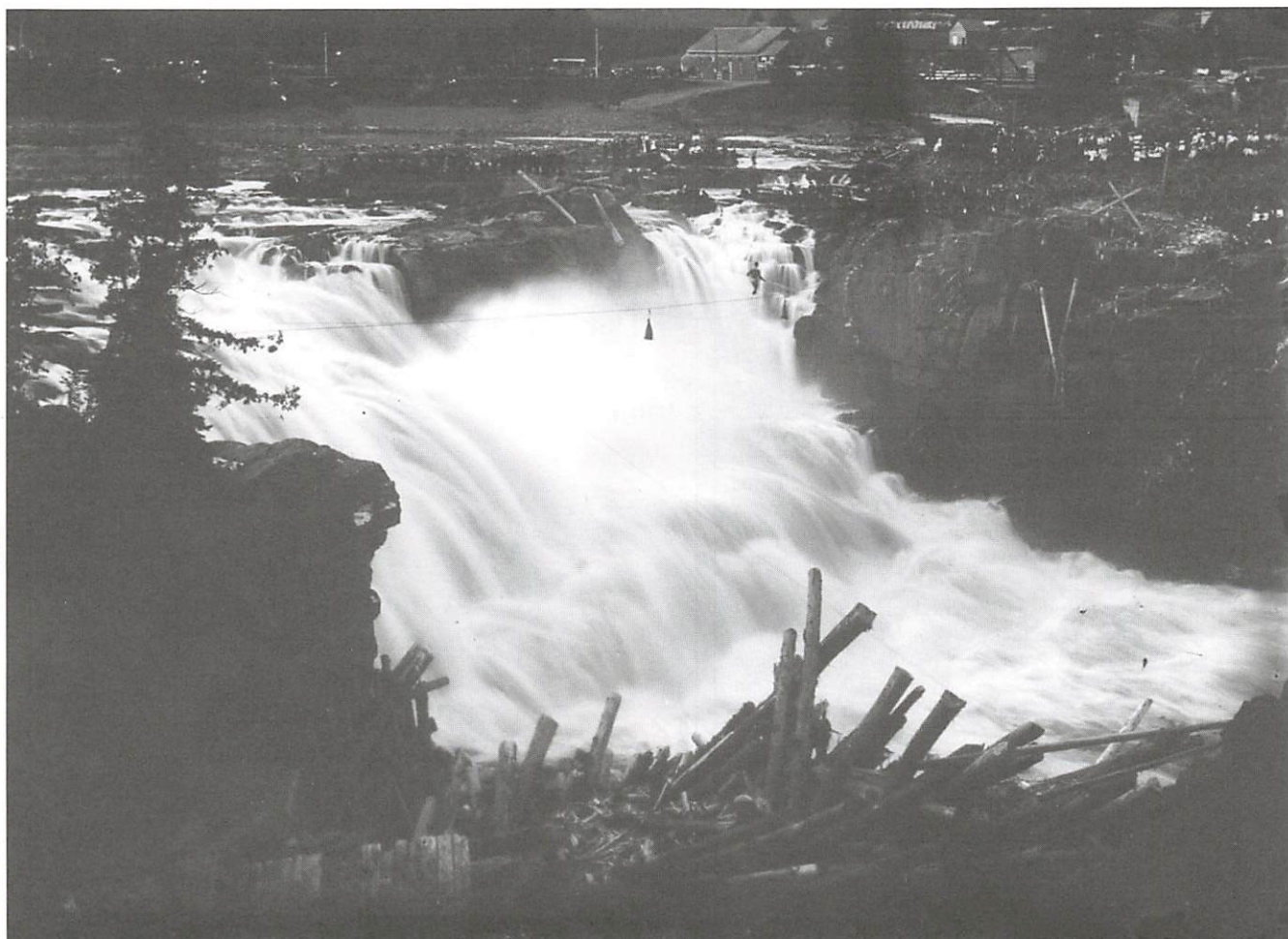


# Generations

The Journal of the New Brunswick Genealogical Society/Société Généalogique du Nouveau-Brunswick  
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**Van Morrell's Walk across Grand Falls (see page 56)**

**\$7.00**

## **Generations**

The Journal of the New Brunswick  
Genealogical Society

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## ***From the Editor's Desk***

Summer is here again and it is time to start looking for more genealogy information at archives, cemeteries, reunions and fairs. Try to attend the fairs listed on page 45,46 and 47. They are a great source of information.

I extend my deepest sympathy to Dollypearle Drysdale-Martin, Miramichi Branch, in the death of her granddaughter Destiny Leigh Drysdale.

You will see there are no queries in this issue. Joan McLeod our queries editor is in the hospital. I hope she will be feeling better soon and able to return as queries editor this fall. Please continue to send your queries and they will be all listed in the fall issue.

Happy hunting this summer and send me a note on what new information you have found.

**Mary Rosevear**

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*Mary Rosevear*

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# The Rise and Fall of a Shipbuilding Community Clifton, NB

Contributed by: Donald Frost MacGowan

*Editor's Note: This is part two of a four part thesis written, May 1955 by Mr. MacGowan for his degree of Bachelor of Arts with honours in History for Mount Allison University.*

## CHAPTER II

### THE GREAT SHIPBUILDERS

New Brunswick, gifted with all the natural resources which were required in the construction of sailing vessels, early made shipbuilding one of its most prominent industries. It had not only the timber needed for this purpose, but the added advantage of being almost surrounded by water and being criss-crossed with navigable rivers. The first vessel known to have been built in the province, was a schooner constructed in 1770 on the Miramichi River. The first at Saint John was constructed in 1775 by James Simonds.<sup>1</sup> In the years to follow, and until the building of iron vessels began to revolutionize the industry, the provinces became one of the world's leading shipbuilding centres.

In the nineteenth century, shipbuilding in New Brunswick was concentrated in five principal areas: Saint John, Saint Martins, the Kennebecasis River and the Kingston Peninsula, Shediac and Baie Verte, and the Miramichi River. At various other places the industry was carried on on a smaller scale. The greatest centre was at Saint John itself, but there was much building as far up the Kennebecasis River as Norton.

The County of Kings, in which Clifton is located, made the greatest contributions to shipbuilding of all the up river counties.<sup>2</sup> The Clifton area, which included Clifton, Kingston, Moss Glen, and across the river, Gondola Point and Rothesay, was particularly well suited for shipbuilding. The shipyards were usually situated in the coves at the mouths of the small streams, which came down from lakes in the mountains.

The earlier inhabitants of Clifton were not unaccustomed to working with ships. Many of their forefathers had been merchants in the American colonies and had traded with the East and West Indies. Though possibly not shipbuilders themselves, they had nevertheless been thoroughly familiar with sailing vessels. Thus when their sons were transplanted into a district where shipbuilding materials were in abundance, they naturally made good use of them. Farming returned only small profits but there was an almost unlimited market for ships.

There were three shipbuilders in Clifton who took the lead in the industry, and were mainly responsible for the prosperity which it brought to the area. They were very industrious men and kept a steady stream of large, well built vessels flowing from the shipyards. They did not all belong to the same generation, but their periods of activity did overlap.

The first of these men was Justus S. Wetmore, and the fact that he was commonly known as the "he-boss" and his wife the "she-boss", is clearly indicative of the roles they both played in the community.

Born in 1788, Justus had come to Clifton with his father, the great David B. Wetmore. Like his father, he became a very prominent business man in the county and amassed a great deal of wealth. Justus, however, was primarily a shipbuilder although he also farmed on a large scale; owned and cut grass from a large extent of interval and marsh land at Norton, had a granite quarry at Spoon Island, Queens County, and operated a high class sawmill at Moss Glen in conjunction with his shipyard. Moreover, he constructed at least two toll bridges from which he received part of the revenue. In spite of his varied undertakings, and the fact that he entered into several partnerships, it is said that he only lost money once. By way of schooling, he had merely some three months tutelage under his grandfather<sup>3</sup> but in spite of this he employed no clerk or secretary, keeping his own books accurately and well, and carrying on his own correspondence. An able and energetic individual, he was typical of the successful self-made man of a small mid-nineteenth century New Brunswick community.

Second only to J. S. Wetmore, was William P. Flewelling, who was born in 1814 and was engaged in shipbuilding almost all his life. His period of activity overlapped that of Wetmore although Flewelling was still building large vessels when Wetmore had begun to taper off to smaller ones. Flewelling's shipyard and sawmill were located in the cove formed by a stream entering the river on the front of Lot 6. He also owned a store in the village

<sup>1</sup> Charles B. Lugin, p. 64. According to Frederick William Wallace in his pamphlet "The Romance of a Great Port", he says that shipbuilding was begun in the year 1769-70 when James Simonds built a schooner to the east of Portland Point. She was named the "Betsy". (F.W. Wallace, *The Romance of a Great Port*, St. John; Barnes & Company, 1935, p 13)

<sup>2</sup> Raymond Foster, *Shipbuilding in New Brunswick*, Prize Essay, 1934, p. 57, New Brunswick Museum, Saint John, N.B.

<sup>3</sup> *Saint John Sun*, July 11, 1893.

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which he ran in conjunction with his other enterprises. He was considered as a first-class mechanic and he personally designed and supervised the construction of all his vessels. Around the shipyard he was nick-named the "Preacher" because he would vigorously reprimand any of his employees whom he heard swearing.

The last of this great trio of shipbuilders was Gabriel Wetmore Merritt, who was born in 1824 in New York state where he learned carpentering before coming to New Brunswick in 1846. He worked for awhile as a ship's carpenter, general carpenter, and lumberman, before he branched out into shipbuilding and milling. His yard was located in Moss Glen. His period over-lapped those of the two earlier shipbuilders to some extent, but he really came into his own during the last quarter of the century building good sized barques. He also owned a large farm at Moss Glen and as a result of his various activities, became quite prominent.

Beside these three, there were about fifty other persons who built at least one ship each during the nineteenth century. Only a few of these could be said to have been engaged in the industry permanently and on a large scale. Most built only one or two schooners or other small vessels for their own use or as a passing fancy in their spare time. Some built several schooners but made no attempt to move into a higher classification. The White brothers, John Nelson Trafalgar and James were interesting examples of this type. They built nineteen vessels between 1835 and 1848, only two of which were of a classification larger than schooners. They used the similar plans for all their schooners, which were usually 33-ton vessels, 58 feet long and 15 feet wide, and had one deck, two masts, and no galleries.<sup>4</sup>

On several occasions partnerships were formed for the explicit purpose of building one or more vessels. Normally the union was dissolved after the completion of one vessel but there were some outstanding exceptions to this. Justus S. Wetmore, for example, entered into several partnerships, the most important one being with Richard Titus and Gabriel Merritt, to build ships in Moss Glen. This coalition put to good use the combined abilities of the three experienced builders, to produce several very fine ships. W.F. Flewelling also entered into partnership with his son, G. Hudson Flewelling, for the purpose of acquainting the junior partner with the shipbuilding industry, so that he would be able to take over the business on his father's retirement or death.

Several obstacles at first hampered the builders, but economical methods were soon devised to overcome them. One was to find a way to launch the vessels in the shallow water, made hazardous by a rocky bottom, without doing any damage to the hull. A very accurate account of how this was done appeared in the Saint John Sun:

*"The ships were liable to strike bottom with their keels as they took to the water. To prevent this trouble they were turned on their sides which gave the under parts of the hull a spoon shape as they left the ways and they glided easily over the shoals. Short planks were spiked on the side to be lowered. Long shores were thrust against these with the lower end resting on the ground. These shores were about six feet apart. At the bottom of each a man with a keen axe was stationed and at the word he chopped away for dear life, keeping a continuous point on the shore, while the great ship came gently down and steadily into the launching cradle. Sometimes a fellow not equal to his task, chopped too slowly, and, as a single shore could not hold up a fifteen hundred ton ship, it would break with a thundering crash to the great peril and discomfiture of the chopper, who, if he escaped a sudden death never heard the last of his misadventure."<sup>5</sup>*

Shipbuilding dated back, in the Clifton area, to 1815 when Justus S. Wetmore launched his first vessel, a small schooner.<sup>6</sup> Any further details regarding this vessel are very vague for three reasons. Firstly, all the shipping records of Justus S. Wetmore and William F. Flewelling, were lost in a fire about fifteen years ago, which consumed the Crawford house in Clifton, in which they were stored. Secondly, this vessel was probably felt to be so insignificant that no complete record of it was ever kept. Finally, no official shipping registers are available in New Brunswick for the period before 1826.<sup>7</sup>

However, we do have some details on various vessels built in subsequent years, which will show quite clearly, the types of vessels built and their designs and characteristics. One memorandum, which was not with the records lost in the fire, is still in existence. It is undated but was signed by Justus S. Wetmore,<sup>8</sup> and it shows the details of the rigging of an unspecified vessel, which presumably was an order from him. It is also interesting to note the form in which the order is made:

<sup>4</sup> Shipping Register, Saint John, N.B. Microfilm copies in New Brunswick Museum, Saint John, N.B. Originals in the Public Archives of Canada, Ottawa.

<sup>5</sup> Saint John Sun, Dec. 6, 1905.

<sup>6</sup> Raymond Foster, p. 58.

<sup>7</sup> The N. B. Museum has all the Port of Saint John registers from that date.

<sup>8</sup> Wetmore Papers, N. B. Museum.

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Main Mast	55 feet long	Main Sail	32 feet	Main Halyards	28 fathom
Fore do	48 do	35 on the Boom		Fore do	25 do
Main Boom	37 do	and 12 on the Gaff		Main Sheat	14 do
Do Gaff	13 do	Fore Sail	28 feet	Fore do	20 do
Fore Boom	21 do	19 feet on the Boom			87 do
Do Gaff	13 do	and 12 on the Gaff			

There were of course more sailing vessels built in Clifton than steam vessels, and the reports, which appeared in the newspapers at the time of launching, of three in particular, are worth examining. Two were in connection with vessels built in 1834 and attest to the fact that the workmanship and design, was of a very high caliber. They show also the extent of Justus S. Wetmore's shipbuilding program, since both of these large vessels were built by him in a single year. The first launching is described thus:

*"The new ship John and Robert of 501 tons, copper fastened, owned by A. McKenzie and Co was towed through the Falls on the morning of the 6th instant by the steamer Henrietta. She was built at Kingston, in the shipyards of Justus S. Wetmore, Esq.; and for strength and good workmanship as well as capacity for stowing, consistent with fine symmetry, and proportions, is inferior to none of the many fine vessels lately built and owned at this port."*<sup>9</sup>

The second vessel, was the 606 ton "Emigrant", which together with the "John and Robert", was transferred to Liverpool in the following year.<sup>10</sup> The notice on the "Emigrant" was as follows:

*"New Ship - on Saturday, last, a first-class copper fastened ship of 606 tons was towed to this city by the steamer "Maid of the Mist". She is owned by James Kirk, Esq., and was built by J. S. Wetmore, Esq., at his shipyard on the Kennebecasis River. Among the fine vessels belonging to this port, this is one of the most beautiful modelled we have seen; and the workmanship throughout will raise the builder even higher in the estimation of the mercantile community. - We understand she is the largest ship ever brought through the Falls."*<sup>11</sup>

Another vessel of "clipper ship" size was launched in 1860 by W.F. Flewelling. The description of this the "Henry Fernie" gives some idea of how far techniques had advanced within a period of 26 years and it also attests to Flewelling's craftsmanship.

"This magnificent three-decked vessel was built at Clifton, Kings County, by Mr. W.F. Flewelling. As measured by William Smith, Esq., Surveying Officer in the port of Saint John, she is 160 ft. keel, 10 feet rake, 40 ft. breadth of beam, and 26 ft. depth of hold and registered 1549 tons.

This ship has what may be termed clean entrance, with a good run aft. Some say she is the sharpest clipper of her tonnage ever built at St. John, and from her fine lines, which are gracefully drawn out, is expected to beat almost anything propelled by sails.

She has 11 inches dead rise graduated her whole length, and her sheer is much greater than we have seen in any vessel for some time past. It rises nearly alike at each end of ship and gives her a very saucy appearance. Her stern is elliptic in form, and very nicely worked out.

The keel is 17 inches square, her floor timbers are double and side and mould 16 inches tapering off to gunwale of ship 8½ inches. Keelsons are built in two depths of 18 inch rail, which, combined, mould three feet. She has also assistant keelsons and heavy thick stuff worked over the whole curve of bilge, which are bolted through and through.

Her beams and stringers are principally of southern hard pine, well connected with wood lodging, and heavy iron hanging knees, and knee riders. The side arms of the rider are within a few feet of the middle of ship. Indeed, what with those knees, etc., also, the diagonal iron plates fitted to outside frame, it strikes us no vessel could be better connected or more thoroughly constructed. Her extremities are also nearly built solid with breast-hooks, painters, and crutches. The cabins are very commodious, and are built into a half poop, the top of which are well furnished in the best style. The topmasts, jibboom, and other spars are of pitch pine; the lower masts are built of the same material, butts of which are well snifted, and the whole well hooped through bolted and treenailed.

All her outfits will be of the best English manufacture. Her sails also of the best gournack - made by Messrs. Robert Robertson and Son of this city in their usual superior style, - and from the vessels great length, the position and fine proportions of her spars, must when by the wind set, and draw finely.

She is nicely rigged and looks well aloft. As before stated, she is expected to best almost anything propelled by sail. This expectation is grounded upon her long length and sharpness of her ends, her moderate depth buoyancy, also length of floor. In fine, we would only say that by the aid of the latest improvements together with the first

<sup>9</sup> N. B. Courier, Aug. 9, 1834.

<sup>10</sup> See Appendix A.

<sup>11</sup> N. B. Courier, Nov. 29, 1834.



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(class) mechanical ability, Mr. Flewelling has been enabled to build a vessel which in point of strength and durability, etc., is superior to anything as yet constructed of her class, and so far as her materials are concerned, it is a fact patent to our oldest shipowners that for shipbuilding purposes, our spruce cannot be surpassed for its buoyancy; and for lasting qualities will compare with a higher class of material. In this vessel, it presents as even a surface as any foreign material."<sup>12</sup>

Only five steam vessels were ever launched in Clifton.<sup>13</sup> These were all comparatively small, having been designed mainly for work in the Bay of Fundy and New Brunswick rivers. The first, the "Henrietta", built in 1831 by Justus S. Wetmore, was constructed for James Whitney of Saint John to be used on the Bay of Fundy passenger, mail, and cargo service. Its center of operations was Saint John and it ran to Digby and Annapolis and to Saint Andrews. Whitney received a grant from the Legislature of £500 to defray the cost of purchasing the steam engine in England as well as to help with the operating costs. He was to get 200 pounds each five years thereafter.<sup>14</sup> Some of the more outstanding characteristics of the "Henrietta" were noted in the New Brunswick Courier at the time of her launching:

*"Launch - On Thursday last, the new steam boat Henrietta, built for Mr. James Whitney of this city, was launched from Mr. Wetmore's shipyard at Kingston. She is intended expressly for the Bay of Fundy; and we are told by good judges is a superior vessel and every way calculated for the proposed route. She is 102 feet long, and 32 feet wide and admeasured 167 tons burthen. The machinery which will be of 50 horse power is expected in a few days, and the boat will probably commence plying during the ensuing month. Such an efficient conveyance has long been wanted between this province and Nova Scotia, and it gives us much satisfaction to announce the active measures in progress towards its completion."*<sup>15</sup>

Apparently it took longer than expected to obtain the engines and fit them to the vessel, for we find on Nov. 12, 1831 the notice of her trial runs.

*"Steamer Henrietta" - The machinery of this new and superior vessel having been so far arranged, it was put in operation on Thursday last, and she continued plying about the harbour for some time, and started the following morning for Digby and Annapolis. Her speed (although the works cannot yet be expected to work so well as when they shall have been some time in operation) was at the rate of upwards of eleven miles an hour - she having gone round Partridge Island, a distance of about 7 miles, in 38 minutes. We have much satisfaction, therefore, in congratulating the public on the accomplishment of a means of conveyance, which promises such facility between this city and Nova Scotia, St. Andrews, and the United States; and we trust the indefatigable proprietor will reap the reward which he so justly merits, as he has spared neither pains nor expense in providing and fitting up a steamer at once safe, comfortable and expeditious.*

*We have before spoken in terms of commendation both of boat and her machinery. The former was built by J.S. Wetmore, Esq., of Kingston, from an approved model and is pronounced by good judges to be a superior vessel, and as a sea boat, every way calculated for her intended route. The machinery, which is of 50 horse power, was made by Messrs. Fawcett and Co. of Liverpool, and possesses all the late improvements, which tend to produce safety and speed. We have been assured by a competent judge, who has carefully inspected all the works, that for efficiency and compactness, they are not surpassed by any other of equal power in America."*<sup>16</sup>

Eventually this vessel was altered from steam to sail and her tonnage increased. She was transferred to Liverpool for use as a general cargo vessel.

Mention should be made too of the steamer "Novelty", which was launched Nov. 20, 1835, also from the shipyards of J.S. Wetmore, and also built for Mr. James Whitney of Saint John. This vessel was intended to ply the St. John River as a passenger and cargo carrying vessel. On Dec. 31, 1836, Mr. Whitney petitioned the New Brunswick House of Assembly, asking for the return of duties which he paid to import the engine for this vessel from the United States. This was referred to the Committee on Trade,<sup>17</sup> who stated that they could not recommend that the duties be returned, since part of the duty was "collected by virtue of the Act of the Imperial Parliament; at the same time, they leave that part praying for a return of the Provincial Duty open to the consideration of the House."<sup>18</sup> The House acted on Whitney's request and granted him a refund of £212, 17c 14d.<sup>19</sup>

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<sup>12</sup> Ibid, Dec. 22, 1860.

<sup>13</sup> See Appendix A.

<sup>14</sup> Journals of the House of Assembly of New Brunswick, March 31, 1831.

<sup>15</sup> New Brunswick Courier, July 16, 1831.

<sup>16</sup> Ibid, November 12, 1831.

<sup>17</sup> Journal of the House of Assembly of N.B., Dec. 31, 1836.

<sup>18</sup> Ibid, Jan. 9, 1837.

<sup>19</sup> Ibid, Feb. 17, 1837.

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Misfortune befell the "Novelty" on her first trip up the Saint John river. A passenger on that trip described the experience as follows:

*"A great deal of talk has been indulged in about the speed of the "Novelty", a vessel put on the river by James Whitney of St. John. I came up in her on her first trip. She left St. John at 8 o'clock and landed here at half-past-one, but on her way back to St. John, she burst her steam chest when about Burton, and had to be there till a new piece of machinery to make good the damage was obtained from New York."*<sup>20</sup>

A further interesting item about the "Novelty" was that in 1837 it was the first steamer ever to pass the Meductic Rapids and reach Woodstock.<sup>21</sup> The "Novelty" too was altered from steam to sail but her life was short and she was broken up in 1844.

The ships described above were only a few of the many fine vessels constructed in the Clifton area. What had started out in 1815 as an individual venture by Justus S. Wetmore, had gradually expanded until it became a prosperous and thriving industry, reaching its peak with a boom period from 1850 to 1880. The village gained many new settlers who had come to earn their living from shipbuilding either directly or indirectly. Many had come to work in the woods as loggers because most of the lumber used in shipbuilding was taken from the vast amount of timber which skirted the river. The logs were easily transported to the mills, where they were cut to the required size for the shipbuilding. Much of the new population was engaged in the work of the saw mills. But it was in the shipyards themselves that most of the men were employed. The Flewelling yard alone frequently had from 100 to 200 men working full-time.<sup>22</sup> There are no detailed census figures, but it could be safe to say that the immediate Clifton area had a population at one time of well over 500.

As was mentioned before, I have not been able to examine any ship registers prior to 1826, but in any case the great shipbuilding period in Clifton probably extended from not much before that year up to 1890 when it was virtually discontinued. Some idea of the volume of business carried on in the whole province of New Brunswick during that period may be obtained by noting that from 1825 to 1888 there were 5,880 vessels built with an aggregate of 2,199,245 tons. In one year, 1864, no fewer than 163 vessels totaling 92,605 tons were completed.<sup>23</sup> In Clifton during the period 1826 to 1890, 265 vessels of all types with a gross of 80,185 tons were built. These vessels ranged from the 14 ton woodboat "Mowbray" to the bulky 1750 ton "Royal Family". They included 29 ships, 54 barques, 3 barkentines, 13 brigs, 19 brigantines, 135 schooners, 1 sloop, and 5 steam vessels.<sup>24</sup>

The boom period was marked not so much by a great increase in the number of vessels launched as by an increase in their size. Before this, experienced shipbuilders had been lacking and vessels were small and roughly built. As time passed, the Clifton shipbuilders became very competent and were able to undertake larger vessels. Their workmanship was "adjudged superior" by the experts and their designs were copied by builders outside the area. Many of the vessels were intended for delivery to Liverpool and other foreign ports which vouches for the workmanship which was put into them. Several eventually ended up under Norwegian registry and were used well into the twentieth century, Norway's being one of the last merchant navies to change from sail to steam.

Among the reasons for an increase in shipbuilding in Clifton was the general increase at this time in world commerce and the consequent world demand for ships. The Clifton ships were used for a variety of carrying jobs. General passenger and cargo carrying was the most important but several were clipper ships used in the East India trade or as Australian packet ships. Clifton vessels in general were renowned for their great carrying capacities,<sup>25</sup> and for this reason were very popular as merchantmen. Some of the cargos carried included: molasses, rum, pine, squared timber, and other lumbers, cotton, coal and other minerals, and rails, as well as passengers.

As early as 1860 it became apparent that the mushroom growth of shipbuilding in New Brunswick could not last indefinitely. It was becoming difficult to obtain good timber,<sup>26</sup> and when this is linked with the fact that iron vessels were becoming very popular and fast replacing them, it can be seen why wooden ships began to disappear. "The age of wood and sail was giving place to the age of steam and steel. The great days of the sailing ship were over by the eighties, and the Maritimes were being by-passed by modern transportation and commerce."<sup>27</sup>

A particular cause for the decline in Clifton itself, was the death of the two leading shipbuilders, Justus S. Wetmore in 1873 and William P. Flewelling in 1875. They had not only promoted shipbuilding but also other industries. There were no successors who could adequately take their places. All of these factors combined with

<sup>20</sup> Ganong, New Brunswick Scrapbook, Vol. I.

<sup>21</sup> Milner's Miscellaneous Notes, N. B. Museum.

<sup>22</sup> "In Pleasant Clifton", Ganong, New Brunswick Scrapbook; Vol. II, p. 208.

<sup>23</sup> C. B. Lugin, p. 66.

<sup>24</sup> See Appendix A.

<sup>25</sup> *Supra*, p. 19.

<sup>26</sup> "Linking the Past with the Present", Saint John Observer, October 4, 1929.

<sup>27</sup> Edgar McInnes, Canada - a Political and Social History; New York: Rinehart and Co., 1954, p. 343.



## **The Rise and Fall of a Shipbuilding Community Clifton, NB**

other minor reasons, caused the decline to be rapid once it had begun. In Clifton the last of the shipyards closed in 1883, in Kingston, the last vessel was built in 1889; finally in 1890, the industry in the whole Clifton area substantially came to an end when Gabriel Merritt closed down his shipyard at Moss Glen. The McIntyre family continued to build wooden craft at Moss Glen until during the First World War, but this could not alter the destiny of the Clifton area. It ultimately declined to a quiet rural district. Today, one must search carefully to discover any remnants of the glorious past which the region once enjoyed. All traces of the shipyards and ways have practically disappeared as have the saw mills and associated industries. Other energetic men tried to provide employment for the people and for a time they were to succeed in preventing the extinction of the village by introducing the small fruit industry.

## **Shaws of New Brunswick and Maine, With Roots in Massachusetts and England, 1518-2004**

Christopher Shaw, 1518-1583, probably spent his entire life in Northowram, a township of scattered hamlets several miles outside the market town of Halifax, Yorkshire, England. He was described as a clothier by trade. He was the ancestor of the majority of the Shaw families who live along the upper Saint John river valley in New Brunswick, and in northeastern Maine today, and their relatives who live elsewhere.

Christopher's grandson, Abraham Shaw and his family emigrated from England to Dedham, Mass., about 1636. Several of Abraham's descendants later lived in Weymouth and Abington, south of Boston. After one-hundred years or so in that location, their numbers had multiplied to the point where land was no longer available to all of the younger families. Abraham's 3<sup>rd</sup> great grandson, John Shaw and his wife Mary Burrell removed from Abington to the Brunswick area in Maine, and in 1763 joined the settlers who were going to the Saint John River in New Brunswick.

John and Mary Shaw lived briefly in Maugerville, but soon moved across the river to Oromocto. About 1800, in their senior years, they moved, with six of their sons and their families, from Oromocto to Carleton County. From there the Shaws migrated into Maine, and now their descendants can be found throughout Canada and the United States.

This is a large book, 1164 pages with an every name index. It contains transcriptions of census, birth and marriage records, wills, newspaper articles, and many other sources. It contains all of the data published in the 1970s by Dr. Daniel Turner in his Shaw book, as well as the Shaw descendants in his Orser, Craig and Turner books. It is the largest and most comprehensive collection of information about the Shaws of New Brunswick and Maine ever published.

The book may be seen in the Provincial Archives of New Brunswick in Fredericton, the L.P. Fisher Public Library in Woodstock and the Dr. Walter O. Chestnut Library in Hartland, all in N.B., in the Mark & Emily Turner Memorial Library in Presque Isle, Maine, and in the Family History Library in Salt Lake City, Utah. Later it may be seen on microfilm at any of the Family History Centres around the world.

It can also be purchased from the author, hard cover, professionally bound, for \$90.00 Canadian plus postage. Postage to Canadian addresses is \$12.00 to the Maritime Provinces, Quebec and southern Ontario; and \$14.00 to locations from Thunder Bay west.

For those who live in the United States, the price is \$72.00 US plus postage. Postage to US addresses is \$12.00 to PA, MD, DE and all States northeast of those three; \$14.00 to all the remaining States east of the Mississippi; and \$16.00 to all States west of the Mississippi, including Alaska and Hawaii.

The book is also available on a CD in Adobe Acrobat for \$20.00, Canadian or US, which includes postage to all locations. Mail a cheque or Money Order [US International Money Order] to:

George H. Hayward,  
29 Leeds Drive,  
Fredericton, N.B., E3B 4S7  
ghayward@nbnet.nb.ca, (506) 457-1306

# Saint John City and County Goal (Jail) Records

Contributed by Marion Dunphy and retyped by David Rand

*Editor's Note: This information is from RS383 found at the New Brunswick Provincial Archives, Fredericton, NB. The abbreviations at the end of each name is what they are in jail for. Part two will be in the fall issue.*

## Abbreviation meanings

AS	Assult
T	Theft
R	Robbery
D	Drunk
D	Debt
B.O.P.	Breach of the Peace
Dis	Disorderly
L	Larceny
O.C.F.	on certain information
?	Questioning
M	Murder
V	Vagrant
DES	Desertion
B	Burglary

## 1861 Jan 1 – June 30

ASHWORTH, HENRY d  
ALACIAN, MICHAEL AS  
ATKINS, JOHN d  
ANDERSON, W. DES.  
ANDERSON, PETER d  
ATKINS, WM. D  
ALOIS, EDMUND, V  
ARCHIBAUD, CATHERINE  
FEELING A LEG  
ANDERSON, JOSEPH AS

BLAKE, WM. d  
BAIN, JOHNSTON RP.  
BROWN, DANIEL R  
BALLENTEINE, JAMES D  
BURNS, GEO d  
BARR, LAURENCE d  
BRUNDAGE, WM. d  
BATTEY, JAMES d  
BARROMPLE, JOHN D  
BARRY, PATRICK L  
BURNS, LEWIS d BYRNE, WM.  
d  
BOWEMAN, JOHN DES.  
BLOOMFIELD, SAMUEL DES.  
BELL, RICHARD (SAILOR  
\_DES.)  
BRANDON, JAMES "  
BILE, RICHARD "  
BRAWLEY, JAMES d  
BUSTARD, JANE D  
BENNETT, JAMES d

BACTUS, JAMES d  
BOYLE, PATRICK V  
BOYLE, ROBERT D  
BENNETT, JOHN D  
BATES, HENRY D  
BELL, JOHN d  
BOICE, ALEXANDER D  
BROWN, PATRICK d  
BETTS, CHARLES d  
BUCKLEY, JOHN D

CONNELLE, THOMAS d  
CAIN, PATRICK R  
CAROLLE, THOMAS ?  
CARTIN, DANIEL DES. SHIP  
CLAUS, WM.A. D  
COFFEE, MICHAEL AS  
CONNOR, JOHN d  
COYLE,  
CUNNINGHAM, DANIEL AS  
CRANDLE, BENJ. d  
CARRIGAN, BRIDGET D  
CONNOR, JAMES C. d  
COWAN, JOHN R. d  
CRONIN, DENTS D  
COBB, GEORGE. DES. SHIP  
CUFF, MICHAEL D  
CREAGHAN, RICHARD ?  
CONEARY, THOMAS D  
CALLAGHAN, BARNEY D  
COACHMAN, WM. d  
DELANEY, WM. d  
DONNOVAN, THOMAS d  
DUKE, ED. d  
DONNELLY, JAMES d  
DRISCOLL, JOHN D  
DRAPER, JOHN d  
DANVILLE, FRED. O C. INFO  
DALEY, CATHERINE D ON  
THE ST.  
DALLON, CHARLES DES. SHIP  
DRISCOL, JOHN d  
DONNOVAN, JOHN D  
DIVERY, JAMES D/F  
DONNELLY, ELIZA D  
DOYLE, RICHARD d  
DALEY, WM. d  
DONALD, WM. d

EMERY, HUGH d  
EVERTT, MARY C. L  
EAGIST, JAMES d

EAGEN WM. d  
ESTY, THOMAS d  
EARLEY, THOMAS d

FARRELLE, WM. d  
FERGUSON, THOMAS D, T,  
FITZGERALD, PATRICK D  
FORBES, RUTH AB. LANG  
FELLACH, DAVID D  
FLOOD, JOHN d  
FOWLER, DAVID D  
FREDERICKSON, FRED.  
BASTD.

GOULD, A. L AND d  
GODFERY, ROBERT d  
GRANT, CHARLES L  
GREEN, JOHN D AND d  
GRUMBLE, THOMAS L AND d  
GREEN, NATHANIEL d  
GUNN, CATHERINE D  
GANIS, GEORGINA AS.  
GIBSON, WM. D  
GILLOP, ED. d  
GIBBS, WM. D  
GREGORY, JOHN d  
GUNDY, JOHN D  
GRADY, JAMES D  
GIBBS, GEO. D  
GODSOE, GEO. ASS  
GUNN, GEO. d  
GORDON, JANE d  
GARDNER, JOHN D  
GALLERY, HUGH d

HAZELHURST, P. d  
HAMILTON, THOMAS ASS  
HAYE, THOMAS d  
HUNTER, ADAM d  
HAMILTON, SAMUEL BASTD.  
HANLIN, HUGH D  
HANLEY, PATRICK d  
HAMILTON, ED. d  
HUNTER, JANE V  
HARVEY, ALEX. AS  
HAMPTON, WM. refused duty  
HARRINGTON, PATRICK L  
HUGHES, JOHN D

JAMES, GEORGINA, AS.  
JAMES, JOHN DES. SH  
JACKSON, GEO. D

## Saint John City and County Goal (Jail) Records 1861

JOHNSTON, ROBERT refused duty on ship	MULLIN, JOHN F	PERKINS ? T
KILMARTIN, THOMAS D	MURPHY, HANNAH D	PARTIS, JAMES d
KELLY, JAMES D	MILLS, JAMES D	POWERS, JOHN d
KEE, JAMES D	MCMINNAMIN, FRANCES AB.	PETERS, JOHN U
LYNCH, MICHAEL d	LANG.	PETERS, WM. d
LEARY, JAMES d	MCLEAN, THOMAS DES. SHP.	PERKINS, AARON D
LANGHAM, ROBERT DES. SH	MCFADDEN, JAMES D	
LEE, JAMES AS.	MCDONALD, ELIZABETH T	QUIGG, MICHAEL d
LUNNEY, JOHN INSANE	MILLER, JOHN abs. fr. duty	
LOVAN, PATRICK d	MCNEE, WM. INSANE	RYAN, ELLEN, AS.
LANE, MICHAEL T	MCCARTY, CHARLES D	ROBERTSON, JOHN D AS
LORD, WM. d	MCGOWAN, ROBERT d	ROULSTON, JOHN AS
LANGAN, ELIZABETH murder of a female child	MCCALLAN, CHARLES B.O.P	RILEY, PATRICK d
LASKIN, THOMAS AS.	MOONEY, JOHN D	RICHARDSON T. d
LOWERY, JOHN DES. SP.	MANN, DANIEL d	ROULSTON, RUTH BAWDY HOUSE.
LOGAN, JOHN d	MCGREEN, JAMES D	ROY, WM. d
	MCNABE, ANGUS d	RANKINE, WM. d
MORAN, JOHN d	MCGOVERN, ANGUS, D	ROGERS, JAMES D
MCNULTY, JOHN d	MCNABE, GEO. D	ROBINSON, MARY JANE AS.
MCLAUGHLIN, JAMES R	MAGEE, JAMES DES. SHP.	RIORDAN, DANIEL D
MUNFORD, WM. M	MAHONEY, JOHN D/F	ROURKE, JOHN d
MORROW, MATILD A D	MCLEOD, KENNETH d	REYNOLDS, JOHN D
MCFADDEN, JAMES d	MEADE, WM. AS.	ROBERTSON, HENRY T
MCCORMICK, HUGH T	MALE, WM. d	RYAN, JAMES D
MURPHY, THOMAS D	MCCALLIN, CHARLES L	
MULLIN, SAMUEL d	MCCORT, JOHN d	SULLIVAN, ANN D
MCMINNIMAN, JOHN	MOSLEY, JOHN d	SMITH, ANDREW D
O.C.INFO.	MCNEIL, GEO. d	SAMPSON, PETER D
MORREY, ALEX. AS	NICHOLS, JAMES L	SMITH WM. d
MCCURDY, ANDREW D	NELSON, JOHN DES. SHP.	SMITH WM. d
MARTIN, MARY D	NELSON, CHARLES DES. SHP.	SMITH, JAMES d
MCNULTY, HENRY D	NUNAN, HENRY D	SWEENEY, BYRON d
MAHONEY, PATRICK L	NOLAN, SARAH V	SLOAN, ROBERT B. d
MCCANE, MICHAEL d	NEALEY, MICHAEL L	SHEA, SYLVERSTER D DIS.
MCCLINCHY, CORMICK d		SHANNAGAN, JAMES T
MCGOUCHY, ANDREW D	O,NEAL, ELLEN R	SMITH, JOHN D
MULLIN, HAMILTON d	O,HERON, DANIEL D	SINCLAIR, JOHN BASTD.
MURPHY, MICHAEL d	O,NEIL, JAMES d	SMITH, WM. DES. SHP.
MAY, WM. d	O,BRIEN, PATRICK d	SIMMONS, JAMES DES. SHP.
MITCHELL D	O,DELL, ALEX D	SMART, THOMAS d
MATHESON, WM. D	O,NEIL, THOMAS AS.	SMITH WM. V
MCCARTY, TIMOTHY D	O,DONNELL, NATHANIEL d	SPLANE, JEREMIAH D
MARTIN, MARY P	O,CONNELLE, TIMOTHY d	SULLIVAN, DENNIS D
MCCURDY, THOMAS d	O,DONNELLE, PETER D	SMITH, SAMUEL ESP.
MERRITT, JOSHUA D	OLIVER, WM. D	SHANE, JOHN D
MCGEE, JOHN d		SLOAN, NANCY R
MCGINNIS, JOHN D	PRINCE, WM- d	
MCALLISTER, HIRAM	PORTER, JAMES AS.	TUSH, THOMAS T
O.C.INFO.	PATTERSON, PATRICK D	TILLEY, JAMES AS.
MITCHELL, WM. D	PHILIP, GIDEON d	TAITE, RUTH ABS. LANG.
MULLIN, JAMES d	PERKINS, ELLEN T	TOBIN, WM. d
MCNAMARA, PATRICK d	PETERS, JAMES DES. SHP.	THOMPSON, GEO. AS
MCGRATH, JOHN d	PITTS, JAMES "	THOMPSON, MARGARET destitute
MCSHEA, E. d	PATTERSON, CHARLES D."	TIDD, THOMAS D
	PIE, THOMAS ?	

## Saint John City and County Goal (Jail) Records 1861

TIDD, THOMAS broke window	WALKER, ROBERT BATTERY	WHITE, GEO. D
THOMPSON, JAMES T	WHETEN, WALTER d	WHINTHROP, ED. d
	WATKIN, WM. d	WALSH, JAMES D
WRIGHT, JAMES d	WILSON, AGUSTA AS.	WHITE, JOHN D
WILLIAMS, GILL AS.	WILLIAMS, JAMES V	WHITNEY, WM. d
WALSH, JOHN d	" CHARLES DES. SHP.	WILLIAMS, W. d
WILLIAMS, JOHN d	" HENRY destitute	" MARY ANN d
WALKER, WM. d	" MICHAEL D	WILLIS, JAMES ?
WISE, WM. D	" GEORGE D	WILSON ANDREW d
WILSON, AGUSTA AB. LANG	WALSH, MICHAEL D	

## Pioneer Families of New Brunswick

By: E.C. Wright

*Editor's note: There were over forty families in this series that were printed in the Telegraph Journal in 1943. They will be printed in Generations over the next few issues. Irene Keleher of Saint John, N.B. contributed them to the magazine.*

### Hammond

It is never safe to jump to conclusions about New Brunswick place names. There might seem to be some connection between Hammond River in Kings County and Hammondville in York County, but the Hammond River gets its name from Sir Andrew Snape Hamond, lieutenant-governor of Nova Scotia, who received a grant at the mouth of that river, and Hammondville gets its name from a family of Hammonds who settled in part of the parish of Kingsclear.

Archelaus Hammond, a Massachusetts soldier, was at Halifax in 1759 and at Piziquid (Windsor) in 1760. In 1762, he married at Cornwallis, Jerusha, daughter of Simon and Jerusha Lathrop Newcomb. According to A.W. H. Eaton's History of Kings Co., N. S., five children were born in Cornwallis:

Clarissa (not Claratha), born Oct. 28, 1762, married Samuel Hartt Oct. 28, 1793.

Lathrop, born April 10, 1765, married Bathsheba S. Joslin Feb. 21, 1803. He became a Baptist minister, and in 1839 moved to the Tobique, where he died Nov. 17, 1848.

Sarah, born Feb. 2, 1767.

Archelaus, junior, born May 9, 1769.

Jerusha, born Sept. 12, 1771.

According to the report on the St. John River settlers in 1783 Archelaus Hammond had been over from Cornwallis for three years, and had a wife and 12 children, but in a "Return of Persons to whom two months' Provisions have been ordered, as a Donation from Government, on acct of their Indigent Circumstances," dated at Fort Howe, October 12, 1784, Archelaus Hammond and his wife are credited with seven children over the age of ten and two under ten. Archelaus himself, in a petition for land in Spry's Grant (Jemseg), probably written in 1786, says that he has ten children.

He had made improvements on Lots 22, 23, 24, Gagetown, and the improvements were valued at £51 4s.4d. by "John and Samuel Hart, old inhabitants," and at £22 7s. 5d. by "Mr. Mercereau and Captain Ketchem, Refugees," but Archelaus Hammond complained in his petition for land in Spry's that he was turned out of Gagetown without compensation. Later, he bought land from Albert Berdon, a Loyalist who moved to Upper Canada; this land was in upper French Village, Kingsclear, and on June 14, 1790, Hammond asked for vacant land adjoining. In 1799, when the Kingsclear grant to the 2d New Jersey Volunteers was regranted, Archelaus sr and jr. and Lathrop Hammond received Lots 77, 81, 82.

# Robert Sellars: Loyalist of New Brunswick

By: Margaret B. Farnell, 25-909 Carolwood Drive, Victoria, B.C. V8X 3T9. Email: farnell@pacificcoast.net

I doubt that many people under the age of 50 have much knowledge of, or interest in the story of the early Loyalist settlers of Canada. Many Canadians if they think about this period at all are apt to think of United Empire Loyalists as self-sacrificing elite patriots, noble and good, who abandoned large estates and privilege in America because of loyalty and devotion to the King of England. This notion seemed to be quite prevalent when I was young.

My mother was born in London, Ontario in 1899 and used to tell stories of going to U.E.L. picnics when she was a child. Her grandfather, Elias Sellars, was supposedly a United Empire Loyalist, and it seemed a reasonable research goal to try and establish a U.E.L. connection through her parents and grandparents. Elias Sellars, in 1851 Census data, reported that he was born in New Brunswick in 1817 of Irish parentage. No information about his place of birth or parents was available. So, off I went to the V.G.S. Library for a look through "The Atlantic Canadians, 1600-1900" which miraculously yielded an entry for a Sellars, Robert, loyalist, living circa 1783 (NB27-326). Could this possibly be a grandfather of my Elias? The same afternoon I stumbled upon a publication of the New Brunswick Genealogical Society entitled "Charlotte County Loyalists" And there he was on P. 11 -Sellars, Robert. He served with the 74th Regiment during the War, and received a grant within his regimental block on the Digdeguash River. He was a grantee at St. Andrews in 1794. He lived in the Passamaquoddy area in 1784. In May 1785, he had land on the Schoodic River. Bingo!! Lots of clues to work on there!

After I had located Charlotte County on a New Brunswick map, found the Digdeguash River and learned that the Schoodic River is now the St.Croix, I came across a reference to the Spring Fleet of 1783 in an account by Walter Bates of the early days of the Revolutionary War. He had sailed from New York with the Spring Fleet to Kingston, New Brunswick in 1783. Perhaps Robert Sellars had also arrived that way. The story of the Spring Fleet piqued my curiosity and led me to an impressively researched book by D. G. Bell, published in 1983, entitled <sup>3</sup> Early Loyalist Saint John, The Origin of New Brunswick Politics, 1783-1786<sup>2</sup>.

Bell makes it clear that for the most part British subjects who became Loyalists did so not because they did not share with their fellow citizens in America a sense of grievance and indignation with their treatment by the British Rulers. Rather, they felt that the weapons provided by the Constitution - freedom of speech and freedom of the press - were to be preferred to the weapons of open rebellion.

However, because of unfortunate decisions taken by Lord North's government in England, and of the fanatics in America who were bent on taking up arms rather than waiting to bring about a constitutional settlement, war broke out. The thousands who disagreed were forced by persecution and intimidation to flee from their homes. Rebel Committees drew up guidelines for Detecting and Defeating Conspiracies, which had a devastating effect on British supporters.

Loyalists were arrested and often killed on the slightest pretext: for harboring or associating with Tories, for arming to support the British, for corresponding with loyalists or with the British; refusing to muster; aiding the enemy (British) in any way; writing or speaking against the American cause; refusing to give up arms; drinking the King's health...and even for endeavoring to remain neutral. At the time when New York and environs was still a stronghold of the British Government many persecuted citizens - most of whom were very ordinary people of various political stripes - were forced by events beyond their control to seek protection and shelter with the British Army. There seemed no other choices than to submit to the tyranny of the American victors who stripped them of their land and possessions, or to be exiled in order to settle a new country. And so they set off for Saint John, then in Nova Scotia, in the Spring Fleet.

At this point all heads of households were referred to as Refugees, and men who served in the Loyalist Military and their families were called Provincials. An evocative description of this massive undertaking from New York is given by Bell: "Embarkation of some thousands of Refugees and Provincial families, many with small children, and their baggage from all parts of the New York Region destined for four separate points in Nova Scotia was begun on April 1, 1783 and lasted a good three weeks. With some vessels bound for Halifax, some for Shelburne, some for Annapolis and some for Saint John, there was great congestion and disarray as evacuees for each port were collected at the several loading points". There seemed to be little coordination for such a huge migration between the British Military, the Shipping Agents in New York and the Nova Scotia Government. Upwards of ten thousand people were about to descend on wilderness, with no lots surveyed, no provisions, no preparations of any permanent nature made in advance. Pre-Loyalist Saint John apparently consisted of some 175 people and ...a Lime Store, A Salt Store, the Log Store, a new store, blacksmith shop, two or three small dwellings and barns, besides

## Robert Sellars: Loyalist of New Brunswick

a saw mill at the outlet of the mill pond, a grist mill at Lily Lake, and one or two hovels on the marsh.

There appeared to be 10 ships in the Spring Fleet carrying about 1700 Refugees as well as close to 500 Provincial troops and their families.

The troops were at first engaged mostly in land clearing and road building.

At first, incoming Refugees and Provincials were housed in small tents donated by the British Military, upon whom they were totally dependent for food and shelter. The existing Organization of the town was completely overwhelmed by the situation. The Royal Bounty (provisions) consisted of bread, flour, beef, pork and oatmeal, with small quantities of butter, oil, peas, raisins, vinegar, suet and salt occasionally distributed. The Loyalists were at first promised up to a year's provisions, but there was so much delay and confusion in placing arrivals on their promised lands (in many cases not yet surveyed) that the Royal Bounty was extended for a further two years for those who needed it. The overcrowding, the shortage of fresh water and wood for fires, the makeshift sanitation facilities, the primitive shelter, often little better than huts, the limited supply of fresh food and often low morale were the lot of most settlers.

No sooner had the spring Fleet set sail than a second fleet left New York - called the June Fleet - which carried 1169 Refugees and Provincials.

A third wave of Refugees destined for Saint John - the July Fleet - sailed on July 8, 1783, with about 1000 souls, and a fourth - the August Fleet with 8 ships and 800 refugees set sail for Saint John on August 4th. On August 30th the Clinton arrived with four companies of free Black refugees, close to 175 in all. As well, and almost unbelievably, a Fall Fleet was sent out from New York and in October eight more ships carried Refugees and Militia from eleven militia companies who had accepted the British invitation to become settlers in Nova Scotia.

Land grants were supposed to be distributed on a random basis, but the original town lots granted to the first arrivals were divided and subdivided on the arrival of almost every fleet until the original lots were reduced to one sixteenth part of their original size. The distribution, or maldistribution, of land proved to be the major grievance. Officially lot grants were made in August 1784, but unofficially the designations had been made much earlier with Town Directors and men with influence receiving a disproportionate share of land. The repercussions of this unfairness were felt for years to come, and especially in the election of 1785.

Finally, in 1784, the New Brunswick borders were drawn and London sent Governor Carleton and his cronies to govern the new Loyalist colony.

All those who had struggled without direction to bring some order out of the chaos were completely by-passed in the formation of the new government, which resulted in a feeling of betrayal and much bitterness. However, in spite of the physical and emotional hardships the community began to thrive. The first newspaper was published in December, and its early issues proclaimed business as usual on the part of numerous butchers, bakers and sailmakers, lately tradesmen in New York. Other Loyalists advertised for students to teach, brought in cordwood from the country, ran ferries across the harbour, opened grog shops.....and generally Estrived to do Something<sup>12</sup>. Shipping and ship building began at an early date. For most Loyalists the chief recreation was probably the camaraderie of hunting expeditions in the country, communal labour and the grog shop. Soon there were also public and private social gatherings to help pass the long winter evenings.

In the first election in 1785 those who opposed Carleton and his ruling party at first triumphed with a majority of votes. Democracy did not prevail, sadly, and by a phony recount of the votes the Lower Covers, as they were called, were denied their seats in the Assembly. The Upper Covers (government) intimidated opposition leaders and effectively muzzled the rank and file, with tragic consequences for New Brunswick. There appeared to be an extraordinary amount of bitterness and discord that almost bordered on anarchy. The Lower Covers put forward four petitions against this injustice but their protests were dismissed and the petitions<sup>1</sup> authors were prosecuted for sedition. Carleton's suppression of political opposition had the effect of driving many settlers either back to the United States or to Upper and Lower Canada. ( Perhaps this is what caused the descendants of Robert Sellars to disappear from the New Brunswick scene and to frustrate my research efforts.)

D. G. Bell gives a very thorough account of the events of the three years, which produced the origins of New Brunswick politics. The bitter in-fighting which pitted Loyalist against Loyalist seemed to cast a pall of apathy over the new settlement, and caused a significant exodus of those who retained their vision of British liberty and justice. And still, in spite of all their grievances the settlers remained <sup>3</sup> His Majesty's dutiful and Affectionate Subjects, and became preoccupied with the on-going struggle to earn a living and raise their families.

But back to my starting point: Elias Sellars. Robert Sellars, the Loyalist, according to Charlotte County Anglican Church records, had 3 children- a



## Robert Sellars: Loyalist of New Brunswick

son (unnamed) born 1788, a daughter, Martha born 1790, and another son, Robert born 1793. I located this Robert in Penobscot, Maine, with his family records: no Elias. However, there was a 65 year old Thomas (C)ellars in the Charlotte County Census in 1851 who could have been the unnamed son of Robert. My hypothesis is that Elias, born in 1817, could have been the grandson of Robert Sellars, Loyalist, and a son of Thomas.

(Elias had a son named Thomas in 1856, in Ontario.) Whether my hypothesis proves correct or false, whether or not I ever make a connection with Robert Sellars, Loyalist, I have very much enjoyed

the search thus far, and certainly I have learned a great deal about the back-breaking life of the people who became among the first British settlers of Canada.

If anyone reading this account has any information about the ancestors of Elias Sellars, and why and when he left New Brunswick for Ontario I would be pleased to hear from you. It appears that he lived in Nanticoke, Ontario, for a time with a Scot named David Wood and married David Wood's daughter Caroline.

## Murray Stewart

Respectfully submitted, by John Wood.

Murray Stewart was my father in law, and a draft copy of a family history article was discovered among his papers following his death on November 25, 2003. It was therefore a poignant reminder of Murray's love to find that article, entitled Three Stewarts on the Nashwaak, in the Spring edition of *Generations*.

Murray Frederick Stewart was born in Taymouth, New Brunswick on January 15, 1916, the only son of Frederick Roy Stewart and Laura Jane Porter. He attended school in Taymouth, and received his Bachelor degree, and a Masters degree in Education from the University of New Brunswick, graduating in 1947. He went on to complete a Doctorate at McKinley Roosevelt in Chicago in 1949.

Murray's career in education was distinguished. He served for many years as a teacher and Principal, as a Supervising Principal of a regional school district and as an instructor in the Provincial Teachers College. He went on to become Vice-Principal and Principal of the Teachers College. He retired in 1981 as Assistant Dean of Education in the Faculty of Education at the University of New Brunswick. This career took him literally from a one room schoolhouse to the Senate of the University. Following his retirement the University's Board of Governors appointed him honorary research assistant in the School of Graduate Studies.

Murray was a member of Wilmot United Church, Project Ploughshares, the New Brunswick Conservation Council, the New Brunswick Society of Retired Teachers and the National Council of Teachers of English. His interests included the study of early childhood language development and Canadian English, for which he was cited in *The International Who's Who in Education*. He indulged in many other activities, including the playing Scottish music on the piano, writing, reviewing books for *The Daily Gleaner*, photography, gardening, sharing his love and insights with his grand children and great grand children and, yes, family history and genealogy. He was also dedicated to the environment and social justice, and wrote many opinions to the Editors of local and national newspapers.

Murray is survived by his wife of 59 years Dora Kathleen (Seely), daughters Sherrille and Susan, five grandchildren, and seven great-grandchildren.

Murray was a child of New Brunswick, and his characteristic sense of place also made him a child of the Nashwaak. He especially identified with that spot on the Nashwaak River, where it takes a wide bend at the mouth of the Tay, and his writings in family history and genealogy are dedicated to that area. He was an honest, straightforward and modest man. Murray made a difference.

## Marriages in 1888

Contributed By: Mary Rosevear

*Editor's Note: These were taken from #15 C.A. White Scrapbook at the Saint John Library.*

**Boyer-Davis** —At the residence of Hugh Davis, Esq., on the 14<sup>th</sup> inst. by Rev. C Phillips, George W. Boyer, Esq., of Victoria Corner, Carleton Co., and Mrs Eleanor Davis of Woodstock.

# The Saga of The Brigantine *Flotilla* and the Final Voyage of her master Captain Peter Thompson

By Joseph D. Choffy, contributed by Shirley O'Neill

In the year 1800 in the town of Karlskrona, Blekinge, Sweden, a boy was born whose destiny would take him halfway around the world to leave a multitude of descendants in North America. In 1838 in the town of Falmouth, Nova Scotia, a brigantine was built by Hibbert Mitchener and others. This vessel and this boy would come together. Their lives were short; the brigantine lasted a mere five years, the man only forty.

Peter Thomasson anglicised his surname to Thompson from age fourteen when he left home never to return, always sailing on ships of British registry. He made application to become a British subject in 1831. His sworn affidavit tells us the few facts that we know about his life.

"To the New Brunswick Supreme Court, Peter Thompson of Saint Andrews in the County of Charlotte and Province of New Brunswick, Mariner, maketh oath and saith that he is thirty years of age and was born at Karlskrona in the Kingdom of Sweden in the year of our Lord one thousand eight hundred where he remained until in or about the year one thousand eight hundred and fourteen, that ever since that time he has followed the sea and has never returned to his native country; and this deponent further saith that in or about the year one thousand eight hundred and nineteen he came to Saint Andrews aforesaid and since that period unto the present time has been always employed as a mariner on board British ships sailing from the said port of Saint Andrews to other ports under the dominion of the King of Great Britain; and that he this deponent has ever since the said year one thousand eight hundred and nineteen made Saint Andrews aforesaid his home and has never been absent thereafter except on sea voyages as aforesaid.

Sworn at St. Andrews this fifth day of October, 1831, signed, Peter Thompson"

The Supreme Court sitting in St. Andrews in October of 1831, the Michaelmas term, granted him citizenship. Interesting letters attesting to his character were introduced by the rector and two businessmen of the town, William Garnett a merchant and George McCullough, a tavern keeper. The following is their sworn statement on the fifth day of October, 1831:

"William Garnett of Saint Andrews in the County of Charlotte, merchant, and George McCullough of the same place, tavern keeper, severally make oath and say, that these deponents are

well acquainted with Peter Thompson of Saint Andrews in the County aforesaid, Mariner, and that they have known him for the last ten years during which time he has resided at Saint Andrews aforesaid; and these deponents verily believe that the said Peter Thompson has never been absent from Saint Andrews aforesaid during the said period except on sea voyages from the said port of Saint Andrews to some port in the British dominions."

The statement by the Reverend Jerome Alley reads like this: "I, Jerome Alley, Rector of All Saints Church in the parish of Saint Andrews in the County of Charlotte do hereby certify that Peter Thompson now of the said parish of Saint Andrews, Mariner, did on Sunday the second day of October Sabbath with other persons then assembled for that purpose receive the Holy Sacrament of the Lord's Supper by me then administered in the said parish Church according to the rites and ceremonies of the United Church of England and Ireland and by Law established.

Two years after his arrival two major events occurred in his life- he was married in August, 1821, at the Anglican Church and in September he became Master of the Brig *Susan* (St. Andrews Herald and Commercial Advertiser of 25 September, 1821).

Three daughters, Anna Maria, Hannah Rebecca, and Mary Margaret were born to them over the next few years while they lived in St. Andrews. By 1824, from The Shipping Registers of the Port of St. Andrews, we learned that Peter Thompson was listed there as builder, sole owner, and Master of the *Industry*, a small vessel.

Meanwhile, Captain Peter Thompson was having family problems. His wife Elizabeth died leaving him with three small daughters. He moved to Oak Bay where his in-laws lived and perhaps they took over their care. Peter's home was on Lot 100, the site of the old Anglican rectory, and he began shipping out of The Ledge.

He remarried in 1832 to Eliza Thomas whose brother was married to a sister of Peter's first wife. Peter and Eliza eventually had three more children, sons Peter Jr., and Ebenezer, and a fourth daughter Evelina.

All of the information concerning his voyages to the eastern seaboard of New England and the Carribean was obtained by reading the newspaper shipping columns of the time.

On the fourth of June, 1836, a Change of Masters was registered for the 174 ton *Joseph Nehemiah*

## Descendants of Peter Thompson

Porter which had been built at St. Stephen. Captain Peter Thompson became Master. A second change took place for the same vessel on 16 August same year. She was now commanded by her namesake, Joseph N. Porter. It seems likely that he had just then received his master's certificate. The owner of this ship was William Porter of St. Stephen, his father, who was prominent in the shipping industry. This vessel was lost at Barbados in 1837.

The Porters built a new vessel of 482 tons named the Joseph Porter in December 1836 and hired Thompson to command her. In 1837 his son took over this one too in August.

October 22, 1838, Port of St. Andrews "Cleared: Barque Queen, Captain Thompson, cargo lumber for Hull"

The time was right for Peter Thompson to purchase his own vessel.

On the thirteenth of December, 1838, he brought the Flotilla into St. Andrews Harbour and completed the registry. She was a two masted square stern brigantine of 108 tons.

Port of St. Andrews arrival July 6, 1839: Brig. Flotilla, Captain Thompson, from Boston, cargo bread and meal, Master owner.

Port of St. Stephen, Cleared, July 25, 1839: Bgn. Flotilla, Thompson, for Berbice(South America) cargo boards, planks, and shingles.

In a list of ships and owners sailing out of St. Stephen and number of men aboard: Flotilla, 108 tons, 6 men, owner Peter Thompson

Captain Peter Thompson's youngest daughter was one year old when he left The Ledge in the late fall of 1839 and sailed on the Flotilla down the St. Croix River and out to sea on what was to be his final voyage. We do not know what cargo he carried, only that his crew consisted of six men including himself, and they were bound for ports in South America (Demerara and Berbice) and the West Indies.

The shipping columns gave us his whereabouts for the next few months. At Demerara in British Guiana, South America, he was listed on January 2<sup>nd</sup>, 1840, having come from Barbados.

A memorandum on March 13, 1840 was a report from the schooner Experiment saying that the bgn. Flotilla and two others were to leave for Cuba in a few days from Jamaica. He seemed to be selling cargo here and there and picking up rum, sugar, and molasses for the return trip bound for Quebec City. The final port of call was San Diego de Cuba on the southern coast of that island. A few days out of that port heading for home, he became very ill, presumably yellow fever or another tropical disease, and took to his bed. On or about the twenty-first of

April, 1840, Peter Thompson died in his bed aboard ship. He was buried at sea.

Now here the story takes a strange twist. There was no one else on board capable of navigating. The ship went in circles in the Gulf of Mexico for thirty days until picked up by the United States Coast Guard ship Wave, who put a midshipman on board, also sent twenty pounds of salt beef as they were out of food and water. The midshipman brought the Flotilla into Key West, Florida. A few days later she left Florida, bound once more for Quebec, with Captain Malcolm at the helm. We do not know the origins of this man.

For some unknown reason the vessel made a stop off in New York Harbour in late May, 1840 and got rid of some cargo there even though the port records show no port charges.

We are not sure if Captain Malcolm was still at the helm when she left in early June.

The Flotilla finally limped back to the Ledge although no records say this. On the 29<sup>th</sup> of May, while it was still in New York Harbour, his widow Eliza Thompson applied to the courts to obtain legal authority to dispose of the cargo, pay the crew, etc. In her words to the Court "My husband Peter Thompson died on board his ship the Flotilla on or about the twenty-first of April. His vessel is supposed to be in Quebec". She was granted the administration of the estate and she sent the Flotilla on to Quebec under Captain Godfrey, another man of unknown origins. After the sale of the cargo, the Flotilla was to go to Halifax to be sold at public auction.

We know that the Flotilla actually went as far as Arichat, Cape Breton Island from reading the shipping columns, but there is no indication that she ever reached Quebec.

In September, 1840 she was sold to a new owner and made some more voyages. A few years later in 1843 she foundered in Portuguese Cove in Halifax Harbour in a storm but all hands were saved.

It was interesting to find that Captain Thompson's widow Eliza (Thomas) Thompson remarried in 1841 but died a few months later in Baring, Maine. The new husband immediately put Peter's first three daughters to live with families on St. David Ridge. He put the two boys out as apprentices to Benjamin Upjohn in Calais and Thomas Caswell in St. Stephen to learn the trades of tin plate making and cabinet making. The fourth daughter was brought up by her older sister. This man, after getting rid of the six children, seemed to disappear from the area.

The third daughter Mary Margaret married at age fifteen to a trader named Thomas Ring who was about her father's age and was likely his friend. Their first three sons died in infancy and are buried in the

# The Saga of The Brigantine *Flotilla* and the Final Voyage of her master Captain Peter Thompson

old Anglican Cemetery on St. David Ridge. They had ten other children, one son being Ellsworth Warren Ring from whom the author of this story descends.

About the Author By Shirley O'Neill

The story of Captain Peter Thompson was a joint effort by his descendant, his great great grandson, Joseph Daniel Choffy who lives in Cottonwood, Arizona, and a St. Andrews resident, Shirley O'Neill, with American research done by Patricia Donaldson, a cousin of Mr. Choffy. Mr Choffy knew nothing about Peter Thompson except his name and that he

lived in St. Andrews. During the months of research Joe and Shirley discovered that they were eighth cousins once removed.

Joe Choffy is a veteran of three wars- the Second World War, the Korean War and the Vietnam War. He suffers poor health as a result of a bad parachute drop in Vietnam. He married a girl from Okinawa and they have two sons and some grandchildren.

He asked me to write what we had learned about his great great grandfather. We have included a version of the genealogy of Peter Thompson down to Joe Choffy and his family.

## Descendants of Peter Thompson

### *Generation No. 1*

1. PETER<sup>1</sup> THOMPSON was born 1800 in Karlskrona, Blekinge, Sweden, and died April 21, 1840 in Caribbean Sea. He married (1) ELIZABETH BROWN August 23, 1821 in St. Andrews Anglican Church. He married (3) ELIZA THOMAS December 02, 1832 in St. David Parish.

#### Notes for PETER THOMPSON:

He married Elizabeth Brown August 23, 1821 in the Anglican Church, St Andrews, NB. He married Eliza Thomas December 02, 1832 in the same church.

#### More About PETER THOMPSON:

Fact 1: nee Thomasson in Sweden, changed to Thompson upon arrival to Canada

Fact 2: 1814, left home and went to sea (British Ships)

Fact 3: 1819, arrived in St Andrews, NB

Fact 4: Abt. 1821, Master Mariner of the Brig Susan

Fact 5: 1824, sole owner and Master of the 26' schooner INDUSTRY

Fact 6: September 16, 1823, INDUSTRY launched

Fact 7: June 11, 1824, INDUSTRY registered

Fact 8: 1830-1831, purchased several pieces of property in Oak Bay, NB

Fact 9: October 1831, became a naturalized British subject

Fact 10: 1834-1837, Master of two ships owned by William Porter

Fact 11: June 1838, owner and Master of the UNION, 82 tons, which he sold nine days later

Fact 12: 1838, Master of the Barque QUEEN, owner J. Wilson

Fact 13: December 1838, sole owner and Master of the Brigantine FLOTILLA, 108 tons, built in

Falmouth, NS

Cause of Death: Tropical Fever (Yellow Fever), died at sea

Medical Information: Buried at Sea

#### Notes for ELIZABETH BROWN:

A lot was purchased in Greenock Cemetery, St. Andrews, NB, in June of 1832, which is the only indication of where Elizabeth Brown Thompson may possibly be buried.

#### Children of PETER THOMPSON and ELIZABETH BROWN are:

- i. ANNA MARIA<sup>2</sup> THOMPSON, b. July 08, 1822, St. Andrews, Charlotte County, NB.

#### More About ANNA MARIA THOMPSON:

Fact 1: 1841, either adopted out or placed under guardianship

- ii. EBEN PRESCOTT THOMPSON, b. November 10, 1824.

#### More About EBEN PRESCOTT THOMPSON:

Fact 1: Eben P. Thompson died in infancy

2. iii. HANNAH REBECCA THOMPSON, b. July 30, 1827, St. Andrews, Charlotte County, NB.
3. iv. MARY MARGARET THOMPSON, b. July 10, 1829, St. Andrews, Charlotte County, NB; d. November 21, 1900, Providence, Rhode Island.

## Descendants of Peter Thompson

Children of PETER THOMPSON and ELIZA THOMAS are:

4. v. PETER THOMPSON<sup>2</sup> JR., b. October 19, 1834, St. David Parish, Charlotte County, NB; d. February 01, 1899, Milltown, Charlotte County, NB.
- vi. EBENEZER THOMPSON, b. 1836, St. David Parish, Charlotte County, NB; d. Sommerville, Middlesex County, MA.

Notes for EBENEZER THOMPSON:  
When his father, Peter Thompson, died, his mother married Abner McKensie in December of 1841. After her death in January of 1842, his step-father had him placed with the family of Thomas J. Caswell, cabinet maker in St. Stephen, NB, and to whom he was apprenticed.

Later, after he was grown he moved to Chelsea, MA and was living down the street from his half-sister, Hannah Lawton. In 1900 he was living in Sommerville, MA.

- vii. EVELINA THOMPSON, b. September 1839.

More About EVELINA THOMPSON:  
Fact 1: 1842, step-father (Abner McKensie) had her placed in Guardianship or adopted out  
Fact 2: Aft. 1842, showed up in Chelsea, MA, living with half-sister Hannah Lawton, as a dressmaker

### Generation No. 2

2. HANNAH REBECCA<sup>2</sup> THOMPSON (*PETER*<sup>1</sup>) was born July 30, 1827 in St. Andrews, Charlotte County, NB. She married WILLIAM H. LAWTON August 29, 1853 in St. David Parish, Charlotte County, NB.

Notes for HANNAH REBECCA THOMPSON:  
Hannah and her husband, William H. Lawton, moved down to Chelsea, MA where she seems to have run a Millinery and Dressmaking business. Not long after, her half-siblings Ebenezer and Evelina appeared in Chelsea, living with them.

More About HANNAH REBECCA THOMPSON:  
Fact 1: Abt. 1842, adopted out, possibly with the

family of John Keltie of St. Davids.

Children of HANNAH THOMPSON and WILLIAM LAWTON are:

5. i. WILLIAM H. LAWTON<sup>3</sup> JR., b. 1854, Chelsea, MA.
- ii. LIZZIE C. LAWTON, b. 1858, Chelsea, MA; m. MILTON WATKINS.
6. iii. HERBERT LAWTON, b. 1868, Chelsea, MA.

3. MARY MARGARET<sup>2</sup> THOMPSON (*PETER*<sup>1</sup>) was born July 10, 1829 in St. Andrews, Charlotte County, NB, and died November 21, 1900 in Providence, Rhode Island. She married THOMAS WARREN RING September 16, 1844 in St. Stephen, NB, son of WILLIAM RING and MARY FREEZE.

More About MARY MARGARET THOMPSON:  
Fact 1: Abt. 1841, placed in guardianship  
Fact 2: September 16, 1844, marriage was approved by her guardians

More About THOMAS WARREN RING:  
Fact 1: 1829, entered Canada, listed as a trader/merchant  
Fact 2: November 05, 1846, became a naturalized British subject  
Fact 3: Abt. 1864, moved to Providence, Rhode Island

Children of MARY THOMPSON and THOMAS RING are:

- i. WILLIAM T.<sup>3</sup> RING, b. October 27, 1845, St. David Parish, Charlotte County, NB; d. February 18, 1847, St. David Parish, Charlotte County, NB.

More About WILLIAM T. RING:  
Fact 1: buried in the Old Church of England cemetery in Oak Bay ridge

- ii. WILLIAM D. RING, b. 1846, St. David Parish, Charlotte County, NB; d. April 13, 1849, St. David Parish, Charlotte County, NB.

More About WILLIAM D. RING:  
Fact 1: buried in the Old Church of England cemetery in Oak Bay ridge

- iii. REBECCA LEE RING, b. June 26, 1849, St. David Parish, Charlotte County, NB; d. August 03, 1899, Providence, Rhode Island.

## Descendants of Peter Thompson

More About REBECCA LEE RING:

Fact 1: school teacher

- iv. DEMING RING, b. November 05, 1851, St. David Parish, Charlotte County, NB; d. November 23, 1851, St. David Parish, Charlotte County, NB.

More About DEMING RING:

Fact 1: buried in the Old Church of England cemetery in Oak Bay ridge

- v. MATILDA CAMPBELL RING, b. November 17, 1853, St. David Parish, Charlotte County, NB; d. November 20, 1923, Providence, Rhode Island; m. ROBERT JOHN MCNAIR, October 14, 1880, Providence, Rhode Island.
- vi. BARONETTA B. RING, b. October 12, 1854; d. January 30, 1919, Providence, Rhode Island.

More About BARONETTA B. RING:

Fact 1: dressmaker

- vii. BEVERLY JUDSON RING, b. July 13, 1856; d. December 29, 1914, Providence, Rhode Island; m. LOUISE WADE, Providence, Rhode Island.

More About BEVERLY JUDSON RING:

Fact 1: he was a printer

- viii. EVA THOMPSON RING, b. May 1858; d. June 02, 1893, California; m. ALBERT GREEN THURSTON.

More About EVA THOMPSON RING:

Fact 1: she was a school teacher

- ix. HELEN S. RING, b. 1860; d. July 10, 1923, Denver, Colorado; m. EWING ROBINSON, February 13, 1912, Denver, Colorado.

More About HELEN S. RING:

Fact 1: graduated from Providence RI High School

Fact 2: took courses at Wellesley and Bernard Colleges in MA

Fact 3: took special courses at Oxford, England and France

Fact 4: when she thought she had contracted tuberculosis, she moved to Colorado

Fact 5: she became a school teacher in Colorado

Fact 6: 1913-1917, elected as Senator to the Colorado State Legislature

- 7. x. ELLSWORTH WARREN RING, b. March 11, 1862, St. David Parish, Charlotte County, NB; d. March 06, 1934, Englewood Cliff, NJ.
- xi. GUSTAVIS BEDSON RING, b. September 04, 1864; d. July 13, 1913, Warwick, Rhode Island.

More About GUSTAVIS BEDSON RING:

Fact 1: he was a jeweler

- xii. ANNIE LAWTON RING, b. August 09, 1866, Providence, Rhode Island; d. July 13, 1919, Providence, Rhode Island.

More About ANNIE LAWTON RING:

Fact 1: she was a school teacher

4. PETER THOMPSON<sup>2</sup> JR. (*PETER<sup>1</sup> THOMPSON*) was born October 19, 1834 in St. David Parish, Charlotte County, NB, and died February 01, 1899 in Milltown, Charlotte County, NB. He married ELIZABETH A. TEED 1856 in Calais, ME.

More About PETER THOMPSON JR.:

Fact 1: 1842, his step-father placed him with the family of Benjamin Upjohn in Calais, ME

Fact 2: he was apprenticed as a tinplate maker

Children of PETER JR. and ELIZABETH TEED are:

- i. GUS<sup>3</sup> THOMPSON, b. 1857.
- ii. HERBERT S. THOMPSON, b. 1859.
- 8. iii. PETER E. THOMPSON, b. 1860, Calais, Maine; d. December 26, 1910, Calais, Maine.
- 9. iv. WILLIAM THOMPSON, b. April 1866, Calais, Maine; d. March 01, 1920, Calais, Maine.
- v. LILLIAN M. THOMPSON, b. 1874.
- vi. FRANCIS E. THOMPSON, b. 1877.

*Generation No. 3*

- 5. WILLIAM H. LAWTON<sup>3</sup> JR. (*HANNAH*



## Descendants of Peter Thompson

*REBECCA<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born 1854 in Chelsea, MA. He married UNKNOWN.

Child of WILLIAM JR. and UNKNOWN is:

- i. ALICE MAUD<sup>4</sup> LAWTON, b. 1879.

6. HERBERT<sup>3</sup> LAWTON (*HANNAH REBECCA<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born 1868 in Chelsea, MA. He married EDITH 1894.

Child of HERBERT LAWTON and EDITH is:

- i. LESTER T.<sup>4</sup> LAWTON, b. March 15, 1895, Chelsea, MA; d. January 1984, Worcester County, MA.

7. ELLSWORTH WARREN<sup>3</sup> RING (*MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born March 11, 1862 in St. David Parish, Charlotte County, NB, and died March 06, 1934 in Englewood Cliff, NJ. He married JENNIE OSGOOD MANSFIELD November 04, 1885 in Providence, Rhode Island, daughter of JACOB MANSFIELD and JANE CHARLES.

More About ELLSWORTH WARREN RING:

Fact 1: Aft. 1886, the family moved to Jersey City, NJ.

Fact 2: Ellsworth was a carpenter/builder

More About JENNIE OSGOOD MANSFIELD:

Cause of Death: her fifth stroke took her life

Children of ELLSWORTH RING and JENNIE MANSFIELD are:

- i. KENNETH THOMPSON<sup>4</sup> RING, b. September 02, 1886, Providence, Rhode Island; d. March 25, 1966, Paramus, NJ.

Notes for KENNETH THOMPSON RING:

Kenneth enlisted in the Army April 04, 1918 from Jersey City. He served in France and as a corporal in Company K, 109th Infantry, saw action in St. Mihiel and the Argonne where he was gassed. He was honorably discharged at Fort Dix, NJ, March 31, 1919.

More About KENNETH THOMPSON RING:

Fact 1: 1918, Service, WWI

Cause of Death: Heart Disease

- 10. ii. MARGUERITE RING, b. August 21,

1889, Jersey City, NJ; d. August 14, 1980, East Hartford, CT.

- iii. JENNY RING, b. April 29, 1891, Jersey City, NJ; d. June 29, 1975, Long Island, NY.

- iv. CEDRIC RING, b. August 17, 1892, Jersey City, NJ; d. June 28, 1893, Jersey City, NJ.

- v. HELEN RING, b. January 05, 1894, Jersey City, NJ; d. August 29, 1894, Jersey City, NJ.

- 11. vi. WARREN ELLSWORTH RING, b. April 12, 1895, Jersey City, NJ; d. March 25, 1961, Cliffside Park, NJ.

- 12. vii. HELEN MANSFIELD RING, b. March 28, 1899, Jersey City, NJ; d. June 01, 1983, Ridgewood, NJ.

- viii. MARION H. RING, b. February 15, 1902, Jersey City, NJ; d. November 13, 1989, Ridgewood, NJ; m. NORMAN FRANK GOHRING, September 22, 1923, Jersey City, NJ.

More About MARION H. RING:

Cause of Death: Congestive heart failure

More About NORMAN FRANK GOHRING:

Cause of Death: spontaneous cerebral hemorrhage

- ix. DONALD RING, b. January 30, 1903, Jersey City, NJ; d. August 16, 1903, Jersey City, NJ.

- x. CEDRIC RING, b. January 30, 1903, Jersey City, NJ; d. August 16, 1903, Jersey City, NJ.

- xi. FLORENCE ADELE RING, b. April 16, 1906, Jersey City, NJ; d. July 23, 1989, Ridgewood, NJ.

More About FLORENCE ADELE RING:

Cause of Death: cancer

8. PETER E.<sup>3</sup> THOMPSON (*PETER THOMPSON<sup>2</sup> JR., PETER<sup>1</sup> THOMPSON*) was born 1860 in Calais, Maine, and died December 26, 1910 in Calais, Maine. He married ELLA F. COOK June 09, 1880 in Calais, Maine.

Children of PETER THOMPSON and ELLA COOK are:

- i. \_\_\_\_\_<sup>4</sup> THOMPSON, b. 1882.

## Descendants of Peter Thompson

- ii. ARDELLA THOMPSON, b. 1884, Calais, Maine; d. March 31, 1893, Calais, Maine.
- iii. EDGAR S. THOMPSON, b. December 1886.

9. WILLIAM<sup>3</sup> THOMPSON (*PETER THOMPSON<sup>2</sup> JR., PETER<sup>1</sup> THOMPSON*) was born April 1866 in Calais, Maine, and died March 01, 1920 in Calais, Maine. He married GRACE 1897.

Children of WILLIAM THOMPSON and GRACE are:

- i. HERBERT A.<sup>4</sup> THOMPSON, b. 1898.
- ii. \_\_\_\_\_ THOMPSON.
- iii. LEO M. THOMPSON, b. 1902.

### Generation No. 4

10. MARGUERITE<sup>4</sup> RING (*ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born August 21, 1889 in Jersey City, NJ, and died August 14, 1980 in East Hartford, CT. She married GEORGE EAMES BERRIAN September 12, 1912 in Jersey City, NJ.

More About MARGUERITE RING:  
Cause of Death: 2nd stroke

Children of MARGUERITE RING and GEORGE BERRIAN are:

- i. KENNETH JAMES<sup>5</sup> BERRIAN, b. April 21, 1914, West New York, NJ; d. September 01, 1988, Cambridge, MA.
- ii. GEORGE EAMES BERRIAN, b. October 21, 1915, West New York, NJ; d. September 14, 1941, Holden, West Virginia.

More About GEORGE EAMES BERRIAN:  
Cause of Death: Asphyxiation, "swallowed" tongue

- 13. iii. MARGUERITE ELIZABETH BERRIAN, b. October 21, 1915, West New York, NJ.

11. WARREN ELLSWORTH<sup>4</sup> RING (*ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born April 12, 1895 in Jersey City, NJ, and died March 25, 1961 in Cliffside Park, NJ. He married FLORA ELFRIEDA JOHNSON August 17, 1918 in Jersey City, NJ.

Notes for WARREN ELLSWORTH RING:  
Enlisted in the Army September 04, 1918 in Jersey City. He served in Company F, 606th engineers as a corporal. He was honorably discharged on December 19, 1919.

More About WARREN ELLSWORTH RING:  
Cause of Death: cancer

Children of WARREN RING and FLORA JOHNSON are:

- i. WARREN ERIC<sup>5</sup> RING, b. July 09, 1924, Jersey City, NJ; m. ALICE THRELLFALL, January 24, 1948.
- ii. ROB ROY RING, b. July 05, 1926, Cliffside Park, NJ; d. August 25, 1930, Cliffside Park, NJ.
- 14. iii. PATRICIA MARIE JENNIE RING, b. December 05, 1931, Jersey City, NJ.
- iv. ERIC WALLACE RING, b. April 24, 1933, Jersey City, NJ; d. November 02, 1981, Phoenix, AZ.

12. HELEN MANSFIELD<sup>4</sup> RING (*ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born March 28, 1899 in Jersey City, NJ, and died June 01, 1983 in Ridgewood, NJ. She married GUISEPPE DOMINIC CHOFFY August 14, 1923 in Jersey City, NJ, son of GUISEPPE CHOFFY and MARIA CEVASCO.

More About GUISEPPE DOMINIC CHOFFY:  
Fact 1: 1918, Pte. WWI

Children of HELEN RING and GUISEPPE CHOFFY are:

- i. PETER MANSFIELD<sup>5</sup> CHOFFY, b. April 05, 1926, Jersey City, NJ; d. April 20, 1926, Jersey City, NJ.
- 15. ii. JOSEPH DANIEL CHOFFY, b. June 02, 1928, Weehawken, NJ.

### Generation No. 5

13. MARGUERITE ELIZABETH<sup>5</sup> BERRIAN (*MARGUERITE<sup>4</sup> RING, ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>*) was born October 21, 1915 in West New York, NJ. She married WILLARD WHITE July 04, 1940 in Jersey City, NJ.

More About MARGUERITE ELIZABETH BERRIAN:  
Fact 1: became a nurse  
Fact 2: became Assistant Dean of Nursing at the

## Descendants of Peter Thompson

Connecticut College of Nursing

More About WILLARD WHITE:

Cause of Death: Multiple Sclerosis

Children of MARGUERITE BERRIAN and WILLARD WHITE are:

- i. ELLEN GRACE<sup>6</sup> WHITE, b. April 17, 1941, Jersey City, NJ; m. (1) JAMES MIDGLEY, August 23, 1963, Staten Island, NY; m. (2) DOUGLAS M. JEFFREY, August 12, 1987, Saratoga Springs, NY.
16. ii. ELIZABETH JEAN WHITE, b. July 09, 1947, Jersey City, NJ.

14. PATRICIA MARIE JENNIE<sup>5</sup> RING (WARREN ELLSWORTH<sup>4</sup>, ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>) was born December 05, 1931 in Jersey City, NJ. She married (1) ERIC C. LAMBART, JR. June 03, 1953. She married (2) FRANK DONALDSON April 06, 1979 in Paradise Valley, AZ.

Children of PATRICIA RING and ERIC LAMBART are:

- i. PATRICK<sup>6</sup> LAMBART, b. December 01, 1964, Phoenix, AZ; d. June 29, 1973, Phoenix, AZ.
17. ii. CATHRINE LAMBART, b. January 15, 1967, Phoenix, AZ.
- iii. ERIC LAMBART III, b. March 27, 1972, Phoenix, AZ.

15. JOSEPH DANIEL<sup>5</sup> CHOFFY (HELEN MANSFIELD<sup>4</sup> RING, ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>) was born June 02, 1928 in Weehawken, NJ. He married MITSUKO KINJO April 21, 1964 in Naha, Okinawa, Japan.

More About JOSEPH DANIEL CHOFFY:

Fact 1: June 10, 1946, US Navy, Seaman 1st., WWII

Fact 2: December 28, 1950, US Army, SFC, 2nd Combat Eng. 2nd Inf Division, Korea

Fact 3: June 20, 1960, US Army, SP 5, 1st Special Forces, Vietnam

Fact 4: Suffered severe spinal injuries caused by a faulty parachute landing.

Children of JOSEPH CHOFFY and MITSUKO KINJO are:

18. i. MICHAEL KINJO<sup>6</sup> CHOFFY, b. September 15, 1961, Naha, Okinawa, Japan.

- ii. DANIEL MANSFIELD CHOFFY, b. October 25, 1966, Fort Campbell, Kentucky; m. ANNA LEE HAMMON.

### Generation No. 6

16. ELIZABETH JEAN<sup>6</sup> WHITE (MARGUERITE ELIZABETH<sup>5</sup> BERRIAN, MARGUERITE<sup>4</sup> RING, ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>) was born July 09, 1947 in Jersey City, NJ. She married (1) RICHARD DAVID KUHLA August 23, 1968 in Staten Island, NY. She married (2) DANA JAMES FOX October 02, 1978 in Woodbury, CT.

Children of ELIZABETH WHITE and RICHARD KUHLA are:

- i. DAVID RICHARD<sup>7</sup> KUHLA, b. April 16, 1974, Danbury, CT.
- ii. MICHAEL JAMES KUHLA, b. December 05, 1975, Danbury, CT.
- iii. KATHLEEN ELIZABETH KUHLA, b. October 02, 1978, Danbury, CT.

17. CATHRINE<sup>6</sup> LAMBART (PATRICIA MARIE JENNIE<sup>5</sup> RING, WARREN ELLSWORTH<sup>4</sup>, ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>) was born January 15, 1967 in Phoenix, AZ. She married STEWART KLINE December 06, 1997 in San Diego, CA.

Child of CATHRINE LAMBART and STEWART KLINE is:

- i. SAMANTHA<sup>7</sup> KLINE.

18. MICHAEL KINJO<sup>6</sup> CHOFFY (JOSEPH DANIEL<sup>5</sup>, HELEN MANSFIELD<sup>4</sup> RING, ELLSWORTH WARREN<sup>3</sup>, MARY MARGARET<sup>2</sup> THOMPSON, PETER<sup>1</sup>) was born September 15, 1961 in Naha, Okinawa, Japan. He married (1) JOANN RIONDEAUX May 04, 1980 in Phoenix, AZ. He married (2) JENNIFER DAWN SHEREIKA August 22, 1990 in Reno, Nevada. He married (3) DIANA GARZA May 04, 1998 in Colorado Springs, CO.

More About MICHAEL KINJO CHOFFY:

Fact 1: July 1990, Joann divorced

Fact 2: January 1991, Jennifer divorced

Child of MICHAEL CHOFFY and JOANN RIONDEAUX is:

- i. MELENIE ANN<sup>7</sup> CHOFFY, b. January 07, 1982.

# Letters To The Editor

By: Mary Rosevear

*Editor's Note: The following are letters or emails received by the editor in the last few months.*

## **. LOYALIST DAYS; TORY TRAIL**

Just a heads up on a great event coming up in Boston, Mass. LOYALIST DAYS; TORY TRAIL, gathering at Fort Independence in Boston. Please read below and hopefully plan to attend this free event that helps promote Loyalist History. I hope to have a few tables there with all my loyalist books and materials. MARK YOUR CALENDARS.....THANKS.

Paul J. Bunnell, FACG, UE

### **PRESS RELEASE**

Contact: Fred Schlicher (781) 395-7207  
schlicher@mindspring.com

The Other Side of the "Freedom Trail" Story:  
Free Tory Trail Tour Maps Now Available

Explore Historic Homes of British Loyalists In  
Boston \$5 Value - Free

### **FOR IMMEDIATE RELEASE:**

Boston - The Colonial Loyalist Alliance of Massachusetts (CLAM) announced today that its free Tory Trail tour guide map detailing the locations and tour times of Colonial-era British Loyalist landmarks in the Boston area is now available by visiting the Tory Trail website at [www.torytrail.org](http://www.torytrail.org) or by calling the Royall House Association at (781) 396-9032.

**WHAT & WHY:** The tour guide map was developed by CLAM in response to numerous requests from Boston area schools, Colonial history buffs, travel agents and English and Canadian tourists for more information about the "other side" of the Freedom Trail Story. The tour map provides profiles of each house museum on the trail, a Revolutionary War timeline, information about prominent Loyalists and a balanced perspective on the Siege of Boston. Information on other local related historic sites includes: several churches, Castle Island in South Boston, Brattle Street "Tory Row" in Cambridge, the Old State House and the Town of Marshfield. It also recounts some of the untold stories of Loyalists in eighteenth-century America and their plight during the Siege of Boston. These often forgotten people suffered greatly because they disagreed with patriot sentiments and worked toward a "peaceful solution"

to the conflict with King George. Many were driven from their property and livelihoods, never to return to homes that had been in their families for generations. -more-

**WHERE & WHEN:** A promotional event to further publicize the map and the Tory Trail is planned for June 19 from 10 a.m. to 3 p.m. at Castle Island (formerly Castle William, now Fort Independence) in South Boston. The event is expected to include a Colonial British Military Unit encampment with historic displays and demonstrations and should attract a host of Canadian & British tourists, VIPs and local Loyalist descendants.

**WHO:** Members of the Colonial Loyalist Alliance of Massachusetts (CLAM) are the Golden Ball Tavern in Weston, the Count Rumford House in Woburn, the Isaac Royall House in Medford, the Hooper-Lee-Nichols House in Cambridge, the Shirley-Eustis House in Roxbury, the Loring-Greenough House in Jamaica Plain and the Isaac Winslow House in Marshfield. All member house museums are U.S. National Historic Landmarks, owned by non-profit organizations and open to the public. For more information about the Colonial Loyalist Alliance of Massachusetts (CLAM), the Castle Island encampment or the Tory Trail tour guide map please visit [www.torytrail.org](http://www.torytrail.org) or contact Fred Schlicher at 781-396-9032 or [schlicher@mindspring.com](mailto:schlicher@mindspring.com).

### **Provincial Archives**

A few years back the New Brunswick Genealogical Society placed some books in the archives. These books were put in a collection called MC2657. They are now being moved to MC80, which are available on the shelves in the research room at the Provincial Archives in Fredericton, NB. There are 11 books in total.

Crouse Family History, the Descendants of Philip and Sarah Crouse with allied Burt and Clark Families  
By: Crouse, Roguer (compiler)

Strays! An index to the OGS Strays Project Vol 2,3,6,& 7  
By: Ontario Genealogical Society

Demerchants of New Brunswick  
By: DeMerchant, Vaughan

## Letters To The Editor

About Genealogical Standards of Evidence: A Guide for Genealogists

By: Merriman, Brenda Dougall

Prince Edward Island: Strays in the 1891 Census Volume I, Individuals living on PEI in 1891, Who were born elsewhere in North America or at Sea

By: Glen, William

A Sutherland – Stephenson Family History in New England, New Brunswick, Wisconsin and Minnesota

By: Fuller, Carol & B. F.

Carleton's Loyalist Index

By: Sir Guy Carleton Branch, Ottawa, U.E. Loyalists Assoc.

Index to Ontario Settlement Names

By: Browne, David

From Whence we came: A Duffield History

By: Joy, Charles R

American Loyalists Migrations and Documents Guide

By: Bunnell, Paul J

The Weekend Genealogist

By: Melnyk, Marcia Yannizze

### Derry Genealogy Centre

The Derry Genealogy Centre has now produced histories, suitable for display or presentation, of surnames which either originated in or became established in Northwest Ireland. Northwest Ireland – bounded by the Atlantic Ocean to the north and west, by the Glens of Antrim to the east and by the lakes of Fermanagh to the south – refers to Counties Derry, Donegal and Tyrone.

Not only was Northwest Ireland the last stronghold of powerful Gaelic tribes it also became home to many settlers from England and in particular, Scotland during the Plantation of Ulster in the 17<sup>th</sup> century. Northwest Ireland was home to many emigrants who departed, over a period of three centuries, for a new life in North America, Great Britain and Australasia.

These surname histories can be purchased online at [www.irisgenealogy.ie](http://www.irisgenealogy.ie).

### Alexander Cocklier

I am looking for information on the single tombstone on Tyner Lake in Saint John, NB. The only information that I have is Alexander Cocklier about 1836 and it is the only stone. Can you help?

Mary Rosevear

44 Ashfield Drive

Quispamsis, NB

E2G 1P7

Email: nbgen@nbnet.nb.ca

### Simpson

Here is a letter that might fill a space.

It was written to Abraham Simpson in Eureka, Humboldt Co., California Postmarked in Calais, Maine, Nov. 24, 1869

Dear Brother,

I now take my pen to write you a few lines to let you know that we are all well and I hope the few lines will find you the same I saposue you thought that we had forgot you Will got a letter about 6 weeks agow and I hav been wating for him to ancer it he is home with a brokan jaw they all started for the woods a weak last thersday and Will was thrown off his load and nocked spechales (speechless?) they brot him home his sholder was badly hurt the front part off his jaw brok part threw he is geting better but it will be sum time befoure he gowes back we have got our new shead up that has been tocked about so long and a great long shead wher the woodshed was We hav had no snow yet to speak of it snowed for three days but it melted as fast as it feal it has bean afal windy hear Ed thinks that you are a long time writing to him Tell Ed that Alice and Tildy is weal I would like to see you all again I saposue you will all be coming home some day loaded with goald I have no more to write at presant so good by write soon

Mary Simpson

Submitted By: Shirley O'Neill

### Classified Ad

**Looking to purchase back issues to make a complete set of Generations Magazine, especially the first 5 years. Contact Paul Anderson in Moncton, 388-9303, or email [vintage@nbnet.nb.ca](mailto:vintage@nbnet.nb.ca)**

# Genealogy Books Go Digital

By: Rick Crume

**Think you need to travel the country to visit libraries and used book dealers? Digitized book collections might save you the trip. All prices are in US Funds.**

Most genealogists love nothing better than browsing shelves of nineteenth-century genealogies and county histories and paging through musty tomes in search of clues to an elusive ancestor. Published genealogies typically relate the story of an immigrant family and trace many of their descendants for several generations. Town, county and church histories often include biographical sketches with portraits and details on occupations, religious affiliations, places of residence, accomplishments and personality traits—information that you won't find anywhere else.

Now you can view virtual libraries with actual page images of genealogy and local history books on your computer. Usually you can search for a word or phrase anywhere in the book collection. Here's a list of several virtual libraries of family and local histories—online destinations that merit regular repeat visits.

**Accessible Archives** <[www.accessible.com](http://www.accessible.com)>. Focusing on the mid-Atlantic states, this subscription site features county histories and newspapers from Delaware, New Jersey and eastern Pennsylvania. A subscription costs \$19.95 for 30 days or \$59.95 a year.

**The Alberta Heritage Digitization Project** <[www.ourfutureourpast.ca/home.htm](http://www.ourfutureourpast.ca/home.htm)>. If you have roots in western Canada, be sure to check out the Local and Alberta Histories Collection with 58,675 pages of local histories.

**American Memory from the Library of Congress** <[www.memory.loc.gov](http://www.memory.loc.gov)>. This free site has seven million digital items from more than 100 historical collections. Although not specifically geared toward genealogists, these resources will help you gain an insight into how your ancestors lived.

**Genealogy Library** <[www.genealogy.com](http://www.genealogy.com)>. In addition to over 1,700 genealogies and more than 250 town and county histories, this collection features vital records collections, passenger lists and many other resources. Genealogy Library is haphazardly organized, but it's still a good buy for \$9.95 a month or \$79.99 a year.

**HeritageQuest Online** <[www.heritagequestonline.com](http://www.heritagequestonline.com)>. This collection has digital images of over 25,000 family and local history books. The ability to search for a word anywhere in the entire collection means you might find information that you would have overlooked even if you had the books right in front of you. You can access HQO for free through many public libraries and subscribe to the book collection through Genealogy.com's Family and Local Histories subscription for \$14.99 a month or \$79.99 a year.

**Making of America (Cornell University)** <<http://moa.cit.cornell.edu/moa>>. This free site focuses primarily on material published in the nineteenth century and has digitized pages from 267 books, including New York town and county histories, as well as 100,000 journal articles.

**Making of America (University of Michigan)** <<http://moa.umdl.umich.edu>>. Like its sister site from Cornell, this resource has digital images of nineteenth century American publications. The 11,000 books include many town and county histories, most from Midwestern and Eastern states, and are complemented by 50,000 journal articles.

**Our Roots, Nos Racines** <[www.ourroots.ca](http://www.ourroots.ca)>. The 4,000 local history books digitized for this collection cover both English- and French-speaking Canada.

You'll probably never tire of visiting genealogy libraries and used book dealers, but digitized books now give you access to a virtual library that's no less alluring.

Rick Crume is the author of *Plugging Into Your Past* (Betterway Books, \$19.99) and the creator of the Genealogical Library Master Catalog <[www.onelibrary.com](http://www.onelibrary.com)>.

## Marriages in 1888

Contributed By: Mary Rosevear

*Editor's Note: These were taken from #15 C.A. White Scrapbook at the Saint John Library.*

**Houland-Tripp** – On the 28<sup>th</sup> of July by the Rev. Jacob Gunter, Mr. Gilbert C. Houland of Lincoln Sunbury County to Miss Myrtle A Tripp of Canterbury York County.

**Patterson-Thorne'** – A the residence of the officiating Minister, on the 11<sup>th</sup> ult., by Rev. O. N. Mott, Mr. Isaiah Patterson and Miss Olive Thorne, both of Johnston, Q. Co.

**Nickerson-Kenney** – On the 12<sup>th</sup> July by the Rev. C.B. Atwood, Smith V. Nickerson to Sarah M Kenney, both of Clark's Harbor, N.S.



# Land Petitions 1783-1918 “Stair Agnew”

Contributed By: Janet Cunningham

*Editor's Note: The following Land Petition was taken from Film 4179, 1817 York and can be found at the Provincial Archives, Fredericton, NB. This shows you some of the information you can find on a Land Petition. The /'s and the spelling is the way it was written, nothing was changed.*

## **To his Honor Harris William Haile.Esquire, president and Commander in Chief of the province of New Brunswick**

### **The Memorial of Stair Agnew Esquire.Humbly Sheweth**

That notice of a Writ of Scrin Facian has been served on your Memorialist, returnable on the 3<sup>rd</sup> tuesday in February next, repealling certain Letters patent, bearing Date on the 20th day of June 1809 to Rev'd John Agnew, Stair Agnew Esq., George Agnew. and Urban Agnew;and in submission to said Writ your memo. begs leave to state to your Honor in Council, as follows. That in the year 1789 the Rev'd John Agnew, father of your Memo, arrived in New Brunswick on his way to Canada for the purpose of settling his family there. That the polite reception [he] met with from the Governor Carleton, and his council,who assured him, that if he stopped in New Brunswick, Land would be given[to] his family here, indused him to remain in this pro[vince] and order your Memo. from England, the following year. That the Lot No.1 first tract of the Grant in Question, lying on [the] southeasterly side of the Nashwaack, was originally minuted [to] Revd. Walter Prince 10th June 1794 who sold his claim 1798. Henry White senior for the sum of t75. It was by White released 6th March 1799 to Lord John Agnew. Consideration that ag[new] pay price; and it appears by an Extract from the minuted thru price again relinquished this Lot to Rev'd John Agnew 8th[May] 1799 and his receipt to said John Agnew for the said sum of L75. bears date 15th Day of Janurary 1800.This lot Is described in the grant as of 500 acres, and is the only grant that was ever made[to] said John Agnew in New Brunswick. He regarded It as his regemmental allowance in part compensation for his Loyalty Losses, suffering in American ,jaols, Guard houses, and for his long captivity and confinement at the instance of General Washington he was well known)in french [p  
] Dungeons: Raving been captured , with your Memo. [ ]the british Frigate Romulus, by a french squadron early in 1702 and detained during the remainder of the war. Thoes misfortunes were principally brought on your memorialists' father, from his being the first clergy man in the colony of Virginia (where he resided) who dared to preach against the crimes of Rebellion, and read in his churches the proclamation of 7th November 1775 of Earle Dunmore', then Governor of that province. That your memorialists' father cleared up part of the Front of his lot, and since his death 100 acres of it has been by your Memo. sold to Henry and his son William White, as a settlement for the latter. They have made payments, are engaged in Clearing and intend building a Dwelling house the following summer. The other four hundred acres, your Memo. has given to his sons John, Stair, Bryant and his son-in-law William Carleton who are now engaged, and for some time past in clearing it for the purpose of settlinf it. Their further object is a saw-mill on the lot. The money to erect it is provided, and they are in treaty with Mill-Wrights to build it. William Carleton now regards himself as reduced. He has two children and your Memo. is inclined to settle him in the Country. His father was a Captain in the Artillery. He served at the seige of Charlestown, Commanded the artillery at Savannah, St, Augustine and New providence. In these climates he lost his health which accasioned his death. That on the [I]o th December 1790. The whole of the usehrated Lands formally [g]ranted to Major William Anstruther, containing II20 were ordered to be registered to your Memo. on his paying Frederick D'Ehrenstein(who had a dwelling House) thereon, a compensation for his improvements. His reciept, as well as that of X. Towell Esq. for expenses of Inquiastion, your memo now holds. He also regards lot No. 2 of this grant as his rigimental allowance, in part compensation for his loyalty, Loses, personnal disability from a shot in the Battle of Brandy Wine, and his long suffering (with his father) while a french prisoner in Rhode Island, St. Domingo and Old France. That in the year 1775 your Memo, returned to his native Country(Virginia) from the schools in Glasgow and was by his father immediately put into the King service. His first commission is dated first day of December 1775. He was 8 Days after in the severe action of the Great Bridge against [w]oodford, and continued in the service until made a french pris[oner]. [ ]not granted[ ]try for 26 yrs. Upwards of [ ] years after regestry of them to your M[emo.] in the government never abated. When said lot No.2 of [ ] this could only be given to your memo. at the time the Gra[nt][ ] remaining 620 were readily granted to his minor chil[dren][view] he trusts of settling them in the country; and confirming the just expectations of your Memo. That on the said lot No. 2 first Tract of the grant, your Memo.has about 6 acres more under fence, which has been planted and sowen, and about 14 acres more cleared and in pasture, and he is engaged in clearing up 10 acres of woodLand, which he expects to accomplish in the course of the next summer making thirty acres for this lot of 500 the only lands granted to him. That the other part of rear of

## Land Petitions 1783-1918 "Stair Agnew"

the Anstruther Viz No.3 of the 1st tract containing 620 acres, was granted to George and Urban Gage, youngest sons of your Memo. That [to] improve this Lot, while they were unable to adjust would since 1809 at the high rate of labour (if at all to be had) Viz from t5 to t6 per acre, have sacrificed the part so improved; and your memo. trusts the government never intended this should happen. That the second tract of this grant viz of 300 acres, was also given to said G[eorge] and Urban; that part of this tract was the escheated Lot of a cert[ain] John Cain, minuted afterwards to Isaac Benson in the year [ ] and by him transferred to your Memorialists' father, who paid [ ] consideration in money for it. From the uncommon [ ] and the remote situation of the rear and greatest part of this T[ract] (the front being improved) your Memo. has been induced to D[ ] of it to individuals who now occupy it. With a view to give so[ ] George and Urban, so soon as they can make the necessary con[ ] of said 300 acres, other lands located in front of the To[well] line of them. Your memo. was anxious to show the nature [ ] his family claims and certain arrangements by him made of us properly, that your Honor in Council may judge them. He is now an old half [ ] Captain, unable to begin the World again. He has raised nine children in the country, whom he supports, besides two grand-children dependent on him: and Relying as does, on his landed pursuits to provide for them, he would remark, that if at any time, while he has been doing for the least, th[ ] Encouragement and Benevolence of the government, so justly intended to all, should suddenly be withdrawn from him his share of the public indulgence, for the public advancement would be his private disappointment. If your Memo. has cultivated more on one Farm lying along side of another, on account of his immediate [ ] ants still he has constantly resided in the [ ] [ ] employed (certain[ ] Monkton Farm adjoining the anstru[ ] and improved, since he resided on it about 70 [ ] in addition to about 40 acres previously cultivated [ ] built a barn (expense £120) out houses to the amount of t 200 and a Dwelling House that cost him near t1000. on the lower side of the Nashwaack (part of the Monkton grant) his respected father cleared about 60 acres. Built a Barn (same size with your memorialists') t1200 out Houses, say t50 and a dwelling house that cost hi. about t700 and the expense of the in question, besides the costs of Inquest, and D'Ehrinstein's Improvements amounted to t26, 1/2, your Honour in council will see that the above Estimate does not include the purchase money of the Monkton property nor the Expence of clearing it. nor yet the expediture on other tracts in sunbury and York. He therefore confidently trusts that the approbation of your Honour in Council. The two eldest sons of your Memo. deprecate any accident to their family Endeavours; and especially to the Lands of their younger Brothers who are yet unable to help themselves; and in conjuncture with Your memorialists [pr]ay your Honor in Council will allow them further time. to improve [the] grant In question, and in Duty bound your Memorialist will ever pray. Dated this 5th Day of December 1816.

## Marriages in 1888

Contributed By: Mary Rosevear

*Editor's Note: These were taken from #15 C.A White Scrapbook at the Saint John Library.*

**Sanford-DeWitt** – At the residence of Thomas Williamson, St. John, on the 1<sup>st</sup> inst., by Rev. J.T. Parsons, Mr. Alonzo P. Sanford, of Taunton, Mass., and Miss Lydia A. DeWitt, of Blissville, Sunbury Co., NB.

**Jeffrey – Kerr** – At the residence of the bride's father, on the 5<sup>th</sup> inst., by the Rev. Gideon Swim, Mr. Daniel Jeffrey and Miss Harriet Kerr, both of Stanley, York Co.

**Corris- Whitney** – At the house of the bride's brother, Mr. George W. Whitney, Billtown, Kings Co., NS. By Pastor s. Nason Royal, August 31<sup>st</sup>, John R Corris, Attorney at Law, No. 32 Park Place New York City, and Miss Augusta R. Whitney of Billtown, Kings Co., NS, daughter of the late Sylvanus Whitney.

**Barton-Lunnet** – At Cumberland Point, on the 5<sup>th</sup> inst., by the Rev John Coombes, Mr. Zephaniah B. Barton and Miss Rosilla Lynney, all of the County of Queens, NB

**Brook – Cox** – At Bath Carleton, Co., on the 5<sup>th</sup> inst. by Rev. C. T. Phillips, Thos T. Brooks of Simond Carleton co. and Mary B. Cox of Bath.

**Shaw – Hale** – At Woodstock on the 6<sup>th</sup> inst. by Rev. C. T. Phillips, Hartford Shaw of Penbroke, Carleton Co and Rhoda daughter of Wm. Hale of Pembroke, Carleton, Co.

**Freeman – Fox** – On the 6<sup>th</sup> inst. by Rev. C. T. Phillips, Amos Freeman, of Hartford, Carleton, Co. and Jerusha Fox, of Southampton, York, Co.

**Simonson-Nelson** – On the 7<sup>th</sup> inst., at the residence of the bride's father by Rev. E. B. Grey, assisted by Rev. J. W. Clark, Mr. Aaron D. Simonson, and Sadie A Nelson, both of Wicklow, C. Co.

# New Brunswick Migrants to Victoria, Australia

Contributed By: Barbara Coe

With the discovery of gold in Victoria, Australia in 1851 came the migration to Australia of prospectors from all over the world, including many from New Brunswick. The following is a list of those people whose place of birth was given as New Brunswick and who either died or were married in Victoria, Australia between 1836 and 1913. There are sure to be others, but these are the people who were readily identifiable as being born in NB. Many others have given their birthplace as Canada, so the exact location cannot be discerned.

Barbara Coe (a member of NBGS) in Canberra, Australia is happy to trace any of these names, or any others, free of charge. She may be contacted on [coe@bigblue.net.au](mailto:coe@bigblue.net.au)

## Deaths

Surname	Given Names	Father	Mother	Age	Birth Place	Year of Death
Brown	Charles Thomas	Chas	Hannah Unknown	51	New Brunswick	1880
Lowry	Mary	Unknown	Unknown	27	New Brunswick	1877
McCoach	John Gagnor	James	Maria Magee	11	New Brunswick	1853
McLean	George	Unknown		32	St Johns NB	1854
McLean	George	Unknown		32	St Johns NB	1854
Mellidge	Peter	Unknown		33	St Johns NB	1854
Read	James	Ishmael	Abel	22	New Brunswick	1853
Sherrard	Isaac	Unknown		30	New Brunswick	1853

## Marriages

Surname	Given Names	Birth Place	Year Of Marriage
Beaton	Charles	St Johns	1870
Brewster	Jas	New Brunswick	1890
Brown	Charles	St Johns NB	1868
Brown	George Edgar	New Brunswick	1870
Brown	Valentine Harding	St Johns New Brunswick	1867
Buckley	Thomas	St Johns	1869
Burkelt/Burkett	Louisa	New Brunswick	1896
Caldwell	George Stewart	St Johns	1868
Clark	Irwin	New Brunswick	1869
Craig	James	New Brunswick	1877
Crothers	David	New Brunswick	1869
Crothers	George	New Brunswick	1869
Crothers	William	New Brunswick	1869
Dallimore	James	New Brunswick	1870
Dallimore	Mary Anne	New Brunswick	1868
Davis	Lavinia	St Johns	1871
Delap	James	New Brunswick	1878
Dixon	William Coates	New Brunswick	1866
Doyle	Catherine	St Johns	1866
Fleet	James	St Johns	1876
Forrest	Sarah	St Johns	1872
Forster	Charles Cameron	New Brunswick	1866
Fraser	Katherine	St Johns	1873
Gillingham	Joseph	New Brunswick	1886
Hall	George Edward	New Brunswick	1866
Henry	Emily	St Johns	1890
Hogan	Philip Butler	New Brunswick	1869
Hume	Priscilla	New Brunswick	1869
Irving	Mary Elizabeth	St Johns	1874
Judge	Martha	St Johns NB	1875
Judge	Mary Jane	St Johns	1872
Kelly	Robert Henry	St Johns	1873

## New Brunswick Migrants to Victoria, Australia

Kerney	Edward Joseph	St Johns	1872
Lormer	Robert	New Brunswick	1885
Macdonald	Thomas	New Brunswick	1882
Magee	Anna Augusta	New Brunswick	1870
Magee	Hester Eustace	New Brunswick	1870
Main	George	New Brunswick	1874
Manly	John	New Brunswick	1868
McInnes	Charles	New Brunswick	1868
McIntosh	Carol Elizabeth	New Brunswick	1905
McKenzie	Kenneth	St Johns NB	1882
McKenzie	William	St Johns	1878
McMillan	Dugald McLachlan	New Brunswick	1882
McMillan	Ewen Duncan	New Brunswick	1887
Moore	George	New Brunswick	1873
Moore	Robert William	St Johns Newfoundland	1875
Morgan	Frederick Samuel	New Brunswick	1890
Mount	Arthur Wood	New Brunswick	1888
Neily	Sarah Clarke	St Johns	1868
O'Brien	Thomas	St Johns	1870
Oliphant	Helena	New Brunswick	1867
O'Regan	Robert Emmet	New Brunswick	1880
Paterson	Henry Newton	New Brunswick	1887
Patterson	George Alexander	New Brunswick N America	1889
Patterson	George	New Brunswick	1888
Patterson	Margaret Jane	New Brunswick	1890
Patterson	Martha	St Johns	1874
Patterson	Thomas	St Johns	1881
Peters	Robert Brooks	New Brunswick	1876
Powell	Abraham	New Brunswick	1876
Rice	Margaret	New Brunswick	1867
Rider	James	St Johns NB	1885
Ritchie	Sarah Jane Peace	St Johns	1877
Robinson	Robert	New Brunswick	1870
Ross	Christina	New Brunswick	1875
Roxburgh	Andrew Charles	New Brunswick	1879
Roxburgh	John Donald Graham	New Brunswick	1877
Sanders	Alexander	New Brunswick	1869
Schiller	Louisa	St Johns NB	1875
Scott	Caleb	St Johns	1870
Scott	Jesse	New Brunswick	1873
Scott	Levenia Adelia	New Brunswick	1868
Scott	Mary	New Brunswick	1870
Scott	Philena Maud	St Johns New Brunswick	1870
Scott	Thomas	St Johns NB	1872
Seely	Isabella Cassilis	New Brunswick	1867
Showery	George Arthur	St Johns British America	1885
Smith	James Edwin	New Brunswick	1871
Speers	George	St Johns	1869
Sutherland	Jane	New Brunswick	1868
Sutherland	Margaret	New Brunswick	1879
Sutherland	William	New Brunswick	1869
Taylor	Rupert Geo Francillon	New Brunswick	1882
Thomas	John	St Johns NB	1868
Tompkins	Joel Smith	New Brunswick	1877
Williams	Edward	New Brunswick	1878
Wilson	Robert James	New Brunswick	1866
Wingfield	Bernard	St Johns	1876

# New Brunswick in 1848: As Seen by Traugott Bromme

Introduction and Translation By: Richard L. Bland

During the early part of the 1800s, Europeans were coming to North America in large numbers. One such person was Traugott Bromme. Bromme, born near Leipzig in 1802, came to the United States in 1821 where he studied medicine, subsequently to become a doctor in the "Columbian service." Before returning to Germany, he served aboard a Columbian vessel in the West Indies and spent time in Haiti.(1) During his travels he surely faced many of the problems encountered by immigrants in a new land.

Large numbers of immigrants to North America arrived with no prospect of a job and unable to speak English, the dominant language. Many of these people, looking for a new start in life, were Germans.(2) In order to fill the need for information that would aid these people in knowing what to expect, Bromme wrote a travel guide for German emigrants. This book was relatively popular, going through at least five editions by the year 1848. It was entitled: Traugott Bromme's *Hand- und Reisebuch für Auswanderer nach den Vereinigten Staaten von Nord-Amerika, Texas, Ober- und Unter-Canada, Neu-Braunschweig, Neu-Schottland, Santo Thomas in Guatemala und den Mosquitoküsten* [Hand- and Travel-Book for Emigrants to the United States of North America, Texas, Upper and Lower Canada, New Brunswick, Nova Scotia, Saint Thomas in Guatemala, and the Mosquito Coast], 5th edition, Bayreuth: Verlag der Buchner'schen Buchhandlung, 1848. The section dealing with New Brunswick can be found on pages 279–286.

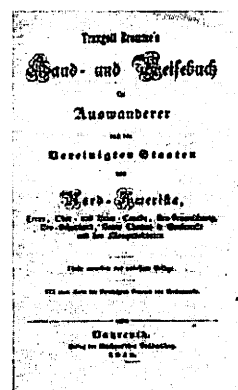
Bromme's travel guide indicates that he did substantial research on various regions of North America, using the maps of Joseph Bouchette and Henry Schenck Tanner.(3) Bromme's book has over 550 pages divided into two main parts. In the first part Bromme gives a general overview of North America, including a thumbnail sketch of most of the states, territories, or countries an emigrant was likely to enter. He devotes more attention to those places most likely to benefit an immigrant—for example, New Brunswick, just over seven pages—than those places he felt would be of less benefit—less than half a page to "The Territory of Missouri and the Oregon Territory," where for "settlement, this recommendation comes still too early . . . in the two here-named Indian territories with the wild inhabitants of the same".(4)

In the second part of his book Bromme deals with the problem of who should and who should not emigrate, discussing about 100 professions. Bromme cites his book "as the most crucial and accurate purveyor of information on the conditions of the western world, in so far as emigrants might be interested."(5)

Bromme did not intend that all his books be used solely as guides. For example, in 1842 he published the second volume of his two-volume set *Gemälde von Nord-Amerika in allen Beziehungen von der Entdeckung an bis auf die neueste Zeit - Eine pittoreske Geographie für Alle, welche unterhaltende Belehrung suchen und ein Umfassendes Reise-Handbuch für Jene, welche in diesem Lande wandern wollen* [Portrait of North America in All Connections from the Discovery to the Most Recent Time - A Picturesque Geography for Everyone Who Seeks Entertaining Instruction and a Comprehensive Traveler's Handbook for Anyone Who Wants to Travel in this Land]. As is apparent in the title, these volumes were intended not only as travel guides, but as entertaining instruction as well. According to Joseph Sabin in his *Dictionary of Books Related to America*, vol. 2, 1869, Bromme produced at least twenty-three titles, some multiple volumes, and some as supplements to the works of others, such as those of Alexander von Humboldt.(6) But all his works concerned geography.

I have left Bromme's spellings, errors, and omissions as they are in the original, trying not to intrude upon the author. However, I have at times changed his punctuation and word organization in order to bring the text somewhat more in line with modern idiomatic English, as well as breaking the text into more paragraphs.(7)

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## New Brunswick

The province Neu-Braunschweig [New Brunswick], formerly a part of the province of Neu-Schottland [Nova Scotia], and until the year 1784, when the land was transformed into its own province

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for the benefit of the Loyalists who emigrated from the United States, called the Wilderness of Nova Scotia, lies between 35° 5' and 48° 4' 30" n. lat. and between 63° 47' and 67° 53' w. long. from Gr[eenwich]. It is bounded on the north by Chaleur Bay, the Gulf of St. Lawrence, and the Ristigouche River, which separates it from Lower Canada; on the east by the Gulf of St. Lawrence and Northumberland Strait, which separates Prince Edward Island from the mainland; on the south by the Bay of Fundy, Chignecto Inlet, and Shepody Bay, and Nova Scotia; and on the west by the state of Maine. It extends 282 English miles east to west and 207 miles from south to north.(8) It embraces, according to Bouchette (see Note 3), a surface area of 27,704 □ English (equal to 1,320 geographic) miles or 17,730,560 acres.

New Brunswick is still a very rough land lying in a primitive state but with much promise. It generally consists of rolling hills that here rise up to mountains, there slope to valleys and lowlands, are covered with thick stately forests, and are cut through by numerous lakes and rivers, which provide water connection in all directions with pleasant settlements scattered throughout fertile alluvial tracts called "intervalles." The larger part of the land, about 14 million acres, is still in a rough primitive state, but is richly covered with timber and provided with fine extended prairies. The coasts of the country are for the most part high and rocky, very indented along the Bay of Fundy, and with many alternating plateaus and valleys back of the coastal stretch, which richly pay employed diligence.

New Brunswick does not have actual mountains. The low spurs of the Albany chain, coming from Lower Canada, run to the southern bank of the Ristigouche and go northwest to the boundary of Maine. They rise to individual mountains. Some small branches drop to the south and spread out in separated ridges of hills throughout the whole land. The most significant point of these is Mars Hill to the west of the St. John River, which rises to 2,000 feet above sea level. East of St. John lie the two 1,200–1,500 [foot] high Bear Mount and Moose Mountains. Farther to the south is the separated insignificant Goatawomsook chain of hills, and in the east of the province, the higher Shepody Mountains. In the interior run the Grenlaw Mountains, in which a volcanic eruption is supposed to have occurred in 1828. All these mountain chains belong to those of the second formation, nowhere reach over 3,000 feet high, and are covered with thick forests in the interior of the land. They have not yet been investigated anywhere for mining. The coast along the Gulf of St. Lawrence is low and sandy, and bordered with extended marshes, deep bogs, and long sandy shores. The shoreline of the magnificent 85 mile long by 16–

30 mile wide Chaleur Bay is like the gulf coast, but has vertical rock cliffs of substantial height in some places. The sea coast of Miramichi Bay is low, but the land rises toward the interior, and consists in part of extended fertile "intervalles" and in part of rocky areas. The north of the province, along the south bank of the Ristigouche, consists of plateaus stretching with their prominences to edge of the water, looking like fortifications rising to 300 feet above the water surface. The appearance of the land here is uncommonly magnificent and impressive. Toward northwest the land becomes ever more to flattened, and the entire stretch to the source of the Ristigouche is a beautiful, open, fertile plateau, which until now has been sparingly cultivated only partially along the banks of the rivers, but, because of the excellent quality of the spruce timber and productivity of its soil, will hopefully soon be cultivated by settlers, all the more since now the boundary with the United States is fully regulated.

The coast on Northumberland Strait is interlaced with sand flats and marshes, but inland the region rises and heavier foliage gives evidence of the productivity of the soil. The coast on the Bay of Fundy offers nothing but naked rocks, but because of the nearness of the chief city it is carefully cultivated, and inland it presents a pleasant view. The Bay of Fundy washes the entire south coast of the province, creates several significant bays, and with the occurrence of high tide, which here rises 50 or more feet, displays that peculiar phenomenon called a "bore," which also is observable at the mouths of the Ganges and the Mississippi.

The lakes of New Brunswick are exceptionally numerous, and the most significant are: the Grand or Freneuse Lake of 30 miles length, the Waschedemoak, the Darling and Lomond, the Eudora and Meilen Lakes, the Oronokto, Loon, Erino, and the Quako and French Lake.

The main river of the country is the St. John, which arises in the state of Maine from St. Johns Lake and flows northeast through Lower Canada, then below the mouth of the Madawaska, where it describes small falls, swings southeast into New Brunswick. After this it receives a number of small rivers, forms a large, all together 75 foot high falls, and, after its confluence with the Swan, turns south, widens through Belle Isle Bay, Long Reech, Grandbay, and Kennebeckasis Bay. Above St. John it narrows to 1,300 feet and rushes through a broad mouth at the Bay of Fundy. The river can be navigated by seagoing ships as far as Kennebeckasis Bay. At Frederikton, 90 miles above St. John city, the river is ½ mile wide, and the tide, which at this chief city of the country reaches a height of 6–10 inches, is noticeable 9 miles farther upstream. Bateaux or



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tugboats can navigate the river 130 miles farther up.

The Ristigouche ripples through the northwest of the province. In its 220-mile-long course in New Brunswick it receives the Mogabach, Gagouchiaouway, and Upsalguish, and forms a large commodious harbor at its mouth in Chaleur Bay. Two miles upstream from its mouth lies the city of Dalhousie, which has a wide 6–7 fathom-deep harbor. Over 200 miles from its mouth, to where the tide reaches, the Ristigouche is over a mile wide, and is negotiable by bark and canoe to 40 miles from its source.

The main stream of the eastern district is the stately Miramichi, which 30 years ago was known only by a few fur traders. But now because of the substantial trade that the bold and enterprising residents carry out there with timber and the returns from the fishery, it is of great importance. At its mouth in the Gulf of St. Lawrence, at 47° 10' n. lat., the Miramichi forms a substantial bay with several islands and a canal for ships up to 700 tons burden for 30 miles upstream. Chatham, the main seaport of the eastern district, lies on its south bank about 25 miles from the gulf, Douglas is on the opposite bank, and farther upstream is Newcastle. At the two latter settlements over 200 ships are loaded with timber for England and so forth annually. The Miramichi, which separates into two arms 7 miles above Chatham, takes in a number of navigable streams and in its main arm is negotiable by boat to about 80 miles upstream.

Into Northumberland Strait empty the Black River, its mouth offering a secure harbor; the Richibucto, on the west bank of which lies the city of Liverpool, and which is navigable by large seagoing ships 22 miles upstream; and a quantity of smaller streams. Into the Bay of Fundy, besides the above-mentioned St. John, empty the Aulac, Tantamar, Scodic, and several smaller streams.

A large number of islands lie strewn along the coast and in the bays of New Brunswick, of which Grand Manan and Deer Islands, at the entrance to the Bay of Fundy, are the most significant.

Although New Brunswick lies at the same latitude as France, it is far colder and more inclement than Germany, and the winter, as in Lower Canada, lasts 5 to 6 months. Spring comes suddenly and lasts only a few days. The vegetation is quick and flourishing, and summer as a rule is very hot. The east coast is most often enshrouded in fog, while by contrast clear air usually prevails in the interior of the country. Fall is the most pleasant season here. Winter begins in November with snow and ice. The rivers begin to freeze and the ice rarely disappears from them before the end of March. East winds prevail. The thermometer climbs at times in summer to 30° R and

often falls in winter to 20° below 0.(9) The land, however, is generally healthy, and will certainly become even more so when the forests are thinned out and the marshes and swamps along the rivers dried up. People, who live not in the least a temperate life, as the lumbermen everywhere here, reach an advanced age. Consumption and rheumatism are the prevalent illnesses. Consumption and malaria by contrast are rare, indeed almost entirely unknown.

The natural products of New Brunswick are just the same as those of Lower Canada. The entire land is a large, broad forest. Timber of all kinds covers almost the whole surface of it in such surplus that, should it be employed only for construction, it could provide Great Britain with material for centuries. White, yellow, and red pine, larch, *Spross* hemlock, Canadian hemlock, Scotch pine, poplar, white and sugar maple, beech, ash, birch, elm, and white and red oak form the pride and worth of the local forests, in which are still elk, moose, Canadian deer, carcajou, bear, raccoon, opossum, mink, lynx, wildcat, wolf, fox, marten, and weasel. Otters and beaver are in all the rivers, which, like the sea, are rich in all kinds of edible and fine-tasting fish. The gulf, as well as Northumberland Strait and the Bay of Fundy, offers stockfish, cod, and herring. However, the rivers and lakes provide white fish, which are salted as well as smoked. All these make up a chief article of export of the country. Most of the birds of Canada are also found here, and all of our domestic animals are fully adopted in New Brunswick. The fauna and flora of the land are still as little properly investigated as the mineral kingdom: along the coasts of the gulf and Chaleur Bay gray sandstone and clay slate predominate, and on the south coast, by contrast, limestone, graywacke, and clay slate with sandstone. Iron ore is encountered in excess in various parts of the land, as well as copper, lead ore, and manganese dioxide. Gypsum, grindstone, and millstone are available in the vicinity of Chignecto Bay in inexhaustible quantity. There are salt springs in quantity and several sulphur springs have recently been found. Widespread stone coal deposits, which lie only a few feet under the water level and stretch horizontally, were discovered on the shore of Grand Lake, and an even richer one was opened a short time ago on the bank of the Salmon River.

Actual European culture has only begun in the south of the province between Passamaquoddy Bay and the St. John, along the shore of this river, and on Miramichi and Richibucta Bays. The remaining part of the land and even the largest part of the coast still represents a true wilderness.

The settlers grow wheat, rye, barley, corn, oats, peas, flax, some hemp, potatoes, beans, and the usual European garden plants, as well as some fruit, but

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none of them for more than their own needs because night frosts that cause crop failure are not uncommon. Agriculture is carried out in the pure English fashion with the exception that, because of the long winters, no winter crops are grown. The cultivation of gardens is still in its youth. Tree crops are yet only little cultivated, but in the neighborhood of St. John and Frederickton several fruit tree plantations, which thrive well, have already been laid out.

Livestock breeding is considerable and the local farmer pays more attention to this than to agriculture. It is maintained more because of the surplus of coarse grasses that grow in the natural meadows and provide nourishing feed. In 1842 the livestock amounted in round figures to 13,000 horses, 100,000 cattle, 140,000 sheep, and 100,000 hogs.

One cannot think of manufacturers in New Brunswick yet, and the industries of the residents revolve only around their agriculture, livestock breeding, fishing, and timber products. There are already a number of sawmills (in 1842: 249), the production value of which amounts annually to 300,000 to 310,000 pounds sterling. The fishery is significant, and its products go salted, dried, and smoked as a trade item to Europe, the United States, and the West Indies. Whaling increases in significance annually, and from St. John alone 7 ships go to the Pacific and eastern ocean for taking seals, cachelots [sperm whales], and whales.

Trade is carried out in a lively fashion and annually close to 3,000 ships are occupied with about 310,000 tons. Export is based on fish, wood, and wood products, and these are, besides hides and furs, the only things the residents of New Brunswick bring into trade, and with which they pay for their foreign needs. St. John and St. Andrew are the two chief import harbors of the province, and from Passamaquoddy Bay a not insignificant black market is carried out with North Americans [U.S. citizens]. The coastal trade employs about 600 ships with 34,000 tons, and the fishery about 70 ships. Although several roads already cut through the land, trade in the interior of the country is carried out on the rivers, and even in winter the river bed is used as a connecting road for various settlements. Weights and measures are as in England. Currency is reckoned as in Canada by pounds, shillings, and pence, and British coins are in common circulation. Up to now only three banks have been established: in St. John, St. Andrew, and Frederickton.

The population of the province of New Brunswick, only amounting to 40,000 souls in 1812, approaches 180,000 souls now. The main body is the Loyalists of the United States, as well as some descendants of the old Acadians. The majority at

present are Anglo-Americans, English, Scots, and Irish, and several German and French families. The language of the land is English. Everyone lives, eats, and clothes himself according to the custom of his fatherland, and modifies it only according to occupation and branch of nourishment. Only about 1,800 Indians of the Algonquin tribe live in their own villages in the interior of the country by hunting and fishing.

The dominant church in the land is that of the Episcopalians, but there are also the Presbyterian, Catholic, Congregational, Lutheran, and Methodist. Very much has been done for school instruction in recent years. In most districts elementary schools have been built, and under the patronage of Sir Howard Douglas an excellent college was established. The press is free, and at present there are already 8 newspapers in the country.

The constitution of New Brunswick deviates only in so far from those of Upper and Lower Canada as the Executive Council made up of 12 members, which aids the Lieutenant-Governor and exercises legislative functions; and a uniting of two powers, which a part of the colonists have strenuously opposed, since the members as Executive Council exercise a power motivated purely through the Crown in all civil affairs and are appointed as the Upper House or Legislative Council by the King (or now the Queen). The House of Assembly or Lower House has 28 members, who are elected through free vote by the freeholders.

During the winter the assembly sits for two months in Frederickton. The Lieutenant-Governor represents the person of the Queen, but in military affairs is under the governor of Lower Canada. The judicial organization is modeled on that of the Motherland. The laws are administered by a supreme court and a subordinate tribunal. Further, there are a Court of Chancery, a Court of Common Pleas, a Vice Admiralty Court, and in each county a county court and a legacy court, as well as a court of minor offences and juries.

The finances of the province are well ordered. The income flows from the expenditures, which are collected in the various harbors on the import of goods, and which at present amounts on average to 36,000 to 40,000 pounds sterling and is more than sufficient to pay for the entire provincial expenses. The Crown of England maintains only a small number of regular military in New Brunswick. The militia by contrast consists of more than 12,000 men who are divided in 10 regiments and 29 battalions.

New Brunswick, although only most recently established, belongs indisputably among the most rapidly blossoming colonies of North America, and has made enormous strides in the prosperity of its

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citizens. About 10 million uncultivated, for the most part forested, undistributed lands are still available, and great are the advantages that the province can offer industrious, sensible, and skilled emigrants.

The province is broken into counties: York, Charlotte, Sunbury, Queen's, King's, St. Johns, Westmoreland, Gloucester, Kent, and Northumberland, which are divided again into townships, municipalities, and parishes. The most significant cities in the land are:

Frederickton, the capital of the province and seat of authority of the land, is at 45° 57' n. lat. and 66° 45' w. long. on the right bank of the St. John 85 miles from the sea coast. The city is laid out in 18 wards, has straight streets crossing at right angles, about 800 house built for the most part of wood, and public buildings: the provincial hall, the courthouse, a government house, a library, an Episcopal church, a Methodist and a Baptist church, a bank, barracks, and college. The residents of the city number 5,600.

St. John, the second city of the province, at 45° 20' n. lat., near the mouth of the river of the same name, is on a beautiful harbor. The city is divided into 6 wards, of which 4 are on the east bank, the remaining two, which bear the name Carleton, lie on the west bank of the river. It has spacious, regular streets, about 700 buildings constructed of stone, brick, and wood, among which are 7 churches, 1 courthouse, 1 bank, 1 poorhouse, 1 jail, 1 naval hospital, and the barracks with the government storehouse. The residents of the city number about 6,000.

All the other cities of the land are small, with none counting over 2,000 residents.

### Notes

(All notes are those of the translator)

1. It is stated in *Appleton's Cyclopaedia of American Biography* (ed. by J. G. Wilson & John Fiske Appleton, v. 1, p. 384, 1888) that

Bromme "settled in the United States in 1820, and afterward travelled extensively in Texas and Mexico, became surgeon on a Columbian war-schooner cruising in the West Indies, and was detained for a year as a prisoner in Hayti." By contrast, Klaus Dieter Hein-Mooren (in "Gediegene Schriften für Auswanderer." *Buchhandelsgeschichte* 2:B45-B46, 2001) more recently states that Bromme went to the United States in 1821 and studied medicine, though he does not say where, only that he later became a doctor in the Columbian service and spent some time in Haiti, returning to Saxony in 1824.

2. Hein-Mooren (2001:B42) states that "from 1816 to 1845 about 300,000 people left the German states to seek a new homeland. Many of them traveled to the United States. The famine of 1816-1817, the Karlsbad decrees of 1819, as well as the social, economic, and political unrest of the 1830s form the background for these emigration movements" (my translation).

3. Tanner created numerous maps in the early 1800s. As a result, it is difficult to say with certainty which ones Bromme used. For those interested, Tanner's maps can be easily found on the internet. For example, at (<http://www.davidrumsey.com/maps2809.html>) is the one for New Brunswick. A map of New Brunswick by Joseph Bouchette, dating to 1831 can be found on the internet at <http://www.davidrumsey.com/maps6146.html>.

4. Bromme 1848:225-226.

5. Bromme 1848:V.

6. Alexander Freiherr von Humboldt (1769-1859) was a German explorer, scientist, and natural philosopher who conducted expeditions to Cuba and Central and South America. His greatest work was *Kosmos* (in five volumes). Bromme is accredited with working on the illustrations in *Kosmos*.

7. I would like to thank Sabine de Martin for proofreading the text and the Staatsbibliothek in Berlin for helpfully providing materials.

8. In the past there have been a variety of miles ranging from the Ancient Roman mile of 1,475.8 m to the Swedish mile of 10,698.5 m. The Germans themselves had four different miles, ranging from the German short mile of 6,271.9 m to the German long mile of 9,259.2 m. In between lay the German geographic mile of 7,419 m. The English statute mile is 1,609.3 m.

9. Bromme uses Reaumur (R), a thermometer scale with 0° at freezing and 80° at boiling. Thus, 30° R would be almost 38° C or 100° F.

## Queries and Answers

I am sorry to say there are No Queries and Answers in this issue due to the unexpected hospitalization of our Queries editor Joan McLeod. We all hope she will have a speedy recovery and back as our Queries editor in the fall.

You can show us how much you miss the queries by sending lots in for the fall issue.

# Diary of Sergeant John Burrell, 1759-1760

Contributed by George H. Hayward

*Editor's Note: The spelling is exactly as John Burrell wrote it in his diary.*

John Burrell, one of my 5<sup>th</sup> great grandparents, was born 30 Nov 1717 in Weymouth, Mass. and died after 1765 in Abington, Mass. He married Anna, daughter of Thomas and Hannah (Thayer) Vinton, 15 May 1740 in Weymouth. Their daughter Mary Burrell married John Shaw, and their daughter Anna Burrell married Samuel Nevers. Both couples came to Maugerville, Sunbury County, N.B. about 1763.

Fragments of this diary kept by Sergt. John Burrell of Abington when in Capt. Moses Parker's Company at St. John, New Brunswick, in the French and Indian War, 1759-1760, were once in possession (1905) of his great granddaughter, Abby Frances Burrell Horton, of Cleveland, Ohio. *Through Thursday ye 17th, excerpts from New England Historical & Genealogical Register, 1905. Vol. 59, pp. 352-353. From \*excerpts kindness of Mr. Walter A. Burrell, Sr. taken from Abington and the Revolution and Earlier Wars, published by the Bicentennial Committee, Abington, Massachusetts 1975; text by Martha G. Campbell.*

August ye3 Fryday 1759.

Saturday 4. Capt Garash came from Annaploss.(Nova Scotia)

Sunday 5. Our armes and amonishon all receeved this day at Saint Johns.

Monday 6. maid a Fitualling return alfebietakel to ye Comisory.

Saturday 11. Capt. Garash Lewtt Hutchens, Lewtt Clapt Lewt Demming Lewtt Foster & ye Cornel Aburthnet: With 75 men bye ye River this Day with ye Commisary.

Wednesday 15th. Our Cornell (Thomas Clapp) & 2 vessels come home this night with his Batl.

Thursday 16th. ye whole party all come back well & brought two Scourners & a grate deal of plunder.

Fryday 17th. Brought ye vessels to anker this day & had a frolek [frolic].

Sonday 26th. Ensn. Pike with a party of men went to hallafax with one of ye Scourners in order to have condemned.

Thursday 30 August Fryday 30th. we kiled a Bare a swimming acrost ye River. Our Cornel went to annapoles with ye Scourner this night.

Tuesday (September) 5th. ye Cornel Came back from Annaples all well.

Tuesday 11th our Cornel with two Captens & three Lewts & two Ensn about 85 men went bye ye River this night.

Wednesday 12th. ye Cornel Returned with ye party of ye scots up the River brought but a little Plunder for they were beat by ye enemy fireing upon ye party as they were in a small creek and kield Ensn Tirrell & Corporall Shelden, John Ells, Eleser Peks & Elishu Randell, Total 5, & wounded at ye same time Lewt. Foster, Leonard Commins, Isaac Palmer, Vine Turner, Ebenezer Kers,

Solomon Maker and Isaac Torry Total 7 - all of Capt Parkers Company & one man of Capt Garrashs This day ye 8 instant of September.

Monday 17th. a grate raine that washed ye part of ye Fort that it fell down a grate part of ye same.

Tuesday 18th. ye Fort keeping still falling down.

Fryday 20. Bige Scourner went to Halafax with ye Comisory.

Saturday 22nd. Vine Turner Died being wounded ye 8th instant.

Sunday Vine Turner burred.

Saturday 29th. ye lettle Scouner Come from Hallafax all well Brought Mr. Corbett a letter.

Sonday 30. a white mors came Down one ye Pint & we fired on.

Monday ye 1st day of October. Drew Lowances for seven days vicualling Returns to ye Cornel for 28 days.

Fryday ye 5th. Leannard Commens died with ye wound ye enemy gave him ye 8 of September, he lived four weeks after his body was shott thrue with a ball wanting one day of it To ye amasement of us all.

Tuesday ye 9th. vandued ye plunder that was Brought Down ye River

Fryday 12th. two vessels Come into this place from Boston and one grate Scouner.

Tuesday ye 16. Isaac Palmer dyed.

Wednesday 17th. A Cold storm & it snowed a little ye wind blue.

Thursday 18th. three French men come in with a Flag of truse & brought nuse the Quebeck is our & offers to Resine themselves to ye English Nasion Quebeck given bye ye 17th of September.

Fryday 19. ye Cornel went to Annoples & one of ye Frenchmen with ye lettle Snow [a small, two-masted sailing vessel].

Tuesday ye 23. of October 1759 Our Cornel Come from Annoples.

Wednesday 24th. a party went bye ye of Saint Johns two Capts three Lewt and one Ensn & three Sarjan & three Corpals 81 privates & ye Cornel & Doctor & one vessel that come form Annaples.

Wednesday ye 31. Drue amonishon this last day of our lenlistment.

Saturday (November) 3<sup>rd</sup>. a hard rain.

Sonday ye 4th. ye wind Blue & a hYg Tide that washed ye stores or Blue it to Peases that some of ye Provisions fell out into the Tide this Day. Lewtt Hutchin Come Back & brought nuse ye French ware all coming in as fast as they could.

Monday ye 5<sup>th</sup>. one family of ye French Came into ye Fort.

Tuesday ye 6th Ca pt. Garash come home with one Battoo, all well.

Wednesday ye 7th. ye Cornel & all ye party come home and Brought about thirty famileys of ye French women & Children.

Sonday ye 11<sup>th</sup>. ye wounded went home Mr. Spalden & Capt Garash tot.4.

## Diary of Sergeant John Burrell, 1759-1760

Monday ye 12. ye Indians come into the Fort about 15 of them, a vitualling role to ye Cornel.

Tuesday 13. aboute 20 more Indians come in & Drew Lowances ye Preast himself come in.

Monday ye 19th. Capt. Garash Brought ye Grate Scouner to this place.

Tuesday 20th. one Scouner come from Annapales and brought Provisions for ye Garrison.

Saturday ye 24th. I went to see the other mash one ye west side of ye Fort.

Sonday ye 26. John Boston & John Boutell come home.

Monday ye 10<sup>th</sup> of December. Mr. Bryon & Mr. Boston brought some stores.

Monday ye 24th. ye Sloop went off.

Tuesday ye 25. Crismass Day.

Sonday ye 30th. I've got a bad Cold.

Tusday Janawary ye 1<sup>st</sup> day of ye year 1760. three Indians fell over Bord & Drowned one lettle Boye got a shoure.

Wednesday ye 2nd. ye free frolik.

Fryday ye 4th. ye little Scourner went home as we supose to Nue England John Munfell for one.

Sonday ye 6th. Capt Cammall come & brought some perfect nuse.

Wednesday ye 16<sup>th</sup> Reseved a letter from my wif Dated July ye 15<sup>th</sup> 1759.

Thirsday ye 17<sup>th</sup>. One Scourner Come in from Halafax & Brought ye Comisory Green to this place.

Tuesday, January 22. Between ten and eleven o'clock a comet was seen to fall in the north west, and a noise was heard like three cannon distinct.

Sunday, January 27. Our Colonel went aboard in order to sail for Halifax with part of the Frenchmen.

Monday, January 28. The women and children went on board today.

Tuesday, January 29. They set sail.

Monday, February 18. Made a victualling roll and all the soldiers were reviewed today.

Friday, February 29. Leap year 1760.

Wednesday, March 12. The Colonel came for Halifax and all that went with him. Two families for the French came from Quebec.

Sunday, March 16. Captain Sanders came in.

Monday, March 17. Captain Cobb and Captain Sanders went out of this harbor and our Colonel and Captain Parker went to Passamaquoddy with the Indians.

Thursday, March 20. The colonel came from Passamaquoddy with Captain Cobb.

Sunday, March 23. A snow storm. We all received four pounds of bounty from Colonel Arbuthnot.

Wednesday, April 2. Captain Gerrish went home.

Thursday, April 3. Captain Cobb sailed.

Sunday, April 6. Captain Graves home.

Friday, April 11. Captain Gay and Captain Russell went

out this day.

Monday April 14. Have been gone from home one year.

Wednesday, April 16. Delivered 10,000 shingles.

Tuesday, April 22. Finished thirty thousand shingles.

Monday, May 5. A number of Captain Gerrish's men with some others deserted on board a schooner.

Tuesday, May 13. Thirty of our Company went on board a schooner for New England.

Wednesday, May 14. They set sail.

Sunday, May 18. The Indian king made great peace.

Wednesday, May 28. Election day.

Friday, May 30. Thirty more Indians for peace.

Sunday, June 1. This day received a letter from Daniel Noyes and Noah Pratt, delivered by Captain Curtis.

Monday, June 2. A great number of Indians came in from Passamaquoddy.

Friday, June 6. Captain Hart Cassel came and we finished 63 thousand shingles and the Colonel paid us 173 pounds, 5 shillings.

Saturday, June 7. Mounted guard today.

Sunday, June 8. Wrote letter home.

Tuesday, June 10. Delivered to Captain Moses Curtis one double loom to convey to my wife in Abington -36 pounds all told.

Friday, June 13. Captain Thompson went out of this place with Captain Curtis.

Saturday, June 28. A great number of the Indians came into the garrison to make peace with the English.

Sunday, June 29. Engineer Eare [Ayer] came here to rebuild the fort.

Thursday, July 3. Sergeant Butterfield went to Halifax with three Indians and Mr. McCarthy.

Monday, July 7. Captain Mayners and Lieutenant Deming with about fifty nine men came to this fort in one sloop.

Wednesday, July 9. We left St. Johns and set out for Annapolis.

Thursday, July 10. Got to Annapolis.

Friday July 11. All day to Annapolis.

Saturday, July 12. Hauled down to the basin and tarried all night.

Tuesday, July 15. We left the basin at 12 o'clock and set out for Boston. Had a fine wind all day and all night.

Friday, July 18. A hard wind and we got into Casco Bay harbor at night.

Saturday, July 19. Set out for Boston and had a small wind all day the 20<sup>th</sup>.

Monday, July 21. Left Cape Anna and put away for Boston and had a South East wind and we got into Boston at night, sun setting.

Tuesday, July 22. Came to Hingham and went as far as Grandfather Humphrey's at night.

Wednesday, July 23. Went home and found my family as well as I had left them.

# Grand Opening of Imperial Theatre 1913

Contributed by: Frances MacKellar

*Editor's Note: The names of the people who attended the Grand opening Friday evening, September 19<sup>th</sup>, 1913. From the time of its opening, the theatre was billed as the "Finest in Eastern Canada." Walter Golding, the theatre's first manager, brought many musical and theatrical events to Saint John. Stars of the day such as actress Ethel Barrymore, march King John Phillip sousa and illusionist Harry Houdini graced the stage of Imperial Theatre. With the increasing popularity of movies and the advent of "talkies," Imperial Theatre was leased by Famous Players and R.K.O. and renamed the Capital. Famous in about 1929. Live performances continued to be offered; however the focus was on movies. The Davis Sisters from the United States purchase the theatre in 1957 and donated it to the Full Gospel Assembly Pentecostal Church and was used as a church for the next 25 years. In August 1982 a local group decided that this building should once again be a home for the performing arts. The building was purchased in late 1983. The official grand re-opening of Imperial Theatre was held May 24, 1994.*

Allan, Mr. and Mrs. C. B.  
Aiton, John  
Allan, Mr and Mrs. G. H.  
Armstrong, Mr. H. J  
Allan, Miss Edith  
Allan, Mrs. W. C. R.  
Allan, W. C. R. Jr.  
Allison, Mr. and Mrs. Wm. S.  
Allison, Miss  
Allison, W. C.  
Alexander, Harry L.  
Alcock, Miss, London, Eng.  
Adams, Hon. Samuel, New York  
Allen, Mr. and Mrs. Geo. P.  
Allen, Mrs. John  
Allen, Miss Florence  
Akerley, Mrs. T. E.  
Avery, Miss G. R.  
Adams, Miss A. G.  
Anderson, Mr. E. M.  
Anderson, Miss  
Allen, M. R.  
Arthurs, Miss  
Allingham, H. W.

Brodie, F. Neil  
Brodie, Miss  
Buckley, Miss H.  
Bates, E. R.  
Bowman, Mr. and Mrs. F. L.  
Britney, Wm. F.  
Britney, Mr. and Mrs. Thos.  
Bowes, Mr. M.  
Brenan, H. S.  
Brown, Mr. and Mrs. M. D.  
Brenan, Mr. and Mrs. N. L.  
Bennett, Capt. and Mrs. A. R.  
Baxter, Miss  
Brown, J. L.  
Bell, Mrs. S.  
Buxton, H. A.  
Bustin, Mrs.  
Bonner, Miss  
Brown, Mr. and Mrs. E. C.  
Brown, Mrs. J. F.  
Brown, Miss Margaret  
Brist(?), Mrs.

Brown, F. H.  
Belyea, Mr. and Mrs. G. H. V.  
Bates, Miss  
Bridgco, Mr. and Mrs. H. T.  
Bell, Mrs. W. H.  
Bell, Mrs. G. K.  
Bond, Mr. and Mrs. J. H.  
Brenan, C. J.  
Bonnell, Dr. and Mrs. F. C.  
Bonnell, Mrs., Sr.  
Brannen(?), Mrs. C. S.  
Bell, D. Stuart  
Belding, Mr. and Mrs. A. M.  
Bowes, Anna M.  
Bowes, Alice. M.  
Baxter, Mrs. Margaret  
Baxter, John B. M.  
Broderick, Chief, Halifax F. D..  
Broderick, Mrs., Halifax  
Blake, Geo E., Chief F. D.  
Burns, M.  
Brown, Miss Nora  
Bowles, Martin  
Boyce, Miss A.  
Brown, Miss Nita  
Blanch, Miss Beryl  
Bell, Mr. W. H. and lady  
Bond, Miss  
Belyea, Mr. and Mrs. D.  
Brown, Miss Nina  
Bell, Mrs. C. W.  
Baillie, Charles  
Barker, Geo. B.  
Bonner, Miss Anna.  
Brigden, Mrs. Chas.  
Boyaner, Mrs. D.  
Barnaby, W. H.  
Breadon, Miss F.  
Bonnell, A. V.  
Belding, Mabel C.  
Bowes, Arthur J.  
Bowes, Harold C.  
Barton, Dr. J. H.  
Baxter, Mrs. W. J.  
Barrett, Dan. J  
Barrett, Miss E. Winnifred  
Ballard, Louis

Butler, Miss May  
Brannen, Miss Irene  
Brannen, Miss Edna  
Barbour, Miss Lou  
Brown, Miss  
Belyea, Mrs. J. M.  
Belyea, Miss B.  
Baxter, Charlie  
Bartlett, Miss Maud  
Bennett, Mr. and Mrs. J. T.  
Beamish, John  
Baxter, Miss N.  
Baxter, Miss A.  
Burgess, W. G.  
Bell, Miss Emma  
Bentley, Dr. A. F.  
Byrne, Miss Alice  
Bent, Mr. and Mrs. B. A.  
Bent, Mrs. S. M., Amherst, N. S.  
Biedermann, Miss Pauline  
Biedermann, Mrs. J. Oscar

Coburn, Mr. and Mrs. Chas. H.  
Covert, Miss M.  
Cerry, Mr. and Mrs. F. T.  
Cheeseman, Mrs. R.  
Conlon, Frank V.  
Comeau, F. M.  
Cronin, Miss Evelyn  
Cronin, E. J.  
Crowley, John W.  
Campbell, Sandy  
Cother, Mr. and Mrs. R. H.  
Clawson, Joshua  
Clawson, Miss  
Crowley, John  
Connor, Mrs. John  
Carleton, Miss Geraldine  
Carleton, Miss Beatrice  
Clarkson, Mr. and Mrs. J. E.  
Collins, Miss Nellie  
Crawford, Miss Annie  
Crawford, Miss Laura  
Church, Mrs. J. E.  
Church, Miss  
Church, Miss Jessie  
Church, W. A.

## Grand Opening of Imperial Theatre 1913

Caldwell, Bruce McG.	Donahue, Mrs. M. E.	Estabrooks, Mr. and Mrs. T. H.
Clark, Miss E. M.	Dixon, Herbert	Ewing, Miss M. C.
Carton, Arthur W.	Donahue, Mrs. P. H.	Ellis, Mr. and Mrs. E. A.
Corkery, Mr. and Mrs. David	Darling, W. E.	Emery, J. F.
Crowley, Mr. and Mrs. John	Daley, James.	Evans, Mr. B. R.
Collins, Mrs. John	Daley, Miss	Everett, A. E.
Culver, Miss A.	Daniel, Senator and Mrs.	Ells, Miss E.
Craigg, Miss Jessie	Daley, Miss Visa	Emery, Mrs. M. H.
Cowan, Mr. and Mrs. C. K.	Doherty, Miss C.	Emin, Miss Emma
Chisholm, Mrs. D. P.	Doyle, Mr. and Mrs. F.	Edgecombe, Mr. and Mrs. A. G.
Clinch, Mrs. D. Carleton	Doody, Mr. Joseph	Elderkin, Mr. Carl, Weymouth, NS
Charlton, Mrs. J.	Doherty, Mrs. Katherine	Ellis, Mr. and Mrs. Clifford D.
Charlton, Miss Bessie	Doody, Mr. and Mrs. J. H.	
Charlton, Miss Mathilda	Dawson, Mr. and Mrs. A. O.	Fitzpatrick, Mr. and Mrs. Patrick
Clayton, Mr. and Mrs. Joshua P.	Doyle, Arthur	Foley, Miss M.
Clarke, Mrs. J. W., Ottawa	Dolan, Mr. and Mrs. Martin	Foley, Miss A.
Clarke, Wendall, Ottawa	Davis, R. deF.	Foster, Mr. and Mrs. F. H.
Cassidy, Mrs. A. F.	Driscoll, Mr. and Mrs. J. L.	Foster, Miss
Cummings, Roy	Driscoll, J. H.	Fowler, B.
Collins, Miss Georgie I.	Doody, Miss Tressa	Fales, Mr. and Mrs. Frank
Collins, Mr. and Mrs. Timothy	Dummer, Mr. and Mrs. Chas.	Fales, Mrs. Harry
Case, Dr. and Mrs.	Dodge, C. F.	Fales, Miss Ethel
Conlogue, Mr. and Mrs. L. J.	Dick, Mr. and Mrs. H.. J.	Fitzpatrick, Joseph M.
Connor, Miss Josephine	Day, Miss B.	Fleet, Miss E.
Cole, Mrs. L. A.	Donovan, R. J.	Farmer, Mrs. E. D.
Crowse, Miss	Downing, S. J.	Fowler, Mrs.
Coughlan, Chas. M.	Duffy, Miss T.	Ford, Mrs. J. S.
Crosby, Victor	Davis, Mr. E. C.	Ford, Miss Muriel
Crandall, Mr and Mrs. S.	Davis, Dr. and Mrs. E. N.	Farmer, Miss
Cunningham, Miss Grace	DeMille, Mr. and Mrs. J. E.	Folkins, F. F.
Carr, Mr. and Mrs. Edward	DeLong, I. E.	Fairweather, Mr. and Mrs. W. S.,
Cripps, Abner, Sussex	Drillon, E. O.	Sussex, N. B.
Chambers, Mrs.	Dearin, Mrs. J.	Fullerton, Miss
Cassidy, A. F.	Dearin, Miss Monica	Ferris, A. G.
Coburn, Mrs. H. G., Chicago	Driscoll, LeB. S.	Farwell, Mr. and Mrs. J. H.
Corey, Louis	Daley, Miss Margaret	Fisher, Mr. and Mrs. G. Bowman
Cowan, Miss H. A.	Diamond, Mrs. A. H.	Fitzgerald, F. J.
Church, Mr. and Mrs. E. E.	Donley, Mrs. E.	Ferguson, Miss Catherine
Cougle, Miss Mary S.	Donley, Miss L.	Fenton, Mr. and Mrs. W. I.
Cunningham, Charles and Lady	Doherty, Mr. and Mrs. W. L.	Fitzpatrick, Mrs. John
Collins, Mr. and Mrs. T. C.	Delay, James	Fitzpatrick, Mrs. Evelyn
Coughlan, Mrs. T. L.	Delay, Mrs.	Foley, Miss A.
Conlon, Mrs. C. A.	Daley, Miss Maud	Foster, Mr. and Mrs. A. L.
Chipman, Mr. and Mrs. A. H.	Daley, Miss Ethel	Fowler, Miss Helen
Claney, Mrs. K.	Devine, Miss E.	Flood, Mrs. E. H. S., Barbados
Cheyne, Mr. and Mrs. W. J.	Dickie, Mrs. M. E.	Flood, Miss Josephine, Barbados
Cody, Mrs. H. A.	Dibblee, Miss Georgie	Ferris, Mr. and Mrs. P.
Chapman, Wm.	Denniston, W. A.	Forgey, Fred
Coley, H.	DeAngelis, John	Fallahee, John, Toronto.
Clarke, E.	Duke, Rev. William	Farmer, Mr. and Mrs. A. B.
Chesley, Miss Edith,	Dearborn, Mr.	Fitzgerald, Mrs. R. E.
Newburyport, Mass.	Dykeman, Mr. and Mrs. O. S.	Fitzgerald, Miss Edith
Carruthers, B.	Dick, Mr. and Mrs. Hazen J.	Flood, Miss
Callan, William		Fudge, Miss Jennie
Clark, Mrs. H. B., Sussex.	Ewing, Mr. and Mrs. M. C.	Folkins, Mrs. Geo. W.
Caie, Miss Clara, Yarmouth, N. S.	Easson, Miss	Folkins, Miss Kathleen
Carven, Mr. and Mrs. G.	Elmore, Mr. and Mrs. J. M.	Folkins, Cecil
	Estabrook, Miss Maud	Farris, Mr. and Mrs. F. S.
Donahue, Mr. and Mrs. William	Emerson, Miss M. A.	Farris, Miss Greta F.

## Grand Opening of Imperial Theatre 1913

Fitzpatrick, Mr. and Mrs. W. J.  
Flewelling, E. H.  
Finigan, R. J.

Gorman, Mr. and Mrs. P. J.  
Gorman, Miss Nellie  
Golding, J. N., Sr.  
Golding, Mr. and Mrs. Walter H.  
Gallagher, Mr. J.  
Gallivan, J. L.  
Gallivan, Miss M.  
Grannan, Mr. and Mrs. P.  
Gerow, Mr. and Mrs. B. L.  
Gerow, Mrs. Geo.  
Goodrich, Robt. F.  
Goodrich, Miss  
Gallagher, Miss May  
Gallagher, Miss Flo.  
Gorman, Mr. and Mrs.  
Garrick, Miss  
Gregory, Mr. and Mrs. A. C.  
Garnet, Mr. Rowan  
Gronlund, Mrs. S. H.  
Gregory, S. L.  
Gorman, Mrs. Hy.  
Godsoe, Dr. F. A.  
Gregory, Mr. and Mrs. J. Fraser  
Gregory, Mrs. C. C., Antigonish,  
N. S.  
Gastonguay, Mr. and Mrs. M. V.  
Green, Miss P. M.  
Gandy, A.  
Green, J. Arthur  
Gosnell, Mrs. James  
Gosnell(?), Annie  
Gardner, Frederick  
Gallivan, Miss C.  
Gordon, J. M.  
Gaskin, Walter  
Gaskin, Miss Ada  
Gaines, E. W.  
Golding, Mrs. J. N., Jr.  
Golding, Miss Kathleen  
Gregory, Mrs. F.  
Gullivan, Mr. and Mrs. John,  
Amherst

Hay, C. L.  
Hay, Miss C. C.  
Hay, Miss  
Horn, Mrs.  
Hodges, Arthur  
Hastings, F. N.  
Hoyt, Miss Lile  
Hoyt, Miss Jessie  
Hoyt, James  
Hunt, Mr. and Mrs. D.  
Hunt, H. Everett  
Holder, L. C.

Hoyt, Chas.  
Hoyt, Geo.  
Hatheway, Mr. and Mrs. W. F.  
Henderson, Mr. Wm.  
Hatfield, Miss  
Hickey, Miss  
Holland, Miss M. A.  
Hill, C. J.  
Hill, M. H.  
Hogan, Mrs. John  
Hetherington, Mrs. H. G.  
Hetherington, Geo.  
Harding, Miss  
Hopper, Mr. and Mrs. H. M.  
Hill, Miss L.  
Hanson, Mr. and Mrs. H.  
Higgins, Miss L. C.  
Hanrahan, John  
Hatfield, Mr. and Mrs. G. N.  
Hazen, Fred.  
Higgins, Geo. I.  
Hoodes, Mr. L. S.  
Harkins, Miss Frances  
Hayes, Mr. and Mrs. R. T.  
Hayes, Miss M. B.  
Hayes, R. H. C.  
Henderson, Mr. and Mrs. J.  
Harrington, Miss H.  
Harrington, Miss M.  
Harrington, Miss N.  
Harrington, Miss A.  
Henderson, Miss M.  
Huey, James  
Hanlon, John  
Holder, Mr. and Mrs. W. H.  
Hatfield, Mr. and Mrs. W. Carey  
Hay, Mrs. Edward  
Harrington, Ernest  
Hopkins, Mr. and Mrs. Stanley  
Hopkins, Miss Dorothy  
Hoyt, Jas. B.  
Holder, Percy W.  
Hogan, Mrs. M. and the Misses  
Howard, Mr. and Mrs. W. B.

Ingram, Mr. and Mrs. W. J.  
Ingram, W.  
Inches K. R.  
Irvine, Miss B. A.  
Isaacs, I.  
Isaacs, Miss Ruby  
Isaacs, Miss Alice  
Isaacs, Miss Sylvia  
Jones, Mrs. A. E.  
Jackson, Mr. and Mrs. C. H.  
Jennings, Mr. and Mrs. P. L.  
Johnson, Miss E. M.  
Johnston, Wm. A.  
Johnson, Garfield

Johnston, Miss  
Johnston, Miss I. M.  
Jones, Mr. and Mrs. E. O.  
Jones, Mrs. C. T.  
Jones, Miss B. G.  
Jones, Miss N. P.  
Jackson, Miss Lena, Pennfield, NB  
Jordan, Mr and, Mrs. W. C.

Kane, Mr. and Mrs. Christopher  
Kee, Mr. and Mrs. J. C.  
Kee, Miss Jennie A.  
Kee, Miss E. M.  
Kennedy, Miss M.  
Kerr, Mr. and Mrs. S.  
Kain, W. A.  
Kirk, Miss Alice  
Kindred, Mr. and Mrs. A.  
King, Mrs. Chas.  
King, Miss  
Knowles, Mr. and Mrs. E. T. C.  
Kelly, Mrs. Elizabeth  
Kelly, Miss Blanche  
Kelly, Fred W.  
Kelly, Geo. L.  
Kelly, Miss Gene  
Kincade, Mrs. E. A.  
Keith, Mr. and Mrs. Leon  
Keith, Mrs., Hillsboro, N. B.  
King, Mr. and Mrs. Roy  
Kelley, Miss May  
Knox, Miss E. M.  
Knight, Miss L.  
Knight, Mrs. J.  
Knox, Miss  
Knox, Miss Catherine  
Keith, Miss Elizabeth  
Kelly, Miss Ella  
Kelly, Miss May  
Kierstead, Miss Edith M.  
Kewley, Miss F.  
Kerr, Jack  
King, Harry W.  
Kew, Miss  
Kain, Mr. and Mrs. J. E.  
Killen, Mr. and Mrs. John

**London Life Insurance Co.**  
**Staff and Party**  
Scarcliff, W. B., Supt.  
Scarcliff, Mrs. W. B.  
Sweeney, P. S., Asst. Supt.  
Pheene, C. A., Asst. Supt.  
Pheene, Mrs. C. A.,  
Britt, D. J., Asst. Supt.  
McCann, Mr. and Mrs. W. J.  
Falle, Mr. and Mrs. E.  
Sparks, Mr. and Mrs. W. H.  
Campbell, Mr. and Mrs. H.



## Grand Opening of Imperial Theatre 1913

Earle, Mr. and Mrs. T.	Mullin, Miss Bessie	McGaffigan, Mrs. J. J.
Steeves, Wm.	Mullin, Miss Mamie	McGaffigan, Miss
Henneberry, Mr. and Mrs. J.	Merritt, Mrs. G. Wetmore	McNeil, Mr. and Mrs. Earle
King, J. R.	Merrill, Dr. and Mrs.	McIntyre, Mr. and Mrs. Omer
Bowes, Miss Mary	Mitchell, Miss M., Boston	McGrattan, Charles
Hillas, Mr. and Mrs. J.	Mowatt, Mr. and Mrs. Howard	McGillicuddy, Miss Nellie
Bowes, Miss G., Cashier	Murphy, Thos.	McKay, Everett F.
Beering, J.	Mayes, Mr. and Mrs. G. S.	MacNevin, A. J.
Lawlor, Miss K. E.	Murphy, Katherine M.	McDevitt, Mrs. B.
Lundy, Mr. and Mrs. Geo.	Marshall, A. L.	McAllister, Mr. and Mrs. Ronald
Lunney, John	Marshall, Mrs. J. E.	McCutcheon, M. W.
Lynch, Mr. and Mrs. J. E.	Murdoch, Roy,	McCullough, Mr. and Mrs. Thos.
Lynch, Nesbitt	Mason, Mrs. A. J.	McDade, D.
Lunney, J. W.	Murray, Peter C.	McQuade, Miss C.(?)
Lewis, Mr. and Mrs. W. F.	Morrow, Elvert	McKenney, Mr. and Mrs. W. S.,
Lyons, Mr. and Mrs. H. J.	Moulson, James	Boston, Mass.
Long, Mr. and Mrs. Alex.	Martin, Miss S.	McDonald, Miss Vera T.
Likely, Mr. and Mrs. A. H.	Murphy, Howard and Lady	McTavish, Mr. and Mrs. C. F.
Logan, Mr. and Mrs. E. P.	Morton, F. A.	McAdoo, Miss Bertha E.
Lordly, Mr. and Mrs. W. A.	Melick, Miss Ethel	McLaughlin, Miss Myrtle
Logan, J. T.	Murphy, Mr. and Mrs. Geo.	MacDonald, James
Law, Miss	Mowatt, Mr. and Mrs. W. H.	McDonald, Fred E.
Laughy, Miss Nellie J.	Munroe, Miss	McLean, Mrs. H. H.
Lawton, Miss C.	Manks, Mr. and Mrs. E. M.	McIntyre, Mr. and Mrs. James
LeBlanc, Miss, Moncton, N. B.	Manks, Miss	McCarthy, Leo
Lamb, Mayor, Sussex	Mabee, Mrs. Fred.	McCutcheon, G. H.
Law, A. L.	March, Jas.	McGowan, Mrs. J. T.
Lynch, Mr. and Mrs. David	Murray, Miss Mary	McKee, C. A.
Lamb, Sergt.-Major W. J.	Merritt, G. Eldon	McEachern, J.
Lamb, Miss Charlotte	Meany, Mrs. Edward, N. Y.	McKinney, Mrs. W. V.
Leonard, Miss M.	Moriarty, Mrs. J. R.	McKinney, Miss Edith
Lahood, N. J.	Mullin, Mrs. I.	MacKinnon, Mr. and Mrs. H. V.
London, R. B.	Murdoch, Mr. and Mrs. G. G.	McLaren, Miss Mary
Lugrin, Miss I. C.	Murphy, Mrs. A., Boston	McTavish, Mr. and Mrs. J. Fraser
Lunney, Dr. T. H.	Mitchell, Chas.	McLaughlin, W.
Lunney, E. W.	Morton, Miss	McLaughlin, Miss Mary
Lugrin, Miss M. L.	Mastin, Miss Lillian	McCarthy, Mrs. James
Lawlor, Mr. and Mrs. J. W. V.	Maxwell, W. J.	McCarthy, Miss Elizabeth
and two daughters	Martin, Joseph	McInerney, Miss Elizabeth
Lowell, Miss G.	Martin, Master F.	McCafferty, Mr. and Mrs. Frank I.
	Maloney, Miss Mary A.	McNutt, A. E.
Murray, Mr. and Mrs. E. R. S.	Murray, Miss I. L.	McMurray, Miss P. R.
Murray, Master Sidney	Mahoney, Miss E. Maud	McConnell, Miss Margaret
Murray, Master William	Mahoney, Miss Elsa M.	McDonald, Mr. and Mrs. Louis
Murray, Miss Helen J., Hyde	Mooney, Miss K.	MacKinnon, Mr. and Mrs. F. G.
Park, Mass.	Maxwell, Miss Vere T.	McKinney, Mr. and Mrs. Geo.
Murray, Mr. and Mrs. Geo.	Maher Dr. and Mrs. J. D.	McKinney, Miss
Marr, Mr. and Mrs. Henry	Mitchell, W. E.	McKenna, T.
Moran, E. J.		McDonald, Mr. and Mrs. W. H.
Mott, Miss Marr, Miss Gene	McKay, Miss	McNeely, Miss Stella
Murray, Mr. and Mrs. M. A.	McMulkin, Mr. and Mrs. A. G.	McGuire, Miss Josephine
Moran, Miss Bertha	McLean, The Misses	McDermott, Miss Elizabeth
Murdoch, Mr. and Mrs. Wm.	McMann, Fred.	McIntyre, Mrs. R. C.
Matthews, Mr. and Mrs. S. F.	McMulkin, Mr. and Mrs. Fred.	McIntyre, Miss
Matthews, Miss	McMichael, Miss	McDermott, Miss
Martell, Miss	MacRae, Mr. K. J.	McGowan, Miss M.
Marwood, S. J.	McLeod, Lawrence	McFarlane, Mr. and Mrs. Thos. A.
Mahoney, Mr. and Mrs. P.	McKay, Miss Rolina	McCarthy, Mr. and Mrs. Florence
Moran, Frank	McLaughlin, E. C.	McKay, Miss

## Grand Opening of Imperial Theatre 1913

McCullough, Mrs. H.  
McDevitt, Joseph  
McHugh, Mr. and Mrs. Frank  
McHugh, Master Murray  
McFarlane, Mr. and Mrs. L.  
McQuade, Mr. and Mrs. W. H.  
McQuade, Miss  
McPartland, Miss  
McCarthy, Miss  
McMillan, Miss  
McManus, John  
McGrath, Miss N.  
McGrath, Miss H. T.  
McArthur, Mr. and Mrs. Frank  
McKinnon, Miss E.  
McCarthy, Mr. H. F.  
McPherson, Mr. and Mrs. T. J.  
McPherson, Miss

Nixon, Mr. and Mrs. Geo.  
Nelson, Miss  
Nice, Miss Annie  
Nixon, Miss Edith  
Naghe(?), Mr. and Mrs. Thos.  
Neill, Mr. and Mrs. J. S.  
Nixon, W. T.  
Northrup, H. A.  
Nixon, Mrs. E. B.  
Nixon, Mrs. Clarence P.  
Nixon, Miss Jean  
Noble, M. C.  
Nugent, F. W.  
Nugent, J. R.  
Newcomb, Mr. and Mrs. W. E.

Omelia, Mr. and Mrs. Edw.  
O'Brien, Andrew  
Owens, Mr. Arthur  
O'Neill, Mr. Harry  
O'Neill, Miss Katherine  
O'Neill, Mr. and Mrs. A. P.  
O'Connor, Joseph  
O'Brien, Mr. and Mrs. Richard  
Owens, Mr. and Mrs. J. E.  
Outhouse, Miss Melda  
O'Neil, Mr. and Mrs. Arthur P.  
O'Regan, Mr. and Mrs. F. L.  
O'Neil, Mr. James C.  
O'Brien, Chas.  
O'Neil, Miss Katherine F.  
O'Keefe, Mrs.  
O'Brien, Miss Minnie  
O'Keefe, Rev. D. S.  
O'Neill, Miss Katherine  
Olive, Charles F.  
O'Neill, Miss A. F.  
O'Brien, Miss M.  
O'Regan, Mrs. John  
O'Regan, Miss F.

O'Regan, Miss A.  
Parker, Mrs. Dr., Pasadena, California  
Price, Mrs. G. R.  
Price, Miss Margaret  
Price, Miss Beatrice  
Powers, Mr. and Mrs. J. T.  
Patterson, G. H.  
Powers, James  
Pullen, J. H.  
Patterson, Mr. and Mrs. A. S.  
Peters, Mr. and Mrs. Frank  
Price, Miss  
Patchell, Joseph B.  
Penny, Mr. and Mrs. O. F.  
Pidgeon, Mr. and Mrs. C.  
Parsons, Mr. James  
Puddington, Mrs.  
Puddington, Miss  
Parker, Mr. and Mrs. G. W.  
Pederson, Mrs. Vigo  
Portmore, Miss Pendleton, R. A.  
Peters, Mr. and Mrs. A. S.  
Phillips, F. F.  
Peters, Carl  
Pinney, Gordon  
Peters, A. G.  
Perkins, Miss Edna  
Peterson, Mr. and Mrs. F. L.  
Polley, Mr. and Mrs. Geo.  
Patterson, Miss  
Power, Miss Mary  
Porter, Mr. and Mrs. Maurice  
Power, Harold  
Parker, Ralph  
Peters, Daryl  
Peters, Miss D. A.  
Pyne, Mr. and Mrs. W. H.  
Perry, Mrs. Robert  
Power, Mrs. Fred  
Poyas, Mr. and Mrs. A.  
Purdy, Miss N. E.  
Page, Mr. and Mrs. H. C.  
Porter, Miss Alice  
Peterson, Mr. and Mrs. Wm.  
Pidgeon, Mrs. E.  
Partridge, Miss Ethel, London, Eng.  
Paterson, W. L.

Quinn, Mr. and Mrs. J. E.  
Quinn, Master Clifford  
Quinn, Mrs. P. J.  
Quinn, Miss  
Quinlan, Miss C. H.  
Quinlan, Miss.  
Quinton, Mr. H.  
Quigley, Dr. R. F.

Rising, Mr. and Mrs. P. M.  
Rising, Mr. and Mrs. H. W.  
Rising, Mr. and Mrs. E. L.  
Reicker, Mrs. Montague  
Rankine, Miss  
Ryan, Miss Annie  
Robertson, Mrs. C. A.  
Rouse, H.  
Ritchie, Mrs. Catherine  
Raven, Arthur  
Rankine, Mr. and Mrs. H. C.  
Richardson, Chas.  
Roach, Mrs. B. A.  
Ring, Miss Alice  
Roberts, Mr. and Mrs. W. F.  
Reid, W. S.  
Rive, Mr. and Mrs. R. M.  
Ryan, Mrs. A. P.  
Robb, Mr. and Mrs. Bruce S.  
Ritchie, Mr. John A.  
Russell, Miss  
Reynolds, F. K.  
Rankine, Mr. and Mrs. Frank  
Rankine, Miss Emma  
Ramsey, Miss Annie  
Robertson, Mr. and Mrs. Frank N.  
Rennick, Frank  
Ritchie, Edmund S.  
Ritchie, Hon. R. J.  
Ryder, Thomas  
Ray, Mrs. Andrew  
Ross, Miss Winifred  
Ryder, Mr. and Mrs. T.  
Rathburn, H. C.  
Ruddock, Roy  
Ritchie, Mr. and Mrs. R. S.  
Robson, Miss Constance  
Russell, C.  
Reynolds, Mrs. D.  
Robinson, Mr. and Mrs. C.  
Robb, W. T.  
Roberts, Mr. and Mrs. Arthur  
Roden, Miss F.  
Stone, J. R.  
Stone, The Misses  
Smith, Miss Dorothy  
Sheppard, Mr. and Mrs. Benj.  
Sheppard, Miss Kathleen  
Smith, Miss H. A.  
Smith, Miss Isadora  
Smith, Mr. and Mrs. J. A.  
Starkie, A. H. and Friend  
Stevens, Mr. and Mrs. C. McN.  
Smith, Mr. and Mrs. H. Colby  
Scott, Frank  
Spencer, Miss D. C.  
Spangler, Dr. and Mrs.

## Grand Opening of Imperial Theatre 1913

Stephenson, John  
 Smith, Guy  
 Stanton, Harry  
 Sutton, E.  
 Smith, Mr. and Mrs. H. D.  
 Sancton, W. G.  
 Stammers, Mrs. B. A.  
 Stammers, Miss W. A.  
 Smith, Mrs. R. L.  
 Scott, Mrs. A.  
 Scott, Victor A.  
 Stears, E. L.  
 Skerry, Mrs. N. Y.  
 Swain, Mrs. C. G.  
 Stephenson, R. A.  
 Starkey, Mr. and Mrs. A.  
 Steeves, Miss A.  
 Sutton, Mr. and Mrs. J. K.  
 Sweeny, Miss Lillian  
 Sweeny, Miss Josephine  
 Strang, Mrs. Geo.  
 Stevens, Capt. Frank and Mrs.  
 Stevens, Oliver  
 Simpson, Edwd.  
 Smith, Mr. and Mrs. W. C.  
 Stevens, Miss I. M.  
 Schofield, Mr. R. G.  
 Smith, Frank C.  
 Smith, Mrs. Frank C.  
 Small, Mr. E. L.  
 Sturdee, Lt. Col. and Mrs.  
 Skinner, Mrs. Frank  
 Skinner, Geo.  
 Seely, Mrs. Geo. H.  
 Simpson, Mrs. J. M.  
 Scammell, Miss  
 Scammell, C. E.  
 Sheehan, Miss Josephine  
 Smith, H. Lester  
 Sadleir, K. D.  
 Stammers, Miss W.  
 Smith, Norman H. B.  
 Stewart, R. B.  
 Sharp, Mrs. A.  
 Spencer, Mr. and Mrs. F. G.  
 Simpson, Mrs. James  
 Simpson, Miss M. A.  
 Simpson, Miss H. M.  
 Simpson, Burpee  
 Strauss, Mrs. D., New York  
 Smith, M.  
 Secord, Mr. and Mrs. B. G.  
 Sparks, Miss  
 Spencer, Mr. and Mrs. D. G.  
 Stanton, John  
 Stanton, Miss A.  
 Shillington, Miss A.  
 Sayre, Mr. and Mrs. F. E.  
 Sayre, Miss

Townsend, Dr. and Mrs., River  
 Glade, N. B.  
 Thomas, Mr. and Mrs. E. E.  
 Thorne, Miss M. A.  
 Troop, Miss Hilda, Bridgetown, NS  
 Turner, Mr. and Mrs. Robt.  
 Turner, Miss  
 Thompson, Wm. P.  
 Tyner, W. T.  
 Taylor, Miss M.  
 Trecartan, Mr. and Mrs. W.  
 Thompson, Mrs.  
 Tooker, Mrs. I. R., Yarmouth, N.S.  
 Taylor, Mrs. C. L.  
 Tapley, K. C.  
 Thompson, Mrs. Walter  
 Thurston, Mrs. E. S.  
 Thurston, Miss Isabelle  
 Thompson, Miss Ada  
 Thompson, Miss Ella  
 Titus, Miss  
 Travis, Miss Teresa  
 Tweedie, Miss M.  
 Tweedie, Miss G.  
 Taylor, Miss C.  
 Trenholm, Mr. Leander, Amherst,  
 N S

Vroom, Heber  
 Vanwart, Mr. and Mrs. J. W.  
 Vanwart, Miss Myrtle  
 Vaughan, Mrs. F. P.  
 Vaughan, Jack

Ward, Mr. and Mrs. Josh  
 Ward, Miss Alice  
 Ward, Miss W.  
 Wilson, Mrs. A. D.  
 Wilson, Miss Annie  
 Wilson, Miss Gertrude  
 Ward, Mrs. Clarence  
 Ward, Miss Clare  
 Wilson, Miss M.  
 Ward, W. E.  
 Warwick, Mr. and Mrs. H.  
 Warwick, Miss  
 Wilson, Mr. and Mrs. L. R.  
 Wilson, The Misses  
 Wiley, Mrs. Hugh  
 Walsh, Miss Annie  
 Wanamaker, Chas.  
 Wanamaker, Geo.  
 White, Miss Ida  
 Whelpley, Mrs. Fred.  
 Wilson, Mrs. J. E.  
 Wilson, Miss Mildred  
 Woods, Robt.  
 Wilson, Mrs. S. K.

Wilson, Miss M. J.  
 Williamson, Mrs. Thos.  
 White, Harry  
 Wishart, Miss  
 Wade, Mr. and Mrs. J. W.  
 Ward, Henry White, Dr. W. H.,  
 Sussex  
 Wheaton, Mr. and Mrs. H. A.  
 Wakim, Arthur  
 Wallace, Miss K.  
 Wanamaker, Mrs. H. S.  
 Wentworth, Miss, Boston  
 Wilcox, G.  
 Walsh, Richard  
 Withers, Miss Jessie  
 Wilson, Miss A. K.  
 Walsh, Mrs. J.  
 Walsh, Miss E.  
 Wright, Miss Myrtle D.  
 Walsh, R. J.  
 Watkins, Miss E.  
 Walsh, Mrs. E.  
 White, Miss L.  
 White, Miss A. J.  
 Winslow, Miss W. E.  
 Wood, Mrs. J Hamblet  
 Webber, Mr. and Mrs.  
 Wilson, Miss Tessa  
 Walsh, Mr. and Mrs. R. J.  
 White, Mr. and Mrs. George

Young, Mr. and Mrs. F. A.  
 Young, Mrs. Sydney C.  
 Young, Miss Jean A.  
 Young, Harold

### THE BOXES.

Nos. 1 and 2-His Hon. Lieutenant  
 Governor Wood, Staff and Guests,  
 No. 3-House box, guests of man-  
 agement.  
 No. 4-His Worship the Mayor and  
 Commissioners.  
 No. 5- Guests of Mr. F. L. Potts:  
 Mr. and Mrs. Roy F. Potts,  
 Mr. and Mrs. Rex. R. Cormier,  
 Mr. A. Colby Smith,  
 Miss M. Nichol, Mr. and Mrs. F.  
 H. Neve, Mr. and Mrs. F. L. Potts.  
 No 6- Guests of Hon. W. H.  
 Thorne: Mrs. L. R. Harrison,  
 Miss Harrison,  
 Mr. J. G. Harrison, Hon. J. D.  
 Hazen, Mrs. Hazen, Miss Hazen,  
 Mr. Cyrus, F. Inches, Mrs. Geo. F.  
 Smith, Mr. and Mrs. W. H.  
 Harrison.

# The Rise and Fall of Moss Glen

Contributed by Ann Waddell

**DAILY SUN, WED. DEC. 6, 1905**

A bright and breezy historical sketch of this charming spot on the Kennebecasis, with brief accounts of several of the most striking happenings.

The daring and adventurous seafarers of the royal Kennebecasis yacht club, who delight in foreign voyages and who have weathered Mather's island when the southwest gales were driving the spumy billows up the channel, known as moss glen with its mountains and its chasm, its meadowy inland basin and its row of houses stretched along the hillside.

The glory of Moss Glen is its view of the bay, with its broad stretch of waters with Mather's island in its tropical aspect lending a touch of the orient to the scene.

The writer well remembers his first sight of Kennebecasis Bay from Moss Glen. He had sauntered down the Glen in search of a prosperous community, which he had been told could be found there. He leaned his elbows on the fence and obvious to the puff and roar of the mill and factories, his thoughts went back to the east and south. He tried to grasp from the recesses of his memory where he had seen this place before.

The coasts and archipelagoes of the orient passed before him and down on the east coast of Africa he found it; again he was a lad of fifteen, midshipman aboard the old sloop of War Crow reach of water and its little island swinging out from a point of the mainland. Then the strange and deathless influence which the mysterious east throws about him meeting the lust of the rowers.

In the latter part of the eighteenth century a boy was born to the Wetmore race, who was given the name of Justus. He grew up a leader of men and in the course of time married a wife who was also a leader of men. They were known as the "He boss" and the "She boss". In his time Justus Wetmore did a great business in lumbering, milling and shipbuilding. He established a large water-power saw mill at the mouth of a little stream which springs from the silvery forest-clothed Wetmore lake one of the most beautiful of the small New Brunswick lakes and empties into a cove on the north shore of the Kennebecasis.

Ees wetmore's mill, so long ago that it is but a faint childish collection to the oldest inhabitant a little saw mill stood at the head of the cove under a rock at what is known as the Black Pool. This Justus Wetmore had a shipyard at Clifton, where he built many large vessels. He was the originator of the device of launching vessels on their sides.

It seems that ships launched from the yards at Clifton were liable to strike bottom with their keels as they took the water. To obviate this problem they were turned on their sides, which gave the under parts of the hulls a spoon shape as they left the ways and they glided easily over the shoals. Short planks were spiked on the side to be lowered.

Long oars were thrust against these with the lower end resting on the ground. These shores were about six feet apart.

At the bottom of each a man with a keen axe was stationed, and at the word, he chopped away for dear life, keeping a continuous point on the shore, while the great ship came down gently and steadily into the launching cradle. Sometimes a fellow not equal to his task chopped too slowly, and, as a single shore could not hold up a fifteen hundred ton ship, it would break with a thundering crash to the great peril and discomfiture of the chopper, who, if he escaped a sudden death, never heard the last of his misadventure.

Shipbuilding was established at moss glen by the firm of Titus and Merritt, the late Gabriel Merritt being the junior member of the firm. In time the partnership was dissolved and Mr. Titus went across the river, where he built vessels at what is now known as "Titus," opposite Mather's island. The business of moss glen, both milling and shipbuilding, fell into the hands of Gabriel Merritt.

Vessel construction at moss glen finally went the way of all wooden shipbuilding. From great square-riggers--the largest being the good ship Annie Barker of fourteen hundred tons, -- it fell to little square-riggers, and at length degenerated into schooners, the last being the tern schooner deer hill, a fine vessel, which was a credit to the last gasp of the calling at moss glen.

But milling kept on its sturdy way. The water-power had given way to steam, a box factory was added, and in the course of time, a match factory was built, where lucifers were to be made by a new process and money was to flow like water. Moss glen began to feel better, more prosperous, and to hold its head higher.

The match factory being ready the proprietors looked about for Skilled operators. Down from Quebec they came, a bevy of beauty that surprised moss glen. Brunettes for the most part, with the style of Paris and a grace that was all their own, no wonder the masculine eyes of moss glen rested on them with deep approval. But they would have none of it.

Masculine moss glen was hard-handed and rude,

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lacking the airy grace and debonair finish of the sons of the seigneur, taking their dinners in a fine, independent, democratic way, without coats or vests, collars or cuffs, eating with their knives and without the base formality of wiping them off, thrusting them in the general butter. The bevy of beauty would have none of moss glen. Back to Quebec they went and to the sons of the seigneur sad "-----." " said masculine Moss Glen, heartily the bevy of beauty was succeeded by another which critical moss glen declared regretfully was not equal in charms to the first. But many of the late comers were not much better pleased with moss glen and signed for Jacques and Ma Glorie.

But what would you have? The way from Kennebecasis is long to home-keeping minds and the fare is high. About this time a change took place in the proprietorship of industrial moss glen. Mr. Merritt had disposed of his affairs to his son and his son, in turn sold into the Flewelling manufacturing co. Of Hampton and elsewhere, but a greater change was due in Moss Glen.

Who dreamed on that fateful day in autumn that before night cast her dark shadows over the land the fortunes of industrial moss glen should vanish in a wild and terrible hour?

The mill and factories were running their usual course when a hoarse cry of "fire" startled the workers. Shrill blasts from the whistle rang out over the village and alarmed domestic moss glen. A little fire at an overheated journal rapidly became in the dry and oil soaked building a whirling and leaping madness of smoke and flames. When it was seen that the hand of man could not control this fierce and resistless mass, panic struck moss glen with an overwhelming flow; for close to the mill stood the match factory and in the match factory were stored piles of mysterious chemicals chafing in their confinement and impatiently waiting for a touch of fire to set them free, when they would explode with demoniac fury and leave moss glen a deep cove beneath Perpendicular rocks three hundred feet high--an awe-inspiring memory.

Away went the terrified inhabitants, man, woman and child, up the road and into the woods, in a night that will go down to posterity as the stampede of moss glen. In an instant moss glen by the bay was empty of humanity save the stout-hearted and valiant old fireman. Reed who alone stood to his duty when the terrible danger menaced with the cheer and support of personal safety to which distance dispenses, the villagers waited with restless expectation for the place to blow up, which it obstinately refused to do.

Factories and lumber caught and in a short time there was nothing left of the flourishing industries but

a heap of smoking ruins, a tall brick chimney, and the brick walls of the engine house. As the fire burned down and the explosion neglected to explode, the braver of the workmen began to creep out of the woods with slow and doubtful steps and view with disconsolate eyes the fiery scene of their recent labors and prophesy with dismal and truthful forebodings that it was the end of moss glen.

Today nothing is left of industrial Moss Glen but the stone walls of the factories, the decaying blocks of the shipyard, the old wharf, and a rude building or two. The iron work has been taken and the brick chimney and walls have disappeared. Finis Moss Glen.

### Making pancakes

An old lady of Moss Glen, having started to get supper, built on the fire, heated griddle, poured some batter on it, then went to a neighbor's to have a little gossip, and this is how she described the matter: "Sure and I put a pa-ancake on the griddle an wint over t' Mccluskey's t' see what was adoin'. Pat smelled th' pa-ancake a burnin' an' put his head out the th' winder t' tell me it was aburnin' an' he leaned out too fur an' he fell out, an' down he come kerflop! An' they said his neck wus broke, it's jist bent a little. He'll be all right in th' marnin'!" But when morning came the poor wretch was dead.

There are men on the Kennebecasis today who can point out the very window to you in the dilapidated old building just above the farm hours and the very spot where the head of the unfortunate victim struck. It is said to be the only case known of a woman going to make a call after putting a pancake on a hot griddle.

### The missing cat

Of all domestic animals the cat is allowed the greatest liberties. Where the dog is kept outside the house door and must eat on the step and sleep in the kennel, the cat is allowed the run of the interior, eats at the foot of the table, sleeps on the beds and lounges and when you make a call, jumps in your lap. Of course there are those among us cannot abide a cat. But such people lack the true domestic instinct.

They are apt to be rovers, at home in divers diversities of places, and set up lares and plenty of frozen milk which disappear in a white pool when a warm breath strikes them. All true homely women despise such lares and penates. Charlotte was a true housewife who cheerfully performed all domestic duties, leaving gaily the most attractive company and pleasures to go home and make biscuits for tea. She

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shut the oven door, built on a fire and gathered her materials on the kitchen table. Windows and doors were open, for the day was very hot. She had sifted her flour when she heard the cat "meow" in an inquiring way under the house. This inquiry was followed by similar interrogative accents into which grew strong protesting notes, becoming a little later vigorous tokens of pain and resentment. This moved Charlotte to action. She looked under the house, but the cat was not there. The sounds increased in volume and vigor until they seemed to be coming from all quarters of creation at once. Charlotte, through alarmed, hastily searched the house from posts to roof, inside and out, under the beds and in the beds. Bureau drawers were quickly pulled out and their interiors explored. She looked into men's boots and into the cake tin. Wherever the cat or the spirit of the cat could hide was frantically searched, while the cries of the missing feline grew heart-rending. At last when the horrid noises appeared to have reached their climax and the search for the missing feline seemed hopeless, the now half-crazy Charlotte thought of the oven. Springing to the fiery hot stove she threw open the oven door and out bounded the cat, a half-baked fury, for all the world like a lyddite shell exploding in a Chinese joss house.

Inland Moss Glen is given to farming. Here is a little Methodist Church where, when Moss Glen was active in the industrial world, services were held once a fortnight. Today but two Methodists are left in Moss Glen and services are held accordingly.

On the hillside stands a village of farm buildings. This is the old Brien homestead, now occupied by a son of the old proprietor, Squire Brien, who in his time was one of the great men of the North Shore. He was the first man on the Kennebecasis to own a driving wagon in those days differed greatly from the sort in use today, and the wheels of this old vehicle did worthy and dependable duty as part of a farm wagon for half a century. When Squire Brien drove along the road in his new trap he created a sensation on the North Shore, where a yolk of oxen and a cart formed the usual means of locomotion.

Of late years Moss Glen on the bay has taken a new breath and has set up in life a summer resort. Every habitable house on the water front has found new occupants for the warm months, and canoes, rowboats and yachts are common. The moon lends its

silvery radiance to the waters, a camp fire is burning on the beach and a mellow tenor and baritone are singing the soleman prelude to the death of Nelson.

A fairy-like canoe glides by bearing a manly youth and tender maid. And Mollie, Mollie with the friendly look in her gentle eyes, sits apart and gazes across at Mather's island floating on the bay like a dream of the tropics. "We'll have a picnic tomorrow on the factory shore." Canoes and rowboats approach the factory shore and their occupants scatter here and there.

### The Treasure

A group of men are on top of the hill, they pause before a hole on the left side of the road. "It's the very spot." "Where the treasure was found?" "The same. It was the strangest treasure hunting ever done in these parts. You see the guardian of the treasure was the spirit of a benedictine monk or something of that sort. These fellows take vows never to look at a woman. Well, these hunters took advantage of him. A man and woman came--husband and wife, probably--one pitch dark night, and to make assurance doubly certain, they stripped and clothed in nothing but the darkness, dug away, she handling the pick and he the shovel, and they got the treasure, twenty-eight thousand louis d'or. The poor devil of a monk didn't come near them. Let's go up and see the falls." There is the timber work of a little dam at the head of the falls of Pharlyn. On the top of this timber work there is a short spar. A gentleman fond of music, who only sings when he is alone in the forest, sat on the end of this spar and gave a few classic songs to a scolding and contemptuous squirrel and himself. He sang buwer's lovely little song, when stars are in the quiet skies, and he sang it very well indeed, his notes blending beautifully with the sound of the waters, despite the critical squirrels vigorous disapproval. When he had finished some psychic influence caused him to turn his head. Seated on the rock just above him were four strange young women, whose pleased and entranced faces denoted intense appreciation and enjoyment of the concert.

The singer arose, stepped soberly across the dam, and disappeared in the woods.

# Ste-Croix 2004 Genealogy Fair

Saturday, July 3rd, 2004  
9:00AM to 4:00PM

New Brunswick Community College Gymnasium  
99 Augustus, St. Andrews, New Brunswick

Admission: Free  
Everyone Welcome!

Get tips on how to start a family history project.

Visit displays set up by book vendors, map vendors, genealogical researchers,  
genealogical societies/clubs, historical societies,  
cultural associations, publishers and more.

Share information with other researchers.

View research material.

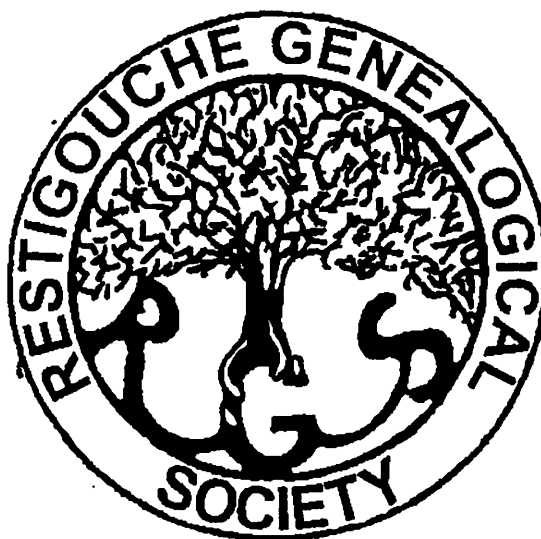
Have experienced genealogists and family historians answer your questions.

Bring your genealogy notes and plenty of paper !

Sponsored by: New Brunswick Genealogical Society and Ste-Croix 2004.  
This Fair is part of the Ste-Croix 2004 festival commemorating the 400th  
anniversary of the French settlement at St. Croix Island

For more information, or to book display space, please contact Victor Badeau by  
E-mail: [badeau@nbnet.nb.ca](mailto:badeau@nbnet.nb.ca) or by telephone: (506) 458-2717.

For Information about the Fair, visit: [www.bitheads.com/nbgs](http://www.bitheads.com/nbgs)  
For information about Ste-Croix 2004, visit: [www.stecroix2004.org/en/index.htm](http://www.stecroix2004.org/en/index.htm)



## 2004 will mark a first in Northern New Brunswick

**The Restigouche Genealogical Society is making plans to host an Historical & Genealogical Fair.**

**When:** July 31, 2004 from 10:00 am to 4:00 pm

**Where:** Archibald Room of the Recreaplex, 122 Inch Arran Ave. Dalhousie, NB

Although Genealogy Fairs are very popular in the southern part of the province, it will be a first on the North Shore of New Brunswick. Since Restigouche County is so rich in history to share, we wanted to combine history and genealogy and gather everyone all under one roof. This event will be part of the Bon Ami Festival celebrations.

Anyone with an interest in genealogy or history is invited to attend. This will be a great way to discover our region, gather information and meet with people of similar interests.

We are hoping that some visitors traveling to the Maritimes for the Acadian Congress next summer will make their way to our shores.

More than 25 groups, historical/genealogical societies, authors, painters, area photograph collectors, museums, historians, genealogists have received an invitation to come and share their knowledge, work or products. We want most of all to give exposure to Restigouche County groups but have also sent invitations to the Gaspé Coast and Gloucester County of NB.

An "Ancestor's Café" will provide exhibitors and visitors a place to sit and relax or chat with old and new friends while having a beverage, muffins, doughnuts, etc...

A "Research Area" will allow those interested in doing some family tree research to browse through our many documents. Experienced searchers will be available for help and guidance.

A "Silent Auction Table" will be in place to bid on favorite pieces.

To commemorate the 400<sup>th</sup> Anniversary of French Culture in North America, we will have an area with an Acadian accent.

Everyone is welcome to experience the North Shore hospitality and its history.

For more information:

Restigouche Genealogical Society  
P.O. Box 5453  
Dalhousie, NB  
E8C 3C2  
e-mail: irene@nb.sympatico.ca  
Telephone: (506) 684-3121 after 10:00 pm



# COME TO THE FAIR!

Saint John Branch of the New Brunswick Genealogical Society, Inc. is holding a Genealogical Fair on Sept. 18, 2004 from 10 AM to 4 PM at Millidgeville North School, Boar's Head Road, Saint John NB. Admission is Free!

The Fair is an "Open House" for anybody interested in genealogy. Come and see what other researchers have been working on - perhaps your family is here! Talk to people who have genealogical information from the Saint John area, New Brunswick, Nova Scotia, and PEI. Browse through reference information used by area genealogists. Most of the exhibitors are folks like you, who have an interest in genealogy. This is an opportunity to share information

At our last fair, there were exhibitors from various archives. The Provincial Archives of New Brunswick, [http:// www.gnb.ca/archives/e/default.asp](http://www.gnb.ca/archives/e/default.asp) brought resource material on Saint John, Kings and Charlotte counties from their collection. The Branch was pleased to welcome the Provincial Archives of Newfoundland and Labrador.( [www.gov.nf.ca/panl](http://www.gov.nf.ca/panl)) and the Charlotte County Archives

The New Brunswick Museum, Kings County Museum (<http://personal.nbnet.nb.ca/kingscm/>), and the Quaco Museum, St. Martins, also attended.

Also present were: The New Brunswick Genealogical Society selling Generations magazines and distributing information on the society, Saint John Branch of NBGS (<http://www.nbgssj.ca/>)selling books, distributing information and membership forms; Charlotte County Branch NBGS with information and books on Charlotte county families; Citizens For Fort LaTour with families connected to the early settlement of the fort; New Brunswick Branch United Empire Loyalist Association.

Professional book sellers, who sell genealogically related material are also welcome.

Lunch can be purchased. If you visit, come prepared with your research to date so that you will be able to use the resources available to you.

This year we plan to have an Acadian component in keeping with the City of Saint John's 400<sup>th</sup> anniversary celebrations commemorating the naming of the St. John River by The De Monts and Champlain expedition to Acadia in 1604.

Anyone interested in participating in the fair may reserve a table by contacting Joan Pearce at [pearcer@nbnet.nb.ca](mailto:pearcer@nbnet.nb.ca) or by telephoning 506-652-1551. Tables are free and are on a first come first served basis.

# PANB Index to Land Grants St. Martins, St. John County

Prepared by: Donna Doiron

**MARVIN, JOHN\*** Volume: 93, page, Grant number 16077  
New Brunswick registration date: April 09, 1875 Acreage: 100 acres

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**MARVIN, JOHN\*** Volume: 94, page, Grant number 16291  
New Brunswick registration date: January 04, 1876 Acreage: 138 acres

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**MARVIN, JOHN\*** Volume: 94, page, Grant number 16292  
New Brunswick registration date: January 04, 1876 Acreage: 108 acres

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**MATTHEWS, CHRISTOPHER\*** Volume: 58, page, Grant number 9635  
New Brunswick registration date: July 17, 1860 Acreage: 100 acres

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**MAYBEE, GASPAR** Volume: IV, page, Grant number 308  
New Brunswick registration date: November 10, 1796 Acreage: 579 acres

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**MCALPIN, ALEXANDER\*** Volume: V, page, Grant number 360  
New Brunswick registration date: April 23, 1800 Acreage: 540 acres

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**MCCLENNAN, HUGH** Volume: 11, page 147, Grant number 2772  
New Brunswick registration date: November 17, 1831 Acreage: 200 acres  
Comments: 3 others

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**MCCARTY, DENNIS\*** Volume: 25, page 233, Grant number 2501  
New Brunswick registration date: October 09, 1840 Acreage: 100 acres

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**MCCRACKIN, JOHN\*** Volume: 23, page 24, Grant number 1892  
New Brunswick registration date: August 06, 1839 Acreage: 200 acres

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**MCCOY, JAMES\*** Volume: 29, page 1, Grant number 3233  
New Brunswick registration date: June 11, 1844 Acreage: 50 acres

---

**MCCREADY, JOHN\*** Volume: 40, page 0, Grant number 5836  
New Brunswick registration date: December 10, 1853 Acreage: 100 acres

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**MCCULLOUGH, JAMES\*** Volume: 74, page, Grant number 12587  
New Brunswick registration date: December 12, 1868 Acreage: 90 acres

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**MCCULLOUGH, JOHN\*** Volume: 48, page, Grant number 7514  
New Brunswick registration date: April 24, 1856 Acreage: 100 acres

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**MCCULLOUGH, PATRICK\*** Volume: 74, page, Grant number 12551  
New Brunswick registration date: December 02, 1868 Acreage: 100 acres

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**MCCULLOUGH, THOMAS\*** Volume: 74, page, Grant number 12591  
New Brunswick registration date: December 12, 1868 Acreage: 100 acres

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**MCDEARMID, JOHN\*** Volume: 2, page 192, Grant number 982  
New Brunswick registration date: May 20, 1818 Acreage: 300 acres

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## PANB Index to Land Grants St. Martins, St. John County

**MCDONALD, THOMAS\*** Volume: 29, page 37, Grant number 3269  
New Brunswick registration date: June 20, 1844 Acreage: 50 acres

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**MCDUNGALD, DUNGALD\*** Volume: 2, page 190, Grant number 981  
New Brunswick registration date: May 19, 1818 Acreage: 300 acres

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**MCGEE, MARTHA** Volume: 11, page 168, Grant number 2810  
New Brunswick registration date: June 27, 1832 Acreage: 200 acres  
Comments: 4 others

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**MCGUIGGAN, THOMAS\*** Volume: 78, page, Grant number 13334  
New Brunswick registration date: August 17, 1869 Acreage: 100 acres

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**MCHUGH, PHILIP** Volume: 3, page 201, Grant number 1430  
New Brunswick registration date: April 23, 1822 Acreage: 300 acres  
Comments: 4 others

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**MCININNY, HENRY\*** Volume: 105, page, Grant number 18297  
New Brunswick registration date: June 10, 1881 Acreage: 100 acres

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**MCININNY, PATRICK\*** Volume: 105, page, Grant number 18298  
New Brunswick registration date: June 10, 1881 Acreage: 100 acres

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**MCINTYRE, JOHN\*** Volume: 59, page 0, Grant number 9755  
New Brunswick registration date: November 29, 1860 Acreage: 100 acres

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**MCKEEN, GEORGE\*** Volume: 101, page, Grant number 17449  
New Brunswick registration date: December 10, 1878 Acreage: 600 acres  
Comments: shared with William H. Murray

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**MCLAUCHLAN, OWEN\*** Volume: 67, page, Grant number 11238  
New Brunswick registration date: December 29, 1865 Acreage: 100 acres

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**MCLEAN, ALLAN** Volume: IV, page, Grant number 308  
New Brunswick registration date: November 10, 1796 Acreage: 517 acres

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**MCLEAN, ALLAN\*** Volume: 14, page 0, Grant number 210  
New Brunswick registration date: February 25, 1834 Acreage: 600 acres

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**MCLEAN, GEORGE** Volume: E, page 265, Grant number 567  
New Brunswick registration date: December 05, 1810 Acreage: 250 acres  
Comments: 24 others

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**MCLEAN, JAMES** Volume: E, page 265, Grant number 567  
New Brunswick registration date: December 05, 1810 Acreage: 260 acres  
Comments: 24 others

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**MCLEAN, JAMES\*** Volume: 16, page 104, Grant number 434  
New Brunswick registration date: July 28, 1835 Acreage: 200 acres

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**MCMAKIN, THOMAS\*** Volume: 34, page 203, Grant number 4592  
New Brunswick registration date: July 14, 1849 Acreage: 100 acres

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**MCMACKIN, WILLIAM HENRY\*** Volume: 41, page 0, Grant number 5997  
New Brunswick registration date: February 17, 1854 Acreage: 100 acres

## PANB Index to Land Grants St. Martins, St. John County

**MCMANUS, MICHAEL**                      Volume: 11, page 168, Grant number 2810  
 New Brunswick registration date: June 27, 1832                      Acreage: 200 acres  
 Comments: 4 others

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**MCNULTY, DANIEL\***                      Volume: 32, page 175, Grant number 4075  
 New Brunswick registration date: November 25, 1847                      Acreage: 50 acres

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**MCPHERSON, HUGH\***                      Volume: 28, page 177, Grant number 3170  
 New Brunswick registration date: April 10, 1844                      Acreage: 50 acres

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**MCTRAVIS, JOHN\***                      Volume: 92, page, Grant number 15893  
 New Brunswick registration date: November 14, 1874                      Acreage: 100 acres

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**MEAKLIM, JOHN\***                      Volume: 26, page 271, Grant number 2687  
 New Brunswick registration date: August 13, 1841                      Acreage: 90 acres

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**MELVIN, DAVID**                      Volume: 3, page 183, Grant number 1411  
 New Brunswick registration date: January 21, 1822                      Acreage: 200 acres  
 Comments: 1 other

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**MELVIN, DAVID\***                      Volume: 64, page 0, Grant number 10726  
 New Brunswick registration date: February 09, 1864                      Acreage: 150 acres

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**MELVIN, JACOB\***                      Volume: 24, page 204, Grant number 2295  
 New Brunswick registration date: April 15, 1840                      Acreage: 106 acres

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**MELVIN, ROBERT\***                      Volume: E, page 289, Grant number 570  
 New Brunswick registration date: December 11, 1810                      Acreage: 300 acres  
 Comments: 2 others

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**MERRITT, DAVID\***                      Volume: 8, page 4, Grant number 1809  
 New Brunswick registration date: May 17, 1825                      Acreage: 500 acres

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**MERRITT, THOMAS\***                      Volume: 55, page, Grant number 9066  
 New Brunswick registration date: April 06, 1859                      Acreage: 128 acres  
 Comments:

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**MILLICAN, JAMES\***                      Volume: 20, page 143, Grant number 1403  
 New Brunswick registration date: December 30 1837                      Acreage: 1000 acres

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**MILLIGAN, WILLIAM\***                      Volume: 41, page 0, Grant number 5912  
 New Brunswick registration date: December 28, 1853                      Acreage: 100 acres

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**MILLS, PATRICK\***                      Volume: 46, page, Grant number 7016  
 New Brunswick registration date: June 28, 1855                      Acreage: 124 acres

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**MILLS, THOMAS\***                      Volume: 78, page, Grant number 13341  
 New Brunswick registration date: August 17, 1869                      Acreage: 100 acres

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**MOORE, HUGH\***                      Volume: 27, page 3, Grant number 2780  
 New Brunswick registration date: January 19, 1842                      Acreage: 100 acres

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**MOORE, ROBERT\***                      Volume: 25, page 236, Grant number 2504  
 New Brunswick registration date: October 09, 1840                      Acreage: 100 acres

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## PANB Index to Land Grants St. Martins, St. John County

**MOORE, ROBERT\*** Volume: 27, page 54, Grant number 2831  
New Brunswick registration date: March 05, 1842 Acreage: 100 acres

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**MOORE, ROBERT\*** Volume: 28, page 103, Grant number 3096  
New Brunswick registration date: November 03, 1843 Acreage: 97 acres

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**MOORE, ROBERT\*** Volume: 29, page 132, Grant number 3366  
New Brunswick registration date: June 18, 1845 Acreage: 208 acres

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**MOORE, ROBERT\*** Volume: 35, page 41, Grant number 4636  
New Brunswick registration date: January 22, 1850 Acreage: 212 acres

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**MOORE, ROBERT JR.\*** Volume: 25, page 226, Grant number 2494  
New Brunswick registration date: October 08, 1840 Acreage: 100 acres

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**MOORE, WILLIAM\*** Volume: 25, page 237, Grant number 2505  
New Brunswick registration date: October 09, 1840 Acreage: 100 acres

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**MORAN, CHARLES\*** Volume: 18, page 85, Grant number 878  
New Brunswick registration date: September 16, 1836 Acreage: 150 acres

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**MORAN, JAMES\*** Volume: 24, page 39, Grant number 2130  
New Brunswick registration date: March 05, 1840 Acreage: 500 acres

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**MORAN, JAMES\*** Volume: 26, page 195, Grant number 2649  
New Brunswick registration date: April 15, 1841 Acreage: 500 acres

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**MORAN, JAMES\*** Volume: 16, page 54, Grant number 385  
New Brunswick registration date: May 21, 1835 Acreage: 420 acres

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**MORAN, MATTHEW** Volume: IV, page, Grant number 308  
New Brunswick registration date: November 10, 1796 Acreage: 722 acres

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**MORAN, WILLIAM** Volume: IV, page, Grant number 308  
New Brunswick registration date: November 10, 1796 Acreage: 103 acres

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**MORAN, WILLIAM** Volume: E, page 265, Grant number 567  
New Brunswick registration date: December 05, 1810 Acreage: 375 acres  
Comments: 24 others

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**MOSHER, PHILIP SR.\*** Volume: 6, page 147, Grant number 1476  
New Brunswick registration date: August 01, 1822 Acreage: 400 acres

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**MOSHER, PHILIP** Volume: E, page 265, Grant number 567  
New Brunswick registration date: December 05, 1810 Acreage: 500 acres  
Comments: 24 others

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**MOSHER, STEPHEN** Volume: E, page 265, Grant number 567  
New Brunswick registration date: December 05, 1810 Acreage: 450 acres  
Comments: 24 others

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**MURPHY, EDWARD\*** Volume: 69, page 0, Grant number 11602  
New Brunswick registration date: December 29, 1866 Acreage: 100 acres

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# Presentation made by the Saint John Branch



A presentation to the Saint John Regional library was made by the Saint John Branch of the New Brunswick Genealogical Society Inc. president George Sabean on April 15<sup>th</sup>, 2004. He presented the library with the following volumes of the magazine "Family Chronicle".

Family Chronicle - Year Three ( September 1998 - August 1999 )  
Family Chronicle - Year Four ( September 1999 - August 2000 )  
Family Chronicle - Year Five ( September 2000 - August 2001 )  
Family Chronicle - Year Six ( September 2001 - August 2002 )  
Family Chronicle - Year Seven ( September 2002 - August 2003 )

## Free Issue of Framily Chronicle Magazine



Family Chronicle, the how-to magazine for families researching their roots, is pleased to offer all New Brunswick Genealogical Society members a free trial issue.

Simply call (toll free) 1-888-326-2476 or visit

<http://familychronicle.com/nbgenerations> to get your complimentary copy of the latest issue.

*Some of the articles in the June 2004 issue: All I know is Germany, 25 Websites for Canadian Genealogy, Getting the most from your Genealogy trips to Europe, Tips on getting and staying organized, Family maps, websites worth surfing and Land Records.*

## Marriages in 1888

Contributed By: Mary Rosevear

*Editor's Note: These were taken from #15 C.A. White Scrapbook at the Saint John Library.*

**Gorham-Alward** — At the residence of officiating minister, Sussex, King's Co., on the 1<sup>st</sup> inst. by Rev. G. W. MacDonald, Mr. George Gorham and Edna M. Allward, both of Havelock, King's Co.

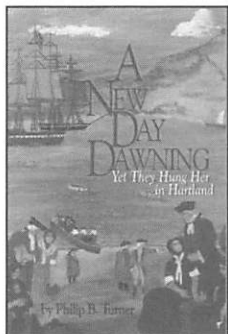
**Stanley-Alstone** — On the 1<sup>st</sup> inst., by Rev. R. French, Albert Stanley and Agnes Alstone, both of North Head, Grand Manan.

**Dokin-Cronk** — At Grand Manan, at the house of the officiating minister, Rev. F. Babcock, Jan 28<sup>th</sup>, Mr. Freeman, M. Dokin and Fiene, daughter of Mr. William Cronk, all of Grand Manan.

**Hamilton-Rankin** — At Lower Argyle Jan 23d, at the residence of the officiating minister, Rev. J. W. Freeman, Mr. Ira E. Hamilton to Miss Corinna Rankin, both of Lower Argyle.

**Trafton-Moores** — At the residence of the bride's uncle, Mr. J. W. Marsten, Eel River, on the 26<sup>th</sup> inst., by Rev. B. Colpitts, assisted by Revds. A. H. Trafton and I. Howie, Rev. G. B. Trafton, of Lower Woodstock, to Cella A. Moores of Eel River, York county. The bride received a number of handsome presents.

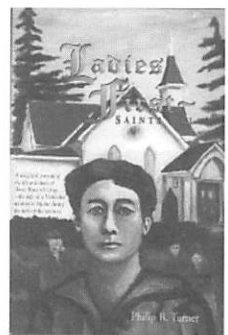
# Books For Sale



**A New Day Dawning, Yet They Hung Her in Hartland**, by Philip Turner; 162 pg, 6 x 9, Soft Cover, ISBN 1-896775-18-7.

Distributed by New Ireland Press, 217 Aberdeen Street, Fredericton, NB, E3B 1R6, telephone (506) 454-7100.

This is a historical novel of Mary Blake Craig Orser., who was carried off in 1787 by the indians and after her release married James Craig of Hartland, New Brunswick. When he disappeared she married William Orser. Families mentioned in this book are Craigs, Orsers, Turners, Sniders and Studholme. Included are descendant charts of Mary Blake + James Craig and William Orser + Mary Blake to Philip Turner, John Shaw + Mary Burrell to Philip Turner. Charts showing children of James Craig + Mary Blake and William + 1<sup>st</sup> Mary Craig ( sister of James Craig).



**Ladies First Saints All**

By Philip Turner, 190 pg, 6 x 9 , Soft Cover, photos, ISBN 1-896775-20-9.

Distributed by New Ireland Press, 217 Aberdeen Street, Fredericton, NB, E3B 1R6, telephone (506) 454-7100.

A delightful portrait of the life and times of Bessie Raworth Gray, the wife of a Methodist

minister in Maine during the turn of the century. This book is her diary from 1889-1919, Mrs James (Bessie) Raworth Gray died October 21, 1919. She also list women honored by the United Methodist Church. Several photo's in this book of James and Bessie Gray, Bessies Parents, Stella & Bob Hodgdon, Annie & Leo McPhee, First Methodist Worship Meeting House in Caribou 1887 and Methodist Church Caribou, Maine.

**Hope Restored, The American Revolution and the Founding of New Brunswick** by Robert L Dallison, 120 pg, Illustrated, ISBN 0-86492-371-6.

\$14.95 CDN/ \$12.95 US plus shipping. Distributed by the Military and Strategic Studies Program, University of New Brunswick, and Goose Lane Editions. Purchased at [www.gooselane.com](http://www.gooselane.com), email: [gooselane@gooselane.com](mailto:gooselane@gooselane.com) , Telephone (506) 450-4251, Write: Gooselane 469 King Street, Fredericton, NB, Canada, E3B 1E5. This is a historical story of the Loyalist regiments that settled New Brunswick, describing their Revolutionary War exploits, the colourful and influential people who came with them to New Brunswick, and the part of their legacy that can be seen today. Some of the people talked about in this book include: Captain Nehemiah Marks of the Armed Boatmen, Captain Caleb Jones of the Maryland Loyalists, Colonel David Fanning of the North Carolina Militia, and Lieutenant Hugh McKay of the Queen's Rangers. Some places talked about Fort Howe, Fort Cumberland, Fort Hughes, Loyalist Encampment and Cemetery, 42<sup>nd</sup> Highland Regiment Memorial Cemetery and MacDonald Farm Provincial Historic park.

## The Kings County News

A Weekly Journal published in the interests of the Agriculture Commerce, and the land we live in  
Vol 5 No 1 Hampton, NB Thursday, November 10, 1898

Mrs. T. P. Dixon of Philadelphia who has many friends in this county and is a sister to Humbert, James E and Stephen Fairweather, was badly hurt recently by being struck by an express train while crossing the track near her home. The train was rounding a curve and Mrs. Dixon did not see it in time to escape. She had three ribs broken and was very much shaken.

On Saturday night Martin Hansen was viciously attacked by two tramps on the street leading from the bridge . Hansen received a cut on the arm from a razor, which nearly severed the arm and he will probably lose it. On Friday evening two tramps called at C. F. Beard's residence while Mrs. Beard was alone in the house and tried to force an entrance but were frightened away.

# Daniel Wood of French Lake

Contributed by John Wood, Calgary, Alberta

Daniel Wood was born on June 30, 1764, and moved to New Brunswick in about 1785 when he was 21 years of age. He called himself a 'Loyalist' on one occasion, and I suppose that meant he was from the United States. I have never been able to locate his origins, however.

Daniel arrived with at least one other family member, a brother Thomas, and it took less than a year for Thomas to get into trouble. George Andrew had accused Nathan Smith of having Thomas lie on Smith's behalf, and at the expense of Andrew. Thomas was forced to print a statement in the Gazette that Smith had not put him up to this slander.

In the early years, Daniel is always associated with the Rusagonis Stream, where he worked in William Hazen's logging operations. It is my belief that, while working for Hazen, he also worked for John Morgan, a pre-Loyalist who had moved to the Rusagonis Stream from Nova Scotia and who would have needed labor to establish himself. Daniel probably even lived in the Morgan household for a while until he built his own log house on an unoccupied piece of nearby land.

Daniel made a petition with two other men for lots on the North Branch Rusagonis Stream in mid-1787, and a year later he petitioned with his brother Thomas for land on the main Oromocto River. Daniel and Thomas were still living on the Rusagonis Stream at this time, although Thomas left the area shortly thereafter. Both of these petitions were unsuccessful.

Daniel married John Morgan's daughter Ann in about 1788, and they had a family of two boys and eight girls. One of the girls, Mary, died and Daniel and Ann had a second daughter Mary. Son Nehemiah also died, leaving only one surviving son, named John.

By 1794, Daniel still had no land of his own and so, late that year, he bought Lot 21 and half of Lot 19 in French Lake on the main Oromocto River. He added to this holding in the spring of 1795 with the purchase of Lot 20. He and Ann and their four small children moved into a log house on Lot 20 during that summer.

Daniel added to his homestead site between 1800 and 1807, until he owned all of Lots 18 through 23, plus another property in the area of French Lake / Morrow Cemetery. His initial 1794/95 purchases included 525 acres, which he obtained for just 26 pounds. The total property in 1807 amounted to 1,252 acres and included everything from the present Wood Cemetery on the hill at French Lake up to and including Morrow Pond; plus the French Lake Cemetery property. It stretched between these limits from the river, back to about New Road. In mid-

1799, he petitioned for 500 acres nearby in Lot D just above French Lake, but with no success.

By 1816, he sold the 200 acre lot near the French Lake Cemetery to John Foss and in 1828 he sold several other lots to his son John and to his son-in-law Orlo Hoyt, who had married his daughter Phoebe. That left him with the original lots that he bought in 1794 and 1795, which were the heart of his homestead property. He sold these remaining lots to Orlo Hoyt and to another son-in-law George Morrow (who married Elizabeth Wood) in 1836, when he was 72 years of age.

Daniel had only about four acres of cleared plow and pasture land twenty years after he first arrived in French Lake. He kept 2 oxen, 1 horse, 5 cows and 15 sheep; seemingly modest possessions that nonetheless put him in the top five percent of tax payers in the District.

The French Lake homestead property would also have been used for logging. However, there were two other timber holdings, one on the Rusagonis Stream and the other in the Blissville / Hoyt area.

The Rusagonis Stream property consisted of 400 acres, some of which he bought in 1807 but most of which was obtained by his only successful land petition in 1809. This was an investment property and he sold it five or ten years later after removing the marketable timber.

The Blissville / Hoyt properties included 1,018 acres bought in 1827 and 1830. This was Daniel's largest investment in land, and cost 800 pounds. He held these properties, with one interruption, until the late 1830s and the mid-1840s as a source of income. This was well after he had sold the last of his homestead property to his son and sons-in-law.

In 1833 and 1834, Daniel's son John was sued six times for debts totaling more than 1,000 pounds. Settlement of these suits lingered on for years and, in 1838, Daniel had to sell land to generate cash to cover his son's legal problems. He sold an approximate half-interest in the Blissville / Hoyt properties in 1838 but was able to buy most of it back in 1841.

Land was not valuable as a speculative investment, but only for what it could produce. Daniel's total holdings of 2,670 acres, or about 4.2 square miles, was used mostly for logging. As far as the land was concerned, the total purchase price of over 1,014 pounds exceeded the sale price.

Daniel was also involved several times with making loans and buying and selling mortgages.

I do not get the impression that Daniel was especially litigious, at least not when compared with many other people. However, there was no escaping law suits when involved in the logging business. In 1825, Jeremiah Tracy built a saw mill at what is now



## Daniel Wood of French Lake

the village of Tracy. This effort required investors, and some of these were George P. Nevers, Daniel Wood, Daniel's son John and Daniel's son-in-law George Morrow. Tracy's mill burned in the fall of that same year and Jeremiah was in financial trouble. George P. Nevers sued Tracy for 2,000 pounds in 1827 and won, for example. Daniel Wood had made payments to feed and equip Tracy's woods crews and, in 1828, he also sued Tracy. His suit was for 800 pounds. The March 11, 1828 Supreme Court judgment was in favor of Daniel.

Part of this same cast of characters made a reappearance in 1834 when George Morrow sued George P. Nevers and George's brother-in-law John Wood for around 300 pounds. Part of this suit was for 43 pounds that John owed to George. This suit was a connivance between Morrow and the Wood family, and had two objectives. The first objective was to get Nevers, and the second objective was to raid John Wood's cash funds and to make him appear poor-on-paper as he faced numerous other less friendly creditors.

Perhaps it was around this time that Daniel's wife Ann demonstrated her disdain for the logging industry. The story is told that Daniel had a team of horses like they used to have in those days that did nothing but haul logs and were very used to that type of work. 'Driving teams' used 'driving harnesses' which were quite simple, as harnesses go, and did not consist of much. An unsympathetic tradition of what followed says that Wood's wife was a 'little strange' and that she took Daniel's driving harness - cut it up into pieces - and threw it down the well. Very many years later, Malcolm Smith went down that well to clean it out. The well was sixteen feet deep and he used a ladder. He found the harness and brought it back up himself. Malcolm got the story of how the harness got there from his mother. Malcolm also discovered that the water level in the well was affected by the tide in the river.

In religion, Daniel was always a member of the Church of England, as was his son John. He and John and another son, Nehemiah, were baptized in Maugerville in 1792. Nehemiah dropped from the record and must have died young. It was the third generation before this family joined the Christian and then the Free Christian Baptist Church.

Daniel drew up his will on February 25, 1847, at eight o'clock in the morning. Witnesses were Solomon Smith and Joseph Mersereau. Executors were to be George Morrow and Thomas Mersereau. He divided his estate among his wife and children. His wife Ann was to get a pension allowance of 30 pounds per year, and more if required for her comfort. Daughter Margaret was to get 50 pounds less than the other children from his "notes on hand and money" since he had already given her half of a house and barnyard. Other household furniture was to be divided among his daughters upon the death of his wife Ann. There was another sheet attached to the will, but not filed with it at the Archives. This sheet named other beneficiaries as follows: Anthony Breen, John DeWitt (mentioned three times), Luke DeWitt, E. Eastbrooks (sic), Benjamin Gray, John Hazen, Thomas Hazen (twice), John Hoyt, Orlo Hoyt, Alexander Lean, Henry McLaughlin, John McLaughlin, Hugh McQuestion, John Mersereau, George Morrow, Samuel Nason, George Mott, Edward Perley, Ezekiel Sely (sic), Benjamin Smith, Daniel Smith, E. Smith, Joseph Smith, Samuel Smith, Stephen Smith, William Smith, and George Tracy.

Daniel died on August 21, 1847 at the age of 83, and Ann died exactly two weeks later on September 4<sup>th</sup> at the age of 78. I propose that their homestead house was built on the site of the later 'Morrow house' on Lot 20 in French Lake; that it burned in 1847; and that that was the immediate cause of death of both. George Morrow rebuilt the house in 1847/48 and reused some charred timbers from the earlier house.

## The Kings County News

A Weekly Journal published in the interests of the Agriculture Commerce, and the land we live in  
Vol 5 No 1 Hampton, NB Thursday, November 10, 1898

Col. Vidal, D.O.C. and Col. Markham were in town last Thursday and took possession of the 8<sup>th</sup> armoury, putting new locks on the doors, etc., Colonel James Domville is yet to be heard from then look out.

Mr. and Mrs. John Vaughan are receiving congratulations on the arrival of young son.

Thos Bell and Mrs Mathews both of Hampton Village were married at the Baptist parsonage last evening by the Rev. Mr. McNeill

# Niagara on the Rhine

Contributed by: Paul Hill

This warm sunny day in August finds us visiting our hometown of Grand Falls, New Brunswick on the banks of the St. John River; commonly referred to in many older writings as the Rhine of North America. We first visit the Museum where the history of the Town unfolds replete with many artifacts including a 6m (20 ft) length of metal pipe; which in our youth hung on the wall in Taylor's hardware store. We then take a walk along the banks of the gorge overlooking the Grand Falls. There is mist from the falls; which for summer has an abundance of water flowing over it. We search for the iron pins which on one August day nearly one-hundred years ago helped provide the life line for a solitary figure who made a walk across the gorge; one of the Town's most memorable events. Many years ago we heard of this event by those who had been there that day. Our neighbor Ernest Weatherhead (whose father was an early settler of Kings County and then moved to Gillespie Settlement) told us of the crowds and the excitement. Our grandfather Elijah Watson (grandson of Amos A. Watson one of the early pioneers of Victoria county) spoke of the betting and attempts to influence the outcome. But today the pathway is almost deserted very unlike that day now remembered, so long ago.

The intrigue of Grand Falls predates the arrival of the Europeans. The falls was already famous due to the legend of Malabeam. The first European to mention the falls was Monsignor de Saint-Vallier, second Bishop of Quebec, who toured the area in 1686. He wrote in a rare book published in Paris: "The 16th of May we arrived at a place called Grand Falls, where the St. John river falls from a height over lofty rocks into the abyss making a wonderful cascade; the rising mist hides the water from sight and the uproar of the Falls warns from afar the navigators descending in their canoes." In 1791, Thomas Carleton, first governor of New Brunswick, had a military post built at Grand Falls. Prior to this there is a record of this area being a stopping off place for travelers through the area. This post was manned during the War of 1812 with the United States. Due to the town being laid out as a military parade ground, the main street in the Town has a width of 40 m, the widest main street east of Winnipeg.

The prosperity of the area grew and by the year 1900 the Town had a population of 1500 people. It became the centre of social and sporting activity for a much wider region. In the summer of 1904 it was decided to hold a 'Horse Racing' weekend. The Fredericton Daily Gleaner described the happening under the banner 'The Races to Be Held at Grand Falls'. The event was described in this promotional

piece as follows;

*"Next Friday and Saturday will be red letter days in the history of Grand Falls. The trots, Prof. Morrell's daring walk across the falls on a ½ inch tight rope wire, base ball games, band concerts, band concerts, river sports, polymorphian parade, a grand display of fireworks and other sports, will attract the largest concourse of people ever assembled in Grand Falls. The scenic grandeur and picturesque beauty of the Niagara of the Maritime Provinces is itself a sufficient attraction for thousands of visitors."*

And so it was that an event reminiscent of Blondin's walk across the Niagara gorge in 1859 took place in Grand Falls on 12 August 1904 when Evangelist Joseph Morrell, nicknamed Van by the children he grew up with but now referred to by his 'show name' Professor, walked the 125 m (400 ft) across gorge with the churning water 30 m (100 ft) below.

Van Morrell was born in Bangor, Maine on 10 December 1867. Early in life he decided the traditional careers of the largely rural northern Maine were not for him. On his own he learned gymnastics and other acrobatics, then graduated to tight rope walking. Having mastered all of these he began his chosen career with a balloon and parachutes performing in many small Towns in Nova Scotia. In the following two years he was with a touring troupe in the New England States and then in the summer of 1890 performed at Coney Island. His marriage to Rosa Barnard forced him to abandon the show life in favour of a career as a house painter. They moved to Houlton, Maine where he worked for several years. But showmanship was in his blood and the gables of the tallest buildings were no match for the 'wire'. This enticed him to be at the Fourth of July celebrations in the neighboring town of Fort Fairfield where he entertained the crowd by a tightrope walk 50 feet above the ground with a man on his back.

The gorge in Grand Falls and the events surrounding the mid-summer horse races provided the inspiration for his dreams. He approached the Committee with his plan for attracting an even larger crowd to the events of that weekend. They gladly accepted his offer and on the appointed day all was in readiness. The 125 m (400 ft) steel wire was suspended somewhat diagonally across the gorge. The cable and guy wires were anchored with steel pins driven into the rock. At the insistence of Mr. Morrell, further stability was provided by sand bags strategically placed at the anchor points.

The event had been widely publicized and people had come from far and wide. Huge crowds thronged

## Niagara on the Rhine

the cliffs tops of the St. John River and on the banks of the Little River; which has its confluence with the St. John at the top of the waterfall. It was an overcast afternoon but with no rain. Mr. Morrell appeared on the east side of the river and stood for a few moments. Then with a 6m (20 ft) metal pipe, as a balancing pole, he started the crossing on the thin wire. The band from the nearby Town of Perth struck up a 'jaunty air'. After going only 10 m he suddenly stopped and moved slowly back to the east approach. It was by then mid afternoon and with the parting of the clouds the sun glared off the wire and into his eyes. He immediately crossed the nearby suspension traffic bridge, only a short distance away, and began his walk again; this time from west to east.

He took three cautious steps then proceeded with confidence to the mid-point of the wire and then stopped. Slowly he bent over, put the balancing pole on the wire at right angles and did a head stand. For a few minutes he did other acrobatics and then calmly walked to the east shore. The crowd roared their approval and someone decided to pass the hat. In the end he received the sum of 45 cents. Instead of going to the horse races many spent the remainder of the afternoon at the gorge, trying to digest all they had seen that day.

After that feat of courage and daring, life for Van Morrell was anything but sweet for the next few years. By 1907 his wife Rosa and their two children were dead. He later remarried and after several years moved from Maine to Grand Falls. A few years later he was paid the sum of 100 dollars to perform from a wire atop the High School on The Flat; some 500 m from the falls, and the place of his major triumph. After several years the family moved to Wayne, Michigan. Twenty five years after the walk at Grand Falls he performed at the 1938 Wayne Homecoming. There, at age 72, he gave his last exhibition; including a headstand on the wire. In less than two years he was dead. His final resting place is in the serenity of the Northview Cemetary in Dearborn, Michigan

We find a Pin at the edge of the foot path, still firmly planted in the rocks, close to the water-carved island at the brink of the abyss. As we gaze out over the gorge with its swirling mist, the adulation of approval for Professor Morrell is heard above the roar of the falls and the noise of a busy street close by. For a fleeting moment the recollection of stories

of those who were there that day and the scene which now presented itself took us back to that day when the 'Grand Falls' on the St. John River became the Niagara on the Rhine.

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### Authors

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# Researchers Available for NB Records

## Certified Genealogists/Genealogical Record Searchers

- Don Dixon, G.R.S. (C), 129 Burpee Street, Fredericton, N.B., E3A 1M6, (506) 459-1512, Email: ddixon@nbnet.nb.ca. I do client research at PANB, at Harriet Irving Library UNB and at other NB repositories as required for all 15 NB Counties. The areas of experience are family history, Land records, Loyalist, Probate and Estate research. Lookups and copy service included.
- Tony LeBlanc, CG(c), 205 Karolie Road, Riverview, N.B. E1B 4V3, (506) 387-7387 Email: tonyaleb@nbnet.nb.ca. Researching Southern, Southeastern and Eastern areas of New Brunswick, including Acadian research. Website: <http://www.chocolate-river.com/genea.htm>
- Daniel F. Johnson, C.G., P.O.Box 26025, Saint John, N.B. Canada, E2J 4M3 Email: vitstats@nbnet.nb.ca. (The type of research SAE (search and extract) service for New Brunswick Newspapers. As many researchers do not have ready access to the "Vital Statistics From New Brunswick Newspapers" publications, I offer a surname service for a fee. A sample of this service may be viewed on my Website: [http://www.rootsweb.com/~nbcart/nb\\_newspapers.htm](http://www.rootsweb.com/~nbcart/nb_newspapers.htm)

## Other Experienced Researchers

- Paul J. Bunnell, F.A.C.G., U.E., 100 Whitehall Rd. #15, Amesbury, MA 01913, (978) 834-2399 Email: bunnellLoyalist@aol.com

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(Can provide services for Loyalist research for all of Canada and the U.S.A. He can also provide printed materials (census, newspapers) for the Loyalist period.

- Suzanne Blaqui re, 251 Tremblay St. Dalhousie, N.B., E8C 2P2, 506-684-3121. Email: irene@nb.sympatico.ca. I can do research for Restigouche county mostly & partly in Gloucester and part of the Gasp  Coast
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- Ann Ellis, 15 Bridge Hill Rd., Somerville, NB E7P 2S6. (506) 375-4285. Email: ellisdea@nb.sympatico.ca (Carleton Co. only)
- Southeastern Branch, NBGS, P.O.Box 7102, Riverview, N.B., E1B 4T8

## Hathaway Family Association

The Hathaway Family Association is an association of American and Canadian descendants of the Hathaway families of Massachusetts in the 1600's. We know that family members emigrated into the maritimes. If you have any Hathaway articles you would like to contribute to our newsletter, we would appreciate it. Please contact our editor: Cleo Hathaway, Apt. 406B 6535 Seaview Ave.NW, Seattle, WA USA 98117-6052. Our annual reunion will be held in Indianapolis in June. Previous reunions were held in Ottawa and Stratford, Ontario. Our family historian can assist with Hathaway enquiries - Ruth Keightley - Wkeightley@aol.com

# Small Cemeteries in St. Croix, New Brunswick

*Editor's Note: Special Thanks to the Members of the Charlotte Branch of the New Brunswick Genealogical Society who provided us with this information. This information was placed on their web site Sept 20, 2002.*

*Numbers in the table below have NO RELEVANCE to the cemetery. They are for the convenience of the webmaster.*

<b>THOMAS CEMETERY</b>		These stones are found in the woods to the right of a back field behind the Maillet property in Upper Waweig. They are surrounded by an old metal fence.
	1	Eliza THOMAS / died / Mar. 21, 1875 / age 80 yrs 5 ms E.T. [footstone]
<b>PRIVATE BARTLETT CEMETERY</b>		Documented 1992 by Shirley Clarke This small overgrown private cemetery is found a short distance up the Giles Road, off Route 760, in Upper Waweig . Broken pieces of stone were found some of which were disintegrating.
	2	Otis W. / BARTLETT / 1890-1906 [base] BELL [ stone fallen from base]
	3	Sacred to / the memory of / Jane / wife of / Caleb BARTLETT / died Septer 27, 1871 / aged 76 y'rs / [eulogy]
	4	J.B. [upright footstone]
<b>SIMPSON PRIVATE CEMETERY</b>		This small plot is located in Upper Waweig in a field on the Eugene Simpson property just to the left of the Mill road. More Simpson graves are known to be in the field to the right of the road but no stones exist. These stones have been repaired and are surrounded by a fence.
	5	Here lies the body of / Isaac SIMPSON / who departed this life / Nov. 7, 1826 / AE 11 yrs 6 mon / [eulogy]
	6	Here lies the body of / Henry SIMPSON / who departed this life [... broken ...] [eulogy] H.S. [footstone]
<b>LOOSE BARTLETT STONE</b>		This stone was located in Lawrence Reid's barn in Waweig at the lower corner of the Upper and Lower Waweig roads. Its original resting place is unknown, but may have been from the Bartlett family cemetery which was moved in the 1960 when the new road was built. See Bartlett Family Cemetery.
	7	In memory of two / infant children of / Leonard & Sarah / J. BARTLETT / [eulogy]
<b>CONNICK CEMETERY</b>		Small private cemetery found off of Route 127 at a point 1.5 miles north of Route 1, 100 yards from the Waweig River and 150 yards from Route 127. <i>Stones are located in a small grove of pine trees and were difficult to photograph. They were covered w/lichen &amp; it was late in the day.</i>
	8	William TOFT / 1809 - 1895 / his wife / Deborah / 1816 - 1902 / Erected by Jane H. HYSLOP
	9a	In memory of / Samuel K. CONNICK / died Nov. 6, 1856 / aged 50 years / Ann his wife / died Dec. 21, 1831 / aged 49 years
	9b	[left side] Samuel T. / died Aug. 31, 1831 / aged 1 year / Jane T. died Oct. 22, 1834 / aged 1 year / Sarah / died Jan. 24, 1857 / aged 16 years / Children of Samuel K and Ann CONNICK
	9c	[right side] Clarence M. / Died April 12, 1857 / aged 9 months / son of Samuel T. and Mercy CONNICK
	10	In memory of Mr. Caleb LEAVITT / of Moultonborough / Hampshire, U.S. / who died Dec. 22, 1825 / aged 26
<b>GILMAN CEMETERY</b>		These broken stones were located at the farm of Charles Bartlett in Bayside on Route 127 about 9 miles north of St. Andrews.
	11	Died Nov. 29, 1843, Mrs. Margaret (LIMEBURNER) GILMAN in the 72nd year of her age.
	12	Nehemiah GILMAN, her husband. [ broken stone by a rock wall in back of the

## Small Cemeteries in St. Croix, New Brunswick

		garden and barn]
<b>JOHNSON CEMETERY</b>		Private cemetery located at the base of Greenlaw Mountain in Bayside
	13	Our beloved/ Mary A. JOHNSON / died Jan. 14, 1878 / aged 29 years / Nearer my god to thee
	14	Eldest son of Henry [....?....] JOHNSON / died 18 Dec. 1861 / aged 29 years
<b>UNMARKED GRAVES.... GREENLAW FAMILY CEMETERY</b>		This cemetery is located near the head of Lake Chamcook on Chamcook Lake Road off Highway 127 at Bayside. Currently there are no stones found on the lot but these people are believed to be buried there: -Told to George Haney by Manley Gowan and his wife Mabel Alice (Greenlaw) Gowan in 1988.
	15	Walter GREENLAW and his wife Abigail GREENLAW Ranson GREENLAW, 1883, son of Alexander. Emily GREENLAW, baby daughter of John GREENLAW and Jane (Parker) GREENLAW.

## Return of Parish School in District #5 Westfield Parish Kings County, March 1850 to September 1850

Contributed by: Dorothy Wiggs

Teacher George Irvine.

Seen on microfilm F7644 at the Provincial Archives of New Brunswick

<u>Males</u>	<u>age</u>	<u>days in school</u>	<u>Females</u>	<u>age</u>	<u>days</u>
George Fenwick	18	11	Sophia Fenwick	16	74
Joseph Fenwick	12	87	Martha Barlow	16	23
William Barlow	5	91	Emma Jane Barlow	13	74
Charles Wightman	7	99	Mary Anne Barlow	10	23
Fenwick Davy	8	3	Charlotte Davy	6	107
Alexander Kirk	5	107	Mary Rians (Ryan)	10	66
Thomas Kirk	13	29	Martha Kirk	10	105
William Kirk	15	76	Mary Rush	10	97
John Rush	15	112	Hannah Rush	8	24
John Linton	13	92	Mary Irvine	16	0
William Irvine	13	66	Eliza Irvine	18	53
Michael Rush	13	31	Susannah Wilson	16	0
William Chittic	8	29			
Douglas Wells	5	23			
Albert Irvine	6	72			
Hamilton Irvine	8	90			
Andrew Irvine	11	92			
David Linton	11	101			

Many of these names were the same as in the 1841-1842 school return and it was probably the same school. The families lived along the Milkish Creek and into the Bayswater area.

# Benjamin Stymiest II & His Wife Abigail Fardon

## *“THE MIRAMICHI: CLAIMING THE WILDERNESS”(Condensed Version)*

By: Carl W. W. Stymiest, U.E.; B.Ed.; M.Ed.

The voyage of Loyalists' *Benjamin (Stymiest II)* and his brother, *Jasper (Stymest)* was long and more difficult than they had ever anticipated. The parting with loved ones left behind was a highly emotional time for all. Upon completion of their long and horrendous journey, these two Loyalists began pondering the "promises" made regarding the settling in a strange, new and foreboding territory. These "promises," a series of discussions and decisions between New York, London, Halifax, and Quebec established that every Loyalist would receive a free land grant.

*Benjamin Stymiest II* was to be no exception, and after a brief time in Parr Town, resolved to migrate further northeast where he had heard a more favourable territory existed. While at Parr Town, Benjamin heeded the stories of great timber-wealth further to the north, in a place, called "*River Mariameschie*." After numerous family discussions, Benjamin decided to investigate the so-called "*Davidson Tract*" on the Miramichi River.

He learned that *William Davidson* was the founder of the first settlement at Miramichi and that he operated a lumber and fishing business there. Who was this Davidson, he wondered? Benjamin soon discovered that Davidson was born, "*John Godsman* (aka Goodsman) in Bellie Parish, Banffshire, Scotland around 1740, the son of William Godsman who was engaged in the fishing industry on the north coast of Scotland. Before leaving home to seek his fame and fortune in Nova Scotia, he adopted the name of his maternal grandfather, *William Davidson*."\*

As Benjamin listened to the narratives of this legendary entrepreneur, he learned that "at the age of twenty-four, Davidson formed a partnership with *John Cort*, a native of Aberdeenshire. William had two-thirds interest, and Cort, one-third."\* Davidson and Cort, who arrived in Nova Scotia in the mid 1760s explored the lands of the east coast of what is today New Brunswick and managed to obtain a sizeable land grant on the Miramichi with all fishing and timber rights as well. "They chose the site "*Elm Tree*," twelve miles above Beaubears' Island, as their chief centre. Although their grant was intended a fishing grant, they also received a township grant of 100,000 acres. This was located on the "*River Mariameschie*" which first appeared on Champlain's map of the early 1600s. "~

Benjamin further learned of Davidson's escapades from other settlers as well. They told him Davidson had returned to the Miramichi after leaving for Mauderville in 1777 during the uprisings. They

also said he "suffered heavy losses from" ^\* "the predations of the privateers" ^\* as well as "constant raids carried out by the local Micmacs."^\* The Mi'kmaq \*\*\* (Micmacs) were quite "hostile towards Davidson because of his constant interference with their fishery."^ As part of his grant from the government, he was "to share the fishery with the Micmac Indians"\* because they "were indigenous to the river."\* Benjamin and his family were soon to learn more of the Mi'kmaq.

### **"Northumberland County, New Brunswick Pioneers"**

While at Mauderville, Davidson was able to conduct "*lumbering operations on a large scale*" and able to secure "a contract to cut masts for the British Navy as their regular supply of masts from New England had been cut off and the need of finding vessels to ship them in led to the rise of the ship-building industry. Often, both vessel and cargo were sold at their destination."+

It wasn't until June of 1783 that Davidson took a new interest in the forests on his grant. The Royal Navy had indicated an interest "for masts, yards, spars, bowsprits and other pieces suitable for shipbuilding." ^

In 1784, the Province of New Brunswick was formed which brought new pressures to the large grant settlers such as Davidson. Loyalists and disbanded soldiers from various regiments complained to the authorities that it was highly unfair that Davidson had received such an enormous grant. The authorities conducted an inquiry and concluded "that the terms of the 1765 grant had not been met, particularly in respect to bringing settlers to the river"\* and Davidson was informed that a "process of escheat"\* would soon follow. He was extremely upset with the decision of the investigation and protested vehemently. This was to no avail as the existing grant of 100,000 acres in 1765 was revoked and replaced "with a new grant containing of 14,540 acres. William Davidson attempted to continue his enterprises from the reduced land base by arranging new contracts and markets. He borrowed money to build additional sawmills and other facilities on the Miramichi."\*

As Benjamin listened, his mind, weighed all the information. His curiosity was piqued, and he was reminded that Davidson had come "not for religious reasons, but for a purely commercial venture."\*\* This was a belief he shared, as he realized he would soon have to make provisions for his family as well.

## Benjamin Stymiest II & His Wife Abigail Fardon

The old storyteller at the dockside spoke highly of Davidson and told eager listeners that the *Davidson Agreement* (Grant) contained a 'proviso' declaring, "that the partners were to bring one Protestant settler to the tract for each 200 acres of land contained within its boundary, or a total of 500 settlers during the first four years." \*

As Benjamin attended these stories, his thoughts, most probably, would be whirling. All he could visualize was being a part of Davidson's stake. God willing, this would be the "new hope" regarding the government's "promise" of land. This precept alone heightened Benjamin's curiosity and he immediately began a series of family discussions with his wife Abigail and their children. The quintessence of that decision being, that he and his family, were going to be one of the settlers according to the "government proviso."\*

After saying 'good-bye' to his brother Jasper and his family, Benjamin, Abigail and their five children departed to make their way through a hostile wilderness to the "*Davidson Tract*." One can only imagine what went through their minds as they sadly waved and sang their tearful good-byes, not knowing if they would ever set eyes on beloved relatives and friends again.

After much discussion and careful planning, *Benjamin Stymiest II* and his family were escorted by one of Davidson's scouts aboard a small, light comfortable river-craft; its course set northeast. They had to travel by water as the land around them was broken, rough and lined with uninhabitable dense woods. They meandered for many days to a community called St. Anne's Point (Fredericton). Here they refreshed themselves and obtained enough provisions for the ensuing leg of their journey.

It was a difficult journey to say the least, carrying all their worldly goods and possessions. Families who left America would have been allowed to bring only those necessary possessions approved by the ships' captain.

Other hardships would also have presented themselves along the route. Not being familiar with their surroundings and the dreaded fear and threat of personal attack from regional natives.

In retrospect, *Benjamin Stymiest II* would likely have viewed the first portion of their expedition as fairly pleasant. As they traversed the wide and expansive river, all seemed quiet, peaceful and tranquil.

The shoreline on either side of the river was adorned with colourful greens and everywhere, the fragrant smell of the evergreen. Intermingling amongst the greens were fine hardwoods- maple, oak, birch and walnut. This was the scene of serenity along the St. John River in the summer of 1784. An

impression must have formed in Benjamin's subconscious of the stories of Colonel Robert Monckton's journey on this very same river some thirty years before. It is quite conceivable that the route taken was one and the same. Benjamin and his scout were well aware, and mindful of the native stories they had heard in Parr Town.

After a few days at St. Anne's Point, they found themselves following a newly appointed course. This unnamed waterway was somewhat narrower and would take them further inland bearing a northeasterly direction. Before reaching Davidson on the Miramichi, one can only speculate the hardships this pioneer "*Stymiest*" family endured. As they advanced further inland toward the northeast, the hot sun became stifling, but this was nothing compared to the nighttime attack of the dreaded mosquitoes and blackflies. They were constantly "*eaten alive*" without the protection of present-day repellent.

The waterway at times was shallow and they had to portage over many barriers and obstacles, presenting incredible challenges. They were often rewarded for their hardships; a good, evening meal followed by a good night's sleep. As they took to the embankment to camp and rest for the night they would find themselves beneath a beautiful moonlit and starry sky. A "*lean-to*" of soft evergreens was constructed where Abigail and the four girls would sleep while the men scouted and kept vigil throughout the night.

Once the camp was readied for night's rest, attention would have focused on food and nourishment. Kindled, firewood would be lit as dusk approached; its purpose not only to cook the meal, but also to produce smoke, which hopefully would drive away the appalling mosquitoes.

The aroma emanating from the camp was, most likely, created in an well-seasoned, wrought-iron skillet brought by Abigail from New York; sizzling its catch of the day- brook trout, salmon or fresh game bagged by the men. Berries such as wild strawberries, raspberries, blueberries and other tasty gems picked by the girls, would accompany the main course. As everyone enjoyed the meal, wisps of smoke, encircled through the dense overhead canopy of trees, shadowing the moon in a haze of bluish tranquility. After such a meal of contentment, Abigail and the youngest children would nestle-down in their "*lean-to*." The children would drift into sleep; one-by-one as the sweet smells of the forest brought dreamlike images to their minds.

Abigail, in the quiet of the night, may have shed a few silent tears, which she courageously tried to conceal, as her mind revisited her home and family left behind. With the calmness of a silent night



## Benjamin Stymiest II & His Wife Abigail Fardon

surrounding them, she too would escape beneath a shroud of sleep after such a harrowing day of travel.

By early morning, a chorus of songbirds awakened and welcomed the Stymiest family to a new adventurous day. As everyone completed the appointed tasks, the scout readied the boat for the present days journey.

We do not know how long it took Benjamin and his family to reach the "*Davidson Tract*." They did; however, all arrive safely.

It is speculated that *Benjamin Stymiest II* and his family remained on the "*Davidson Tract*" for a very short time. It was here that he received "two acres of the "*Davidson Tract*" on the North West Branch of the *Miramichi River* in 1784." \*\*

There is no available record revealing exactly how long they stayed on this acreage. The Davidson grant "*consisted of those parcels of land on both main branches of the Miramichi which he and his tenants were actually occupying.*"\*

Records do show, however, that the two acres of land belonging to *Benjamin* were "*under proper cultivation.*"\*\* Other families arriving about the same time as Benjamin were "*James Barnett, James Clark, Alexander Hay, Peter Long, Willm Gillis, Peter Bonamy, Jonathan Lubferry, Alexander Goadsman, John Wilson, Esq., John Bigg, George Sutherland, and Stephen Shearwood.*"\*\* Their numbers on the North Branch of the River comprised "18 families, 62 people, on 50 3/4 acres of cleared land."\*\*

At this time, many of the settlers on Davidson's lands, including Benjamin were growing more discontented. They desired to have their own legal land grants as had been promised by the authorities when they disembarked at Parr Town.

### Author's Note:

The "William Davidson Papers" held by the Davidson Family reveals that *Benjamin Stymiest II* was registered as the occupant of two acres in Davidson's "*Register of Lands*," Register #12. The name is spelled as "*Benjn Stimmeist*."

### Sources:

\*\*\* "*Micmac History Spelling of Name*," Sultzman, Lee

\*\* "*William Davidson Papers*," The Private Papers of the Davidson Family

\* "*Dictionary of Miramichi Biography*," W. D. Hamilton, Keystone Printing, St. John, N B, 1997, p.97.

+ "*Miramichi History*," Communities Inc., 1996

~ "*Loggieville...on the Miramichi*," Miramichi Press, 1964, 1965; Chatham, NB; James A. Fraser & Carlyle W. W. Stymiest, 1964, p.12.

^ "*Rebels and Royalists*"; M. A. MacDonald, New Ireland Press, Fredericton, NB; 1990, p.54, 107.

### Author's Note:

*Benjamin Stymiest II* landed in *Parr Town* (St. John) in 1783. He then traveled along the St. John River towards *St. Anne's* (Fredericton) on his way to "*The Miramichi*" where he was to settle on "*The Davidson Tract*." During the late 1700s, (an exact date cannot be ascertained; he petitioned for a Land Grant from the newly formed Government of New Brunswick. His request was successful, as he obtained the rights in Grant # 968, specifically, Lot #3 (containing 86 acres) at *Escuminac Meadows* off the Gulf of St. Lawrence, near what was called *Cape Escuminac*, New Brunswick. (CS)

The following two excerpts give details found in the New Brunswick Cadastral Map Records located in the New Brunswick Provincial Archives, (PANB) Fredericton, NB. There is mention of several land grants given to *Benjamin Stymiest II* and his son, *Benjamin Stymiest III* of New Brunswick.

### Grant #1. STYMIEST, Benjamin II (Sr.)

Volume 1, page 227, *Grant # 968*

Original Province of registration New Brunswick

Nova Scotia registration date not applicable

New Brunswick registration date 1818/04/24

Accompanying plan yes

### Grant #2. STYMIEST, Benjamin III (Jr.) Volume 6, page 470, *Grant # 1735*

Benjamin Stymest 100 Acres

Parish of Alnwick, County of

Northumberland

#1735

So it was in the Province of New Brunswick that the Loyalist family "*Stymiest*" settled their lands, raised their families, and built their grist and sawmills. They worked and toiled long hours, fulfilling a long, sought-after dream. The *Stymiest* men were industrious, well-motivated and successful pioneers.

Much has been said and recorded about the male Loyalists' of the family, but what of the first New Brunswick *Stymiest* women, namely, *Abigail (Fardon) Stymiest* and *Milcah (McKeel) Stymest* and their daughters. How was their life progressing now that they were once again settled?

*Abigail Fardon Stymiest* and her sister-in-law,

## Benjamin Stymiest II & His Wife Abigail Fardon

**Milcah McKeel Stymiest** would be classed by today's standards as great pioneer women. They were always there when needed by their husbands, children or other family members. They had little to work with but they made it go a long way.

In conclusion, existing records have made it fairly easy to research and trace the "**Stymiest Family**" and our early North American ancestors and descendants. They have left us a "**Paper Trail**" to review, and in doing so; we can visualize the actual progression of the "**Stymiest Family**" in establishing a new home in a "**promised land**."

From late twelfth century Bavaria to Austria, France, Germany, Brabant and eventually Holland, the **Stymiest** family settled lands and established small communities in New Amsterdam and Bergen in the States of New York and New Jersey.

Emigration to the new world(s) was a result of religious fervour, politics, economy, the American Revolution and yes, even adventure. The acquisition of several land grants and their settlement in New Brunswick, Canada; some eventually returning to the United States to live. The "**Stymiest Family**" have prospered and played an important role in the development of two nations, the United States of America, and Canada.

When our ancestors, **Casparus Johannes Steynmets II** came from Holland to New Amsterdam (North America) in 1631 and **Benjamin C. Stymiest II** to Nova Scotia (New Brunswick), Canada in 1783 they were driven by harassment, adventure, ordeals, and successes to seek "**a home**" where they would have freedom of worship and freedom from conflict and hate. Each time, they courageously left their homelands for newer worlds. They helped predicate two nations; and many generations now enjoy a heritage of freedom, faith and love.

This was the legacy to the "**Steynmets, Stymiest, Stymeist, Stymest, Stymist**" descendants, their

"**Chronicle**" to us. They surmounted many hurdles with fortitude; becoming true Canadians and Americans, not even realizing they were developing a new era with each successive generation.

Now, as I look back at some notes received from my fathers' cousin, forty-three years ago, the ancestors and descendants of **Casparus Steynmets II (Stymiest)** numbered a mere 200 souls. Today, we number over **55,500** ancestors and descendants. **Truly amazing!**

**"Only a genealogist regards a step backwards as progress!"**

**"There is no king who has not had a slave among his ancestors  
and no slave who has not had a king among his."**

**Did you know?**

**"That old genealogists never die, they just lose their Census"**

**Stymiest Family Motto:**  
***"albo lapillo notare diem"***

**Source:**

***"Down By The Old Mill Stream: A Stymiest Chronicle"* (Part VI);**

**Stymiest, Carl W. W. Stymiest, U.E.;  
Trafford Publishing, Victoria, B.C.; November 2001.**

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## Fatal Accidents

By Mary Rosevear

*Editor's Note: These are taken from Journals of the Legislative Assembly of the Province of New Brunswick from 7<sup>th</sup> of March to the 20<sup>th</sup> of April, 1912.*

Nov. 8<sup>th</sup>, **Alfred Picot** – Employed at Shives Lumber Company Saw Mill at Athol. Struck by a piece 2x3 scantling thrown from edger and died shortly after.

May 27<sup>th</sup>, **Celino Maillet** – This woman was employed at the Dominion Textile Company, Moncton. Finger of right hand crushed by being caught in gear wheel.

July 24<sup>th</sup>, **Neil McIvor** – Employed at the Edward Sinclair Lumber Company Saw Mill, Newcastle. Two middle fingers of right hand bruised so that it was necessary to amputate them.

# Registration & Retrieval of Records at the Provincial Archives of New Brunswick

## Denise Jones, Manager, Public Service, Provincial Archives of New Brunswick

PANB now issues client cards to researchers when they register during their first visit to the Archives. If you are a visitor to the Archives and have not yet received a client card from the front desk staff, please ask about it during your next visit. You will be asked to fill out a registration form and then you will be given your client card.

The client card system is linked to our new retrieval system. The new retrieval system enables us to have more control over the vast number of collections in our care. Your client card is needed when you order original records from the front desk staff.

Retrieval of original records occurs only from Monday to Friday. If you plan on visiting the archives on a Saturday and require the use of original records, please call ahead and we will be happy to order the records in advance of your visit so that the records are available when you arrive on Saturday. Staff will need your client card number to be able to order the records. That number is located at the bottom of your card under the bar code.

Like our self-service microfilm collection, our collection of publications regarding various aspects of the history of New Brunswick and New Brunswick families is now located in the Research Room for public use.

If you have any questions or concerns, please feel free to contact Archives staff at (506) 453-2122 or email us at [provincial.archives@gnb.ca](mailto:provincial.archives@gnb.ca) and we will be happy to help.

Thank you for your continued use and support of the Provincial Archives of New Brunswick.

## Obituaries

### Destiny Leigh Drysdale

Miss Destiny Leigh Drysdale, 20 Rockland, Maine, died Unexpectedly at Maine Medical Centre, Portland, Maine, Feb 2, 2004. She was the precious child of John A. and the late Lorian (Lindsey) Drysdale, Waldoboro, Maine. Eleven years ago she was diagnosed with Marfans Syndrome, a rare genetic disease. She had undergone three major operations in Nov. and Dec. and two weeks ago went through two more operations. She had only come home from hospital two days before. Destiny will be buried in Riverside Cemetery. Her wishes to be buried on her 21<sup>st</sup> birthday with her mom will be granted on May 28, 2004.

She was the granddaughter of Dollypearle Drysdale- Martin, Douglastown, NB. Dollypearle is a member of the Miramichi Branch of the New Brunswick Genealogical Society Inc and is the Membership chair for the branch.

## WHAT IS A GENEALOGIST?

A full-time detective  
A thorough historian  
An inveterate snoop  
A confirmed diplomat  
A keen observer  
A hardened skeptic  
A apt biographer  
A qualified linguist  
A part-time lawyer  
A studious sociologist  
An accurate reporter  
An hieroglyphics expert  
AND...  
A complete nut!

## Genealogy Poem

I went searching for an ancestor, I cannot find him still  
He moved around from place to place and did not leave a will.  
He married where a courthouse burned. He mended all his fences.  
He avoided any man who came to take the U.S. census.  
He always kept his luggage packed, this man who had no fame.  
And every 20 years or so, this rascal changed his name.  
His parents came from Europe. They should be upon some list  
of passengers to the U.S.A., but somehow they got missed.  
And no one else in this world is searching for this man.  
So, I play Gensolitaire to find him if I can.  
I'm told he's buried in a plot, with tombstone he was blessed;  
but the weather took engraving, and some vandals took the rest.  
He died before the county clerks decided to keep records.  
No family Bible has emerged, in spite of all my efforts.  
To top it off, this ancestor, who caused me many groans,  
just to give me one more pain, betrothed a girl named Jone