Halifax for Liverpool, England, towards the end of January, and was never heard of after. On board were over two hundred persons, amongst whom were several merchants and other citizens of Halifax.

Governor Howe.— In 1873 the Hon. Joseph Howe succeeded General Doyle as governor of Nova Scotia. The service of an active life had been given to his country; it was most fitting that he should now enjoy the highest honours which that country could bestow. But the evening-time of rest and dignity was short. A few weeks after his appointment, Governor Howe died at Government House, Halifax. The position of lieutenant-governor was then offered to Mr. Howe's old rival, Hon. J. W. Johnstone, who was at the time in France for the benefit of his health. While in England, on his way to Nova Scotia, failing health compelled him to resign the office. He died shortly after.

Governor Archibald.— The Hon. A. G. Archibald, who had succeeded Mr. Johnstone as judge in equity, was now appointed lieutenant-governor. He had already, as governor of Manitoba, done good service to the dominion in organizing that new province; and before, during an active political life of twenty years, he had aided every measure of reform and progress in Nova Scotia. Although decided and outspoken as a politician, his moderation and integrity had won for him the confidence and respect of all parties; and his appointment to the highest office in the country was received with universal satisfaction.

CHAPTER XVIII.

A PERIOD OF DEVELOPMENT.

Retarding Forces.—In former days Nova Scotia held high rank as a shipbuilding country. The material of which ships were built was abundant in her forests; and her extensive coast waters abounded in excellent harbours. Her vessels were then found on every ocean and sea of the wide world, and little towns sprang up and flourished on every bay and harbour in the province. Then came the age of iron ships, and those of wood were almost wholly driven from the sea, while the great industry which they had nourished was starved and almost became a thing of the past.

Again Nova Scotia has been impoverished by the emigration of her people for the enrichment of other lands. For many years the trend was to the United States. And there are to-day in that republic thousands of Nova Scotians who hold high place in science, in literature, in varied departments of professional life, and among the captains of industry, whose contributions to the well-being of that great country have added much to its greatness. Nor may we suppose that their service to their adopted land is wholly lost to that of their parentage. It must all tend to unanimity in thought and feeling and to concert in action among the two neighbouring peoples.

Scarcely was the depleting outflow in that direction arrested, when Canada's own great

North-West, stretching out her long arm across the wide continent, and dangling her rich bribes before covetous eyes, began to entice away the sons and daughters of Acadia, ever eager for some better thing. But this lure, too, will have its day and cease to be. Nova Scotia is coming to her own. She too has treasures, less patent and conspicuous, it may be, but no less real and enduring. The awakening time is dawning.

Building on Old Foundations.—As regards the doings of the present generation in Nova Scotia in its relations with the outside world, the historian will have less to tell, than of an awakening and a closer attention to its own internal affairs. Again, of this inner awakening, he will note less of new fields of working and new lines of industry, than of new ways of working the old fields, and of a widening and a deepening of old activities, making them more strenuous and effective.

Education.—The development of a country's economic resources is largely dependent on the forcefulness of its mental and moral stamina. The public school system of Nova Scotia, as established over half a century ago, comprises all the elements needed to secure to its people a many-sided intelligence. Its unfolding may have been slow, but its progress has been unbroken, and present conditions point to still better things for the future. The common schools of eight grades comprise an eight years' course free to all; and the high schools, equally free, have a three or four years' course, as may be demanded, carrying their students forward to a state of preparation for entrance on a university career. Then, the colleges of the province are fully

adequate to round out the education begun in the schools.

Nor does the educational system of the province end with mere theoretic instruction. From the beginning, and throughout the course, it emphasises the application of principles to practical life. In addition to this the educational machinery of the province comprises *manual training schools*, *domestic science schools*, *preparatory technical schools*, including *local technical schools*, *coal-mining schools*, and *engineering schools*. Then crowning the whole vocational education, Nova Scotia has a *Normal College* for training teachers, an *Agricultural College* for giving more specific instruction and training in agriculture and kindred matters, and a *Technical College* for similar work in the various departments of engineering. In such comprehensive fashion is the province preparing its young people for taking their part successfully in its industries.

The following, taken from the report of the Superintendent of Education, will show the progress in certain educational conditions during the past thirty years :—

Year.	No. of Teachers.	Enrolment.	Amount paid by Sections.	Amount paid by Counties.	Provincial Grant.	Total Cost of Public Schools.
1880	1809	76,393	$281,561	$107,181	$196,217	$584,959
1909	2694	101,680	711,428	147,400	341,058	1,199,886

Farming.—The awakening influence is touching and inspiring with new life every line of industry.

The farmer, no longer content with doing things after the fashion of his ancestors a hundred years ago, is seeking the light of science and skilled experience to guide him into new and better ways, as regards soil culture, implements, fertilisers, seed, and breeds and care of stock in adaptation to purpose.

The **orchardist** also is equally careful in the choice and culture of his fruit-trees, and in his efforts to avail himself of the most effective means of fighting the great armies of pests that invade his orchard.

Mining.—The mining industry, too, has made a long stride forward within the past thirty years. This is shown most markedly in the output of coal, which has increased from 876,000 tons in the year 1878 to 6,652,500 tons in 1908.

Manufactures.—In many departments of manufacture there has been great advance. Especially is this true in the iron works of the Dominion Iron and Steel Company in Sydney and of the Nova Scotia Steel and Coal Company in Sydney Mines and New Glasgow. These wealthy and enterprising companies are constantly adding to their plant and increasing its capacity, so as greatly to enlarge the output of their various products. In addition to the regular products of iron, the refuse slag of the furnaces at Sydney are now made to yield valuable fertilisers and cement of excellent quality.

Transport.—With the increase of products, facility of transport has kept pace. The railway mileage in the province has advanced from about 350 miles in 1880 to 1350 miles in 1910. Nor has the limit of such provision yet been reached.

Railway extension and more energetic working of existing lines within the province are receiving attention. An eastern coast line of railway from Dartmouth to Guysborough is under survey. The great transcontinental railway companies of the Dominion are preparing to bring Nova Scotia within their field of operation. The Canadian Pacific Company has purchased, and within a few months will take possession of, the Dominion Atlantic Railway, including the Midland. It is reasonable to believe that this company, one of the wealthiest and most enterprising organisations of the kind in America, will operate these roads with greatly increased vigour. The Northern Pacific Railway also will probably be extended to Halifax, and be connected with British ports by large ocean steamships.

Governors.—Since the union of the provinces in 1867, Nova Scotia has had twelve lieutenant-governors:—

Lieutenant-General Sir Fenwick Williams.
Major-General Sir C. Hastings Doyle.
Sir Edward Kenny (acting governor).
Hon. Joseph Howe.
Hon. James W. Johnston.
Hon. Sir Adams G. Archibald.
Hon. Matthew Richey.
Hon. A. Woodbury M'Lelan.
Hon. Malachy Bowes Daly.
Hon. Alfred G. Jones.
Hon. Duncan C. Fraser.
Hon. James D. M'Gregor.

The brief period of honour for two of these

has already been described (p. 80). Other three, Governors M'Lelan, Jones, and Fraser, also died while in office. Perhaps no event in the history of Nova Scotia has caused deeper and more general sorrow than the death of Governor Fraser.

Duncan C. Fraser was a country boy, and he cleared his own pathway to honour. To fit himself for teaching he took a course at the Normal School in Truro. He then taught a country school, and with the means thus acquired he gained a college education at Dalhousie, Halifax. He became a lawyer, and while in the practice of law at New Glasgow he was for two terms mayor of the town. He was appointed to the Legislative and Executive Councils of Nova Scotia, being president of the first-named council. Then for several years he represented Guysborough County in the Dominion House of Commons. Resigning this position, he was placed on the Bench of the Supreme Court of Nova Scotia. Then, by another step in 1906, he became Lieutenant-Governor of his native province. Three Nova Scotia universities crowned him with their highest honorary degrees. With all this wealth of recognition he counted the honours of his Church superior to all. His varied experience made him a many-sided man. The pathway by which Governor Fraser achieved success is open to others. Out of the richness of this experience, speaking of Nova Scotia, he said: "All our advantages will not avail, if our people do not continue to display diligence, thrift, honesty, and moral character."

GEOGRAPHY OF NOVA SCOTIA.

Position.—The province of Nova Scotia, situated on the Atlantic coast of North America about midway between the equator and the north pole, forms the extreme eastern part of the Dominion of Canada. It comprises two natural divisions, the *Peninsula* or *Nova Scotia Proper*, and the *Island of Cape Breton*, separated by the *Strait of Canso*, about eighteen miles long and from one mile to two miles broad. The peninsula is connected with New Brunswick by the *Isthmus of Chignecto*, which is about twelve miles in breadth.

The province lies diagonally across the meridians north-east and south-west, the most northerly point being about 175 miles farther north (N. lat. 47°) than the most southerly point (43° 25′).

Area.—The province has a total length of about 350 miles, a breadth varying from 50 to 100 miles, and an area of 21,428 square miles. The Island of Cape Breton comprises about one-seventh of this area.

Coast.—Without including the inland waters of Cape Breton and many small bays, the coast-line of the province measures about 1200 miles, giving, with its many excellent harbours, great commercial advantages. The Bay of Fundy lies along the north-west; Northumberland Strait on the north; on all other sides the Atlantic Ocean.

The Bay of Fundy, noted for its high tides, separates Nova Scotia from New Brunswick, its head waters extending nearly 200 miles from the main ocean. The coast-line of this bay, formed of trap rock, is generally high and precipitous, rising like a great rough wall against the sea. A tongue of land, ending in the promontories of *Cape Chignecto* and *Cape D'Or*, divides the bay into two branches. The southerly branch is continued as *Minas Channel*, *Minas Basin*, and *Cobequid Bay;* the northerly division is subdivided, forming *Cumberland Basin* and *Shepody Bay*. The tides in these upper waters rise very high, the difference between low and high water at certain times being from 60 to 70 feet. This high tide is due to the forcing of the water from the Atlantic Ocean up the long narrow bays.

The Coast Lands of these head waters are in many places low and level, and the rich marsh lands bordering on the river estuaries, being below the level of high tides, have been formed by the overflow of the tidal waters. They are now protected from overflow by artificial dikes.

A few years ago the construction of a ship-railway for the transport of ships across the isthmus between Cumberland Basin and Bay Verte was begun, but after the expenditure of a large amount of money the enterprise was abandoned.

St. Mary's Bay, near the entrance of the Bay of Fundy, and separated from it by *Digby Neck*, is a narrow water 35 miles in length.

At **Digby Strait** the sea enters through a narrow gateway in the rock-wall, forming Annapolis Basin. This is a beautiful sheet of water 20 miles long, a natural harbour, large and safe. There are no

other harbours on the Nova Scotia coast of the Bay of Fundy, but at various places on the coast are little coves or creeks where small vessels enter at high water and find protection under the shelter of artificial breakwaters.

Pictou Harbour, on Northumberland Strait, is a beautiful water, large and safe. Generally the harbours on this coast are obstructed by sand-bars which heavily laden vessels can cross only at high water. **Pugwash Harbour** is one of the best on the coast.

The **Strait of Canso** is a highway between the Atlantic Ocean and Northumberland Strait. The coast of Cape Breton north of this strait and around to St. Anne's Bay is generally elevated and rocky. **Port Hawkesbury** and **Port Hastings** are important ports for small vessels. **St. Anne's Bay** has a narrow entrance, and is surrounded by high mountains broken by deep glens.

The **Bras D'Or Waters** form an irregular sea of great beauty, navigable for large vessels. They are connected with the ocean on the east by two channels, one on each side of Boulardarie Island. **Great Bras D'Or Channel**, on the north of this island, is deep and navigable for large vessels.

On the west of Boulardarie is **Little Bras D'Or Lake**, about 9 miles in length. Still farther west are **Grand Narrows** and **Great Bras D'Or Lake**, with **East Bay** and **West Bay** at opposite extremities. On the south-west these inland waters are connected with St. Peter's Bay by **St. Peter's Canal**, which is about half a mile in length There is thus a complete inland water route from the Strait of Canso through Cape Breton.

The **Atlantic Coast** is generally rugged, fringed

with inlets from the sea and with projecting headlands, strewn with islands, and made hospitable by many superior harbours. Its larger minor waters are *Sydney Harbour*, *Mira Bay*, *Gabarus Bay*, *St. Peter's Bay*, *Chedabucto Bay*, *Tor Bay*, *Chebucto Bay*, *Margaret's Bay*, and *Mahone Bay*. Among the more important harbours are those of *Sydney*, *Port Morien*, *Louisburg*, *Arichat*, *Whitehaven*, *Country Harbour*, *Halifax Harbour*, *and Shelburne*.

Halifax Harbour (Chebucto Bay), large, safe, and open for the largest ships throughout the year, is one of the best harbours in the world. It includes Bedford Basin and North West Arm, which are the delight of yachtsmen and canoeists.

Chedabucto Bay is noted for its mackerel and herring fisheries. **Mahone Bay**, with its more inland waters of *Chester Basin* and its islets numerous as the days of the year, is famous for beautiful scenery. **Aspotogon**, ending in *Crown Point*, is an elevated tongue of land between Margaret's and Mahone Bays.

Islands.—Pictou Island, near Pictou Harbour, about 5 miles in length, has between one hundred and two hundred inhabitants. **St. Paul's Island**, about 13 miles from Cape North, the scene of many shipwrecks, is a lighthouse station. Boulardarie, between the Bras D'Or Channels, is about 25 miles in length. Scatarie, separated from Cape Breton by Main-a-Dieu Passage, is 6 miles in length. It is the most easterly part of the province. **Isle Madame**, about 16 miles long, is the headquarters of important fisheries.

Sable Island, 26 miles in length, and a mile wide, is about 100 miles south of Cape Breton Island. It

is low, and has dangerous sand-bars on its coast, the scene of many shipwrecks. It yields grass and cranberries. Cattle brought here in early times soon became extinct, and their place was supplied by small ponies. The inhabitants comprise only those stationed here to care for the shipwrecked.

Tancook is the largest of the many islands in Mahone Bay. **Oak Island** is famous for its story of treasure supposed to have been buried here by Captain Kidd over a hundred years ago.

Long Island, separated from Digby Neck by *Petite Passage*, is 10 miles long. Freeport is the chief place on the island. **Brier Island,** the most westerly land of Nova Scotia, is about 5 miles in length. Westport, the headquarters of important fishing interests, is the chief town.

Cape Sable Island, about 7 miles long, is the most southerly part of Nova Scotia. **Cape Sable,** a rocky islet on its coast, has caused many shipwrecks.

Surface.—Nova Scotia is diversified by hills and valleys without any extended plains or high mountains. It has regular ranges of hills called mountains, the chief of which are the *North Mountain*, and the *South Mountain* in King's and Annapolis counties, and the Cobequid in Cumberland and Colchester.

The North Mountain, formed of trap rock which at some remote geologic period was thrown out in a molten mass from the interior of the earth, lies along the margin of the Bay of Fundy from Cape Blomidon to Digby Strait. From the valley on the south the ascent is steep, rising to the height of 500 or 600 feet within a mile from the lowlands. The slope from the summit to the Bay of Fundy, from 5 to 10

miles distant, is gradual. Beautiful views of the valley are obtained from various points of the mountain crest—villages, farm-houses, patches of forest, and verdant meadows threaded by winding, silvery streams seeming to lie at the feet of the beholder. The most famous of these is **The Look Off**, near Canning.

Blomidon is a promontory at the eastern end of the North Mountain, rising 450 feet above the waters of Minas Basin.

The South Mountain is less elevated than its companion range, but it is longer, continuing easterly as a low central water-shed, without any particular name, to the Strait of Canso.

The Valley between these ranges, and the lowlands extending easterly to the mouth of the Gaspereau, are rich agricultural and fruit-growing districts. They have also historic interest connected with the early settlement of the country by the French. On the south of Minas Basin is the section made famous by Longfellow as "**The Land of Evangeline.**"

The Cobequids, extending from Cape Chignecto to the borders of Pictou County, continued easterly by broken hills, and merging into the central water-shed, have an extreme elevation of about 1100 feet.

The Highlands in the north of Cape Breton are the most elevated lands in the province, rising to an extreme height of about 2000 feet. They are broken by deep gorges, and in many places, especially around St. Anne's and northerly to Ingonish, present scenery of much grandeur.

Rivers and Lakes.—Rivers and lakes are numerous, but owing to the limited drainage area they are all quite small. Generally the streams flow across

the country from the central water-shed, and the longest do not exceed 50 miles in length. The more important rivers are the *Annapolis*, *Shubenacadie*, *Philip*, *St. Mary's*, *Musquodoboit*, *La Have*, *Mersey*, and *Margaree*.

The larger lakes, from 10 to 15 miles in length, are *Rossignol*, *Grand*, *Ship Harbour*, and *Ainslie*. Many of the streams furnish valuable water-power, and both rivers and lakes abound in trout.

Climate.—The climate of Nova Scotia is, on the whole, surpassed by that of few countries. It is healthful and invigorating, free from malaria, violent storms, and extremes of heat and cold. The most disadvantageous feature is the tardy advance of spring. About the middle of May warm genial weather sets in; during the summer months bright, sunny days with seasonable showers contribute to the rapid growth and maturing of farm products; and the interval between seed-time and harvest is short. Then there follow two months of delightful autumn weather. Thus comes full compensation for a long and somewhat rigorous winter. And the winter itself, with its snows and frosts, has its advantages and its pleasures. The extremes of temperature, which seldom occur, are about 90° in summer and – 20° in winter.

Resources and Industries.—Nova Scotia has varied and rich resources, comprising the *soil*, the *forests*, the *minerals*, and the *sea*. To these may be added *manufacturing* and *commerce*.

The soil throughout a large part of the province is well suited to agriculture, yielding large crops of grass, grain, vegetables, and fruit of temperate climates. The most productive portions are on the

slope lying north of the central water-shed. The counties bordering on the Bay of Fundy and its head waters comprise extensive diked marsh lands along the lower courses of the rivers. This is a very rich soil, having without fertilisers maintained its original productiveness since the first settlement of the country. Sometimes its fertility is re-enforced by opening the dikes and allowing the tidal waters to deposit new sediment. Extensive intervales along the margins of the brooks and rivers in all parts of the province closely approach the diked marshes in fertility. The annual value of field crops is estimated at about $30,000,000.

The **valley** of Annapolis, King's, and Hants counties, extending about 100 miles from Annapolis Basin to Windsor, is famous for the production of the choicest apples, pears, and other fruit. Peaches of excellent quality are grown in this section. Fine apples are raised also in various other parts of the province.

The total yield of apples is about a million barrels, large quantities of which are exported to Great Britain and other countries. When the young orchards recently planted come into bearing the quantity of fruit will be largely increased.

The yield of apples in King's and Annapolis counties is often remarkable. A hundred and twenty barrels of Gravensteins have been gathered in one season from ten trees in the same orchard. Trees have been known to yield fourteen barrels each; and one famous tree, supposed to have been planted by the Acadians 150 years ago, produced thirty-five barrels in one season.

Cattle and **horses** are numerous, and the securing of the best breeds receives great attention. A large area of lands unsuited to tillage, yet well adapted to grazing, affords conditions for a profitable enlarging

of this industry, and especially for the rearing of sheep.

The Forests.—At the time of its early settlement Nova Scotia was covered with one vast forest of pine, spruce, hemlock, oak, birch, beech, maple, and other trees. A large proportion of the forests—two-thirds of the whole area, it is estimated—have been cleared away, often recklessly, and much valuable timber burned on the ground. Very little pine or oak now remains, but the other kinds are still abundant. Forest conservation is now receiving attention.

Over 262,000,000 feet of lumber, largely spruce, were exported in 1907, of which the counties of Lunenburg, Queen, Shelburne, Yarmouth, Digby, and Annapolis produced nearly one-half. Hants and Cumberland are also large lumber-producing counties. The exports of lumber are chiefly to Great Britain, the United States, and the West Indies.

Minerals.—Nova Scotia has great mineral wealth, comprising coal, iron, gold, copper, lead, antimony, barytes, dolomite, salt, gypsum, lime, granite, grindstone, and different kinds of building stone.

The local Government of the province owns the minerals, and leases rights of mining to private companies for long terms, exacting royalties for charter privileges. The Dominion Coal Company pays 12½ cents per ton on coal raised in the larger portion of its mines, excepting coal used for power in the collieries and by miners. Other companies pay 10 cents per ton. The royalty on gold is 38 cents per ounce on smelted gold.

Coal is the main mineral product of Nova Scotia. The chief coal-producing counties are Cape Breton, Pictou, Cumberland, and Inverness. Coal is found also in Victoria, Richmond, Antigonish, and Colchester.

Nova Scotia produces over half the coal raised in the Dominion. The annual product is over six millions of tons, of which the Dominion Coal Company's mines at Glace Bay yield over one-half, and the Nova Scotia Steel and Coal Company's mines at Sydney Mines over one-seventh. The coal of Nova Scotia is of the kind known as bituminous.

The importance of coal-mining in Nova Scotia may be realised from the fact that over $50,000,000 is invested in this industry; it gives employment to 16,000 men and 1000 boys; provides a livelihood for about one-fifth of the population; and the royalties on coal make up over one-third of the provincial revenue.

Of the coal raised, over one-third is used in the province; about one-third is exported to the province of Quebec; and the remainder is exported chiefly to New Brunswick and the United States.

Iron Ore is very widely distributed over the province, it being found in fifteen of the eighteen counties. The principal mines are at *East River*, Pictou County; *Londonderry*, Colchester; and *Torbrook*, Annapolis. Previous to 1896 the iron manufactured in the province was exclusively from native ores. At the present time it is made almost entirely from ore imported from the *Wabana Mines* on Bell Island on the east coast of Newfoundland. In 1909 about 666,000 tons of ore were brought from these mines, and the remainder —some 26,000 tons—came from the United States, Spain, and Norway. The Wabana Mines contain vast quantities of excellent ore, which is easily mined, and is handled with such facility that a steamer carrying 7000 tons can be loaded in three hours.

Gold was first discovered in Nova Scotia in 1860.

Since that time it has been found in many parts of the province, more especially in the counties bordering on the Atlantic Ocean. During the year 1909 operations were carried on in the counties of Guysborough, Halifax, Queen's, and Victoria. The total value of gold obtained was $239,456. The most productive mine was near Isaac's Harbour, which yielded $95,456. The total value of gold obtained in the province since 1860 was $16,902,605.

Copper is found at various places in the province. Mines have been developed to some extent at *Lochaber Lake*, Antigonish County; and at *Waugh's River*, Colchester. Copper has been discovered also at *Three Mile Brook*, Pictou County, and at other places.

Lead is obtained at *Boisdale*, Cape Breton County, and at various places in Halifax County.

Antimony has been mined to some extent at *West Gore*, Hants County, and also at a place *near Lake Ainslie*, from which 2000 tons of ore were shipped in 1907.

Barytes is obtained near Lake Ainslie and at Five Islands.

Gypsum is very abundant in the province, especially in the counties of Hants, Cumberland, Inverness, and Victoria. About 300,000 tons were obtained from the various quarries in 1909, giving employment to 600 men.

Lime is abundant. It is quarried and manufactured in large quantities at *Marble Mountain*, Inverness County.

The fisheries form one of the leading resources of the province. Nova Scotia ranked first among

the provinces of the Dominion in the value of its annual yield of fish until 1910, when British Columbia by its enormous yield of salmon went far ahead. In that year the values stood: British Columbia, $10,314,765; Nova Scotia, $8,081,111; Dominion of Canada, $29,629,169.

Nova Scotia's leading varieties arranged according to value are lobsters, cod, mackerel, haddock, herring, and salmon.

The manufactured products include machinery, iron and steel, rails, and railway cars, cottons, woollens, boots and shoes, lumber, wood pulp, carriages, furniture, preserved fish, and ships.

The two great manufacturing establishments in the province are those of the Dominion Iron Company at Sydney, and the Nova Scotia Steel and Coal Company at Sydney Mines and New Glasgow. These companies carry on their operations under the most favourable conditions. The iron ore used is brought by steamships from Newfoundland to North Sydney; coal is obtained from their mines at Glace Bay and Sydney Mines; lime and dolomite used in smelting from neighbouring quarries belonging to the companies. The Dominion Iron Company employs about 4000 men, and their products comprise pig-iron, rails, bars, and rods.

In 1909 the Nova Scotia Steel and Coal Company shipped from Wabana 460,387 tons of iron ore, and raised 809,341 tons of coal at their Sydney Mines collieries. The total sales of the company in that year, comprising coal, ore, and iron and steel products, amounted to $5,477,845, and from iron and steel products alone $2,070,000. The royalty on coal paid by this company to the Government of Nova Scotia in 1909 was $75,900. About 6000 men are employed in the iron and steel industries of the province.

Commerce.—With its extensive coast waters, good

harbours, and various railways, the province has great commercial advantages. The **exports** include fish, coal, gypsum, iron products, lumber, apples, and potatoes. The **imports** comprise tropical products, flour, tea, coffee, woollens, cottons, silks, cutlery, and various manufactured goods.

Railways.—The total length of railways in the province is about 1350 miles. The principal lines in operation are the *Intercolonial*, from Halifax to the New Brunswick frontier and from Truro to Sydney; the *Halifax and South-Western*, from Halifax to Yarmouth; the *Dominion Atlantic*, from Halifax to Yarmouth; the *Midland*, from Truro to Windsor; the *Nova Scotia Central*, from Middleton to Lunenburg; the *Springhill and Parrsboro'*; the *Inverness*, from Point Tupper to Inverness; the *Sydney and Louisburg*; and the *Cape Breton*. A **projected line** along the coast from Halifax to Guysborough is promised.

Inhabitants.—The inhabitants of Nova Scotia are chiefly of Canadian birth, and of English, Welsh, Scottish, Irish, French, or German ancestry. The population in 1901 was 459,574, of which 45,161 were of French origin, and 41,020 of German origin. Those of Acadian French descent are mainly in the counties of Digby and Richmond; the Germans are chiefly in Lunenburg. The people of Pictou and Antigonish counties and of northern Cape Breton are chiefly of Scottish descent; while those of the western counties are descendants of New England colonists who came to Nova Scotia between the time of the expulsion of the Acadians and the close of the American Revolutionary War. In the mining districts there are several thousands from Italy

and other European countries. The aborigines or Indians number about 2000.

The **population** at the present time is about 500,000.

Education.—Elementary, academic, collegiate, and technical education is liberally provided for. Common and high schools are supported by sectional tax, county tax, and provincial endowment, and are free to all over five years of age.

The Provincial Normal College at Truro, established in 1855 for the training of teachers, is free to all who desire to qualify themselves for teaching in the public schools. The annual expenditure for its maintenance is paid by the Government.

The Agricultural College, in the neighbourhood of Truro, is also endowed by the Government, and is free to all within the province. It is well equipped with a complete staff of instructors and a model farm for the practical exemplification of the principles taught.

A College of Technology, supported by fees of students and provincial endowment, affiliated with the various universities, is established in Halifax for instruction and training in the various departments of engineering and applied science. **Local Technical Schools,** chiefly for evening classes, are established at various industrial centres.

The total amount expended in the maintenance of public education during the year ended July 31, 1909, without including universities, was about $1,300,000, of which $859,000 was paid by the school sections and the counties, and $441,000 by the Government.

The Universities and **Colleges** receive no aid from the Government. They are maintained by endow-

ments and fees of the students. They comprise *Dalhousie College* and *University* at Halifax, *King's* at Windsor, *Acadia* at Wolfville, *St. Francis Xavier* at Antigonish, and *St. Anne's* at Church Point, Digby County. *Mount Allison*, though situated at Sackville, N.B., has the support of the Methodists of Nova Scotia. The total number of students at these colleges is about 600.

Divisions.—For political and various business matters relating to internal and local affairs, as representation in Parliament, care of roads, bridges, the poor, and education, the province is divided into *eighteen counties.* The counties are subdivided into *electoral districts.* An old subdivision of the counties into *townships*, in most cases at the present time, serves little practical purpose. The town or village in which the courts are held and other public business is transacted is called the *county town* (the various counties, county towns, and other particulars are given in the Appendix).

Towns.—**Halifax** (55,000), the capital, has a large, safe harbour, with accommodation for the largest ships afloat, open throughout the year, and surpassed by few harbours in the world. It is a winter port for large mail steamers between Canada and Great Britain, and has a dry dock capable of taking the largest steamers in the Canadian trade. The old fortress on Citadel Hill is now superseded by the more modern batteries or forts near the mouth of the harbour. A Canadian force has also taken the place of the imperial garrison. Halifax is also the headquarters of the Canadian navy.

Halifax has many manufacturing industries, including sugar-refining, building of railway cars, and

the making of paints. It is well equipped with educational institutions, as Dalhousie University, the College of Technology, the Naval Academy, the Schools for the Blind and the Deaf, the Ladies' College, and the Convent of the Sacred Heart. The city has also charming places of resort, as the Public Gardens, Point Pleasant Park, and, for those who take delight in the water, the North-West Arm

Dartmouth (5000), about a mile from Halifax, across the harbour, has a fine situation, and is a beautiful residential town, especially in the hilly and lake section back a little from the harbour. It has various manufactures, as sugar-refining and making of rope and skates. The provincial Lunatic Asylum is in the neighbourhood of the town.

Lunenburg (3000) exports lumber and fish, and has considerable trade with the West Indies. **Chester**, a favourite resort of summer tourists, has a beautiful situation at the head of Mahone Bay. **Bridgewater** (1800) on the La Have, 13 miles from its mouth, exports lumber. The scenery along the river is very fine. **New Germany** manufactures wood pulp. **La Have**, near the mouth of the La Have River, exports lumber and fish.

Liverpool (2000), at the mouth of the Mersey, is a fishing, shipbuilding, and trade centre. **Milton**, 5 miles from Liverpool and connected with it by electric tram, **Caledonia**, and **Mill Village**, manufacture wood pulp. **Port Medway** is an important port. The streams of Queen's County furnish valuable water-power. **Lake Rossignol**, at the head of the Mersey, is one of the largest lakes in the province. Both streams and lakes are favourite

resorts for trout-fishing and the forests for moose-hunting.

Shelburne, founded by Loyalists, has an excellent harbour, and has large interests in shipbuilding and trade. **Port La Tour** was the headquarters of Charles de la Tour. **Barrington** is a prosperous fishing town. **Port Clyde** manufactures pulp.

Yarmouth (6500), an attractive and enterprising commercial town, was famous for shipbuilding in the days of wooden ships. It exports fish and lumber to the United States, the West Indies, and South America. Yarmouth is visited by many tourists from the United States, to whom it is easily accessible through a steamship line between it and Boston. **Tusket** is at the head of navigation on Tusket River.

Digby (1500), beautifully situated at the west end of Annapolis Basin, is a summer resort of tourists. It is connected with St. John by steamships. **Bear River** is famous for cherries. **Weymouth** manufactures wood pulp. The districts of **Digby Neck** and **Clare** are inhabited chiefly by Acadian French. **Church Point** is the seat of St. Anne's College.

Annapolis (1500), the Port-Royal of the French pioneers, on the east end of Annapolis Basin, is the oldest town in America north of Florida. It has interesting remains of the old French fort. **Bridgetown**, on the Annapolis River and in a rich apple-producing district, is the largest place in Annapolis County.

Kentville (2500), environed by hills, is a pretty town on the Cornwallis River. In its neighbourhood, finely situated on the river bank overlooking the town, is a provincial sanitarium. Within the limits

of the town is an experimental farm belonging to the Government, intended specially as a fruit farm. **Wolfville** (1500), on Minas Basin, near the place where once flourished the historic village of Grand Pré, is the seat of Acadia College and the Baptist Ladies' Seminary. **Canning** is a trade centre. In its neighbourhood is the famous **Look Off** on the North Mountain.

Windsor (3000), on the estuary of the Avon, is the seat of King's College. It has a cotton mill and a plaster mill. **Hantsport** (900), at the mouth of the Avon, and **Maitland**, at the mouth of the Shubenacadie, are important towns.

Truro (6000), a railway centre, has extensive manufactures, comprising underwear, caps, ladies' coats and skirts, and iron products. The Stanfield Knitting Factory employs about 300 hands, whose wages amount to $150,000 annually, and the total value of the product is about $1,000,000. Truro is the seat of the Normal College, and in its neighbourhood is the Provincial Agricultural College.

Amherst (9000), surrounded by a rich farming country, one of the most enterprising towns in the province, has several large manufacturing establishments, giving employment to about 2000 men, including iron foundries, engine and car works, a wood factory, a woollen factory, and a boot and shoe factory. Within a few miles of the town is the site of the old French fort Beausejour. **Spring Hill** is a great coal-mining centre.

Parrsboro' is a lumber-shipping port on Minas Basin.

Pictou (3500) is an old town, having a fine situation on a hillside facing the harbour, from which

large quantities of coal are shipped. It has been noted throughout its history for its interest in education (p. 58).

New Glasgow (6000) is an attractive and progressive town. It is the headquarters of the Nova Scotia Steel and Coal Company. The neighbouring towns Stellarton and Westville are centres of great coal-mining industries, and **Ferrona** has important iron works.

Antigonish (1500) is the seat of St. Francis Xavier's College, and has a fine Roman Catholic cathedral. **Tracadie,** inhabited chiefly by Acadian French, has an important monastery belonging to the Trappist monks.

Guysborough (1400), on Milford Haven, has important interests in the coast fisheries. **Canso** is noted for its early settlement. **Sherbrooke** is at the head of navigation on St. Mary's River.

The whole **coast country** of Inverness County, from Hawkesbury to Cheticamp, is of great economic importance and of scenic beauty. Its resources comprise fertile soil; rich stores of coal, gypsum, barytes, and probably petroleum; and productive fisheries of sea, stream, and lake.

Hawkesbury, opposite Mulgrave on the Strait of Canso, is interested in the coast fisheries. **Port Hastings** has a fine view of the strait and of Cape Porcupine, and is the shipping port of the Inverness Coal Company. **Port Hood** has behind it rich agricultural, mining, and fishing resources. To make its port more secure, the Dominion Government is constructing a costly breakwater. **Inverness** (3000) is a town of rapid growth, its prosperity being due largely to its valuable coal mines. **Glendyer,**

situated in a gorge of great beauty, has a prosperous woollen mill. **Strathlorne** is near the head of Lake Ainslie. Not far distant, at East Lake, are productive *barytes mines*. **Cheticamp** is an important fishing village.

Pleasant Bay, 25 miles north of Cheticamp, is a fishing and farming settlement of about forty English, Scotch, and Irish families on a narrow slope between the high-lands and the sea. The overland route from Cheticamp to this settlement comprises ten miles of carriage road to *Cape Rouge*, and from this place a narrow bridle-path across the mountains.

The cluster of towns, *Sydney*, *North Sydney*, *Sydney Mines*, and *Glace Bay*, on and near Sydney Harbour, owe their rapid development to the coal and iron industries in their neighbourhood.

Sydney (14,000) has a fine harbour and a large trade in coal and iron. It is the seat of the iron and steel manufacturing works of the Dominion Iron and Steel Company.

Sydney has also brick-yards for the manufacture of pressed brick, and mills for making fertilisers and cement from the refuse slag of its iron furnaces.

The various industries of Sydney have largely increased its trade. In the matter of freight transport by the Intercolonial Railway it now takes third place, ranking above St. John and next to Montreal and Halifax.

Sydney was the capital of the province of Cape Breton from the time of the capture of the island by Great Britain until the union of the island with Nova Scotia (p. 51).

North Sydney (6000) is an important centre of

various interests. The steamers bringing iron ore from the Wabana Mines are unladen at its piers. It is the eastern port of the steamers plying between Port aux Basque, Newfoundland, and Cape Breton, and in its neighbourhood is the landing-place of the Atlantic cable between Canada and Europe.

Sydney Mines is the seat of one of the plants of the Nova Scotia Steel and Coal Company, and the centre of the principal colliery of this company.

Glace Bay (14,000) is a great coal-mining centre, including the Dominion Coal Company's collieries, yielding over half the coal product of the province. The chief station of the Wireless Telegraph Company for transatlantic service is near Glace Bay.

Louisburg (1800), though only a small fishing and coal-shipping town, is full of interest as the capital and stronghold of the French in Cape Breton in the later period of their occupation of the island.

Arichat (2000), **Little Arichat, Petit de Gras,** and **Descousse,** on Isle Madame, and **St. Peter's** are largely interested in fisheries.

The Provincial Government comprises a *Lieutenant-Governor* appointed by the Dominion Government, and an *Executive Council* consisting of certain members of the Assembly and the Legislative Council. The **Legislature** or law-making body comprises two chambers—an *Assembly* of thirty-eight members elected by the various counties, and a *Legislative Council* of nineteen members appointed for life by the Executive.

The Legislature has control of all local affairs, including education, crown lands, minerals, roads, and bridges.

APPENDIX

The following are the counties, with their chief places. The county town is in black letter.

SIX COUNTIES ON THE ATLANTIC.

Counties.	Chief Places.
GUYSBOROUGH	**Guysborough**, Canso, Sherbrooke, Port Mulgrave.
HALIFAX . .	**Halifax**, Dartmouth, Bedford, Tangier.
LUNENBURG .	**Lunenburg**, Chester, Mahone Bay, Bridgewater, New Dublin.
QUEEN'S . .	**Liverpool**, Port Medway, Milton, Mill Village.
SHELBURNE .	**Shelburne**, Barrington, Locke's Island.
YARMOUTH .	**Yarmouth**, Tusket, Hebron.

FOUR COUNTIES ON THE BAY OF FUNDY.

Counties.	Chief Places.
DIGBY . . .	**Digby**, Weymouth, Westport, Freeport, Bear River.
ANNAPOLIS .	**Annapolis**, Bridgetown, Lawrencetown, Paradise, Port William, Clementsport, Middleton.
KING'S . . .	**Kentville**, Wolfville, Port Williams, Canning, Canard, Berwick, Kingston.
HANTS . . .	**Windsor**, Hantsport, Brooklyn, Maitland, Shubenacadie.

FOUR COUNTIES ON NORTHUMBERLAND STRAIT.

Counties.	Chief Places.
CUMBERLAND .	**Amherst**, Pugwash, Wallace, Oxford, Minudie, Parrsboro'.
COLCHESTER .	**Truro**, Tatamagouche, Acadie Mines, Great Village, Folly, Stewiacke, Five Islands.
PICTOU . . .	**Pictou**, New Glasgow, Hopewell, Stellarton.
ANTIGONISH .	**Antigonish**, St. Andrews, Tracadie.

FOUR COUNTIES ON CAPE BRETON.

Counties.	Chief Places.
INVERNESS . .	**Port Hood, Mabou, Inverness, Port Hawkesbury, Port Hastings.**
VICTORIA . .	**Baddeck**, English Town.
CAPE BRETON	**Sydney**, North Sydney, Cow Bay, Louisburg.
RICHMOND . .	**Arichat**, Little Arichat, Petit de Gras.

CHRONOLOGY OF NOTED EVENTS.

	A.D.
Columbus discovered America	1492
First voyage of John and Sebastian Cabot	1497
Cartier visited the Gulf of St. Lawrence	1534
Sir Humphrey Gilbert took possession of Newfoundland	1583
De la Roche left convicts on Sable Island	1598
De Monts visited Nova Scotia	1604
Port Royal founded	1605
Argall destroyed Port Royal	1614
New England settled by the Pilgrims	1620
Nova Scotia granted to Sir William Alexander	1621
Sir David Kirkt's conquests	1627–29
Treaty of St. Germain—Acadie restored to France	1632
Charles de la Tour married Charnisé's widow	1653
Colonel Sedgwick took Port Royal	1654
Treaty of Breda—Acadie restored to France	1667
Sir William Phips took Port Royal	1690
Treaty of Ryswick	1697
Colonel March's unsuccessful attempt to take Port Royal	1707
Final capture of Port Royal—name changed to Annapolis Royal	1710
Treaty of Utrecht	1713
Du Vivier besieged Port Royal	1744
Capture of Louisburg by Pepperell and Warren	1745
D'Anville's Expedition	1746
Massacre at Grand Pré	1747
Treaty of Aix-la-Chapelle—Louisburg restored to France	1748
Founding of Halifax	1749
Fort Beauséjour built	1750

	A.D.
Germans settled at Louisburg	1753
Fort Beauséjour taken from the French	1755
Expulsion of the Acadians from Nova Scotia	1755
Earl of Loudon's failure	1757
Capture of Louisburg by Boscawen, Amherst, and Wolfe	1758
First meeting of Assembly in Nova Scotia	1758
Capture of Quebec by General Wolfe	1759
The Treaty of Paris	1763
Prince Edward Island a separate province	1770
First American War	1775-83
New Brunswick made a separate province	1784
Cape Breton made a separate province	1784
Windsor Academy opened	1789
Septennial Act in Nova Scotia	1792
The Duke of Kent arrived at Halifax	1794
Maroons brought to Halifax	1796
Edward, Duke of Kent, finally left Halifax	1800
The Second American War	1812-14
Assembly first met in New Building at Halifax	1819
First Roman Catholic member admitted to Assembly	1823
Great Fire at Miramichi	1825
The Brandy Dispute	1830
Sir Colin Campbell Governor of Nova Scotia	1834
Joseph Howe's Libel Suit	1835
Howe first entered Nova Scotia Legislature	1837
Rebellion in Canada	1837-38
Accession of Queen Victoria	1838
Lord Falkland Governor of Nova Scotia	1840
Halifax incorporated	1841
Sir John Harvey Governor of Nova Scotia	1846
Responsible Government established	1848
The Normal School opened at Truro	1855
Visit of the Prince of Wales to Nova Scotia	1860
Gold discovered in Nova Scotia	1861
Free schools established in Nova Scotia	1864
Union Delegates met at Charlottetown	1864
Dominion of Canada formed	1867
Hon. Joseph Howe Governor of Nova Scotia	1873

PRONOUNCING VOCABULARY.

KEY TO THE REPRESENTATION OF SOUNDS.

ā, as in *pate.*	ō, as in *bone.*
ă, as in *pat.*	ŏ, as in *pot.*
ah, as in *balm.*	oo, as in *moon.*
aw, as in *ball.*	ū, as in *mute.*
ē, or ee, as in *meet.*	ŭ, as in *nut.*
ĕ, as in *met.*	ai, as in *air.*

ñ, somewhat as ng in *long.*

Acadie, ăk'-ah-dē.
Ainslie, ān'-zlē.
Aix-la-Chapelle, āks-lah-shah-pĕl.
Aubry, ō'-brē.
Beaubassin, bo-bah-sañ'.
Beausejour, bō-sā-zhoor'.
Biencourt, bē-āñ-koor'.
Boulardærie, boo'-lar-dree.
Bras D'Or, brah-dōr'.
Castine, căs-teen'.
Champlain, shăm-plān'.
Chebucto, shē-bŭc'-tō.
Coulon de Villiers, coo-loñ'-dŭh-veel-yair'.
Dalhousie, dăl-hoo'-zē.
D'Anville, dahñ-veel'.
D'Aulnay Charnisé, dō-na' shar'-nē-zā.
De la Roche, dŭ-lah-rōsh'.
Denys, dā'-nē.
Desbarres, dā-bar'.
Des-champs, dā-shañ'.
D'Estournelle, dā-toor-nĕl'.
Drucour, dru-koor'.
Duchambon, du-shañ-boñ'.
Duquesnel, dūk-nĕl'.
Duvivier, du-vee-ve-ā'.
Enfumé, añ-foo-mā'.
Enragé, añ-rah-zhā'.
Fourchu, foor-shu'.
Gabarus, găb-ah-roos'.

Gaspereaux, găs-pē-rō′.
Glace Bay, glahs bā.
Grand Pré, grahñ-prā′.
Havre de Grace, hăvr-dŭ-grahs′.
Janvrin, zhañ-vrăñ′.
Jonquiere, zhŏñ-kee-air′.
Kirkt, kŭrk.
La Corne, lah-corn′.
La Loutre, lah-lootr′.
La Tour, lah-toor′.
Lescarbot, lā-car-bō′.
Le Borgne, lŭ-bŏrn′.
Madame, mah-dahm′.
Main-a-Dieu, māñ-ah-dū′.
Mascarene, măs-kā-reen′.
Musquodoboit, mŭs-quŏ-dŏb′-it.
Petite, pŭ-teet′.
Pontgravé, pŏñ-grah-vā′.
Poutrincourt, poo-trăñ-koor′.
Raleigh, raw′-lee.
Ramezay, rah-mee-zā′.
Razilli, rah-zee′-yee.
Rochelle, rō-shĕl′.
Rossignol, rŏs-seeñ-yŏl′.
Scatarie, scăt-ă-ree′.
Shinimicas, shĭn-im-e-kăs′.
St. Germain, săñ-zhĕr-mañ′.
Tatamagouche, tăt-mah-goosh′.
Utrecht, yū-trĕkt′.
Vaudreuil, vō-drū-ēy′.
Verrazzani, vā-rah-zah′-nē.
Villebon, veel-bōñ′.
Waugh waw.

Printed by Ballantyne, Hanson & Co.
Edinburgh & London