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Generations

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McAdam Train Station (page 2)

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Generations

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Generations is published quarterly in Saint John, N.B. by the New Brunswick Genealogical Society and is distributed to the members in Canada, the United States and overseas. The Society also publishes books related to genealogy and sponsors periodic seminars.

Generations is almost entirely made up of articles contributed by members. The society encourages submissions that deal with genealogy and family history.

Submissions may be on a 3.5" disk or CD using any format that can be opened easily by the editor. A hard copy of the submission and the format in which it was saved must be included. Submission may be typewritten using white paper and a good quality black ribbon or e-mailed to the editor. Contributors are responsible for obtaining permission to publish material owned by others.

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From the Editor's Desk

With Summer here I hope everyone has a great deal of genealogy research planned for the summer months.

I am always looking for articles so keep this in mind when you are researching this summer.

Please let me know if you have any new ideas for the magazine. Always open for new ideas.

My sympathy to all the families of members who have died in the last year, they will be missed.

Check out all the new books and reunions listed in this issue.

Happy researching and have a great Summer!

Mary Rosevear

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Mary Rosevear

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CHARITABLE STATUS

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McAdam Train Station

Contributed by: Mary Rosevear

The village of McAdam is named after Hon. John McAdam. John, born 28 March 1807 in Co. Anrim, Ireland. John emigrated to New Brunswick when he was 10 years old (1817). In early manhood he was in the lumbering business that was prosperous. On 19 April 1835 her married Jane Ann Murchie, daughter of Daniel Murchie and Janet Campbell, both of Scottish origin and a resident of St. Stephen. John took active part in politics, serving Charlotte Co. N.B. as a MLA for several years.

Like so many Atlantic Canadian towns and villages, the history of McAdam, New Brunswick is evident in its architecture. In coastal communities such as St. Martins or Saint John, the mansions of sea captains and remains of old piers conjure up images of the "Golden Age of Sail"; but in McAdam, some thirty miles inland, the small houses, rows of railroad tracks, and impressive train station are tangible evidence of a later period in New Brunswick history, that of an industrial working-class town. Like the ports, however, the economic rise and fall of McAdam is very much linked to changes in transportation technology.

Located in southwestern New Brunswick near the Maine border, settlement in the McAdam area began with lumbering operations in the mid-1800s.. Strategically positioned near the St. Andrews and Quebec Railway line, the encampment was known as "City Camp." Shortly after Confederation, construction of the European and North American Railway line reached the New Brunswick-Maine border, intersecting with the New Brunswick and Canada Railway line (formerly the St. Andrews and Quebec Railway) at, or very near, City Camp. Soon after, City Camp was renamed "McAdam Junction," in honor of John McAdam, an elected representative in federal and provincial government and a prominent lumberman in the area; thus, the new name was reflective of traditional, as well as future, economic opportunities.

Over a span of twenty years, the St. Andrews and Quebec line changed hands five times. Despite the instability of ownership, McAdam Junction was already a well-established railroad village when, in 1890, the Canadian Pacific Railway acquired the rights and property of the line in a 990-year lease. Located 85 miles from the winter port of Saint John, McAdam was perfectly positioned geographically for the servicing of steam engines. If the decision by the Canadian Pacific in 1898 to move the New Brunswick Railway shops from North Devon (near Fredericton) to McAdam was not ample evidence of the importance of McAdam to their future plans, the building of a castle-like station erased any doubt. The small wooden building that had served as a station since the 1870s was replaced by an impressive Chateau-style grey granite building, complete with a steeply pitched, multi-leveled roof and gabled dormers and turrets. Under the windows, one can examine stones that are twelve feet long, making complete windowsills. Over the windows and doorways, arches are held in place by keystones that were quarried on the spot where the building now stands. The mansard roof is multileveled with Gothic spires and canopies trimming the peaked windows and central tower.

The McAdam Railway Station construction began in 1900 and finished in 1901. It was 133 feet long and 36 feet wide and then an extension was built in 1910-1911, which now made it 285 feet long and 45 feet wide. The station was commissioned by Sir William Van Horne, who built the CPR. The architects were Edward Maxwell and W. H. Painter and the Contractor was Joseph McVay. In 1916, the store buildings, blacksmith's shops, coaling plant and powerhouse were completed. To serve the traveling public, the station contained a large lunch counter, a dining room and a first-class hotel. In 1924, the CPR expanded the yards once again with the construction of repair and refit shops.

Located in the west end of the Station, the Lunch Counter was one of the last rooms to be opened and also one of the last rooms to be closed. Added with the west end addition in 1911, the Lunch Counter was used to serve light meals and snacks for hundreds of passengers daily on brief layovers. During the heyday of the Station, staff of the Lunch Counter had to be prepared to serve breakfast to upwards of 1,200 passengers arriving mainly from Boston and Montreal. Fed at the Lunch Counter as well, during the First and Second World Wars, were the many soldiers who would pass through on the troop trains headed to the coast. But no matter who you were, if you were passing through McAdam Junction you would order a slice of one of the 10 different kinds of "Railroad Pie", which this station was famous for. The "Lunch" sign, which is still visible on the outside of the Station, has not been lit since April 15, 1976, when proprietress Theda Boone locked the door for the last time.

On October 1st, 1959, after 50 years of operation, the Canadian Pacific Railway Hotel closed it's doors to customers. Originally, the Hotel consisted of only 8 rooms, one common bath, a library/parlor and a Dining Room with a kitchen in the basement, with food being sent to the Dining Room via a dumb-waiter. With the expansion of the Station in 1910-1911, the remodeled Hotel operated 17 guest rooms with shared baths between the rooms and an expanded Dining Room, which can be seen today. Rich travellers as well as travelling salesmen, used the Hotel and its accompanying Dining Room frequently. These First Class, Five Star accommodations were first supervised by Miss Grant from the time of opening until 1937, followed by Miss Clark from 1937-1941 and under the iron fist of Miss Edith E. Quinn until the Hotel's closure. Miss Quinn, with the help of Miss Bessie McCarthy, was in charge of

McAdam Train Station

running the Hotel, Lunch Counter and Dining Room as well as keeping the staff girls, who lived in Dorms on the third floor, in-line and on time. Most of the furniture found in the Hotel as well as the dishes in the Dining Room, were not original to the Station but to the CPR Royal York Hotel in Toronto. Whenever that Hotel was updated, the old furniture and dishes were sent to McAdam. While the current, expanded Dining room was not restricted to Hotel guests, it did cater to an upper class of travellers with elaborate menus and scrumptious meals equal to those found in the other CPR Hotels such as Quebec's Chateau Frontenac or Alberta's Banff Springs Hotel. White linen and fine china adorned the tables and created a lasting impression on the many who were privileged enough to share a meal in the Dining Room. These privileged few included those attending many special banquets and functions.

Throughout the years, the waiting room/telegraph office area has changed considerably. The current waiting room was originally the Men's Waiting Room, while the Ladies had a separate, more elegant Waiting Room through the door to the west of this area. Inside the Men's Waiting Room there was a newstand. In 1959, upon the closure of the Hotel, the Newstand was turned into the General Agent and Chief Clerks Office and later into the VIA ticket office. Also in 1959, the

Telegraph offices and its four operators were moved from the second floor into the old ticket office to receive and send train orders. The last day of operation for the Telegraph Office was January 1, 1971.

Over the years, many community projects in McAdam were the result of collective volunteer efforts of the railroad workers, undertaken with the support and encouragement of the CPR. In an article written in the early 1950s, one reporter observed that "McAdam was 100% railroad town with no other local industry or surrounding agricultural area to challenge the dominance of the CPR. Everyone either worked for the railway and related services or supported those who did." Changes in technology, from steam to diesel in the 1960s, and from boxcars to containers in the 1970s, spelled the end of the glorious railway era in McAdam. Although the village has not regained the status enjoyed during the reign of the CPR, the Irving-owned railway, NB Southern, has recently begun running freight trains through McAdam, reviving a legacy that began nearly a hundred and fifty years ago.

The Canadian Pacific Railroad became the first to accomplish this feat. The signing of the lease in 1890 linked the Atlantic Provinces to the rest of Canada, and soon after, the CPR chose to make McAdam the centerpiece of their operations in New Brunswick. There are few, if any, communities in Canada than have a longer or more illustrious railroad history than McAdam.

McAdam's unique one hundred-year-old railway station is reminiscent of an era when most travel was by train and when living was more relaxed.

It is one of the most photographed buildings in New Brunswick, and on viewing this grand edifice, it is easy to understand why it is such a magnet for tourists. It draws about 25,000 visitors annually to McAdam, and in the early 1980's it was dedicated as a National Historic Site.

In 1976 the Historic Sites and Monuments Board of Canada (HSMBC) declared the station a National Historic Site and a plaque was erected in 1983. In 1990, the building was declared a Heritage Railway Station under the Heritage Railway Stations Protection Act.

The McAdam Historical Restoration Commission is continuing their efforts to restore and retain the building as a functioning facility and an important reminder of McAdam's past.

Donations for further restoration of this National Historic Site are greatly appreciated. If you desire any information, or would like to give a donation please feel free to use the Restoration Commission address:

McAdam Restoration Commission
146 Saunders Rd.
McAdam, NB
E6J 1L2

Email: villageofmcadam@nb.aibn.com
Tel: (506) 784-1402
Fax: (506) 784-2293

Tours of the McAdam Railway Station can be taken daily from 10:00 AM - 6 PM. A small fee of \$3.00 is being charged to help with the upkeep of the Station. For more information call 1 - 506 - 784-3101

McAdam Train Station



The Dining Room Staff in 1940 consisted of

Front Row (L to R) Miss Alice Clark - Manageress; Annie (Nason) McCracken; Margaret (Lewis) Watson; Winnifredd Copp; Dora (Copp) Desjardins; Connie (Brophy) Close.

Back Row (L to R) Pat Burns -
Waiter; Bessie McCarthey, Fred Boesh - Chef ; Roger Lamarr - Pastry Cook

(From McAdam Historical Restoration Committee)

From Community Place Names by Robert Fellows

McAdam: Settlement, 5 mi. NE of St. Croix, on the road to Thomaston Corner: McAdam Parish, York County: called City Camp about 1850 for large number of lumber camps: in 1869 McAdam was a station on the St. Andrews and Quebec Railway: PO *McAdam Junction* 1870-1940: in 1871 it had a population of 400: in 1898 McAdam Junction was a port of entry, a junction on Canadian Pacific Railway and a village with 1 post office, 4 stores, 2 hotels, 1 church and a population of 550: the place name was shortened: PO *McAdam* from 1940: also included St. Croix, 5 mi. SW of McAdam: PO 1870-1957: in 1898 St. Croix was a siding on the Canadian Pacific Railway and a farming settlement with 1 post office, 1 store, 1 church and a population of 100: McAdam was incorporated as a village in 1966.

McAdam Parish: York County: set up from Prince William Parish, Dumfries Parish and Manners Sutton Parish in 1894: was named for John McAdam (1807-1893), MLA for Charlotte 1854-1866 and a local lumberman.

Fernhill Cemetery Saint John

By Dr. James Hannay 1908, Contributed by: Harry MacDonald Website: <http://www.oldsaintjohn.com>

Editor's Note: This is part three, part one was in the Winter issue 2006 and will continue In the fall issue 2007.

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Fax (506) 652-2266
E mail fernhill@nb.aibn.com

Thomas Stilson Underhill 1833 – 1859
Louisa Harding Underhill 1831 – 1897

Jane the beloved wife of Darby Condon
died Oct 26th 1860 aged 59 years.
Darby Condon died Aug 11th 1877 aged
59 years and 9 months.

David Hastings of County Monaghan,
Ireland born May 6th 1814 died Aug 19th
1886
His wife Rebecca born July 12th 1818
died Jun 2nd 1881.

In memory of William Thomson who
died July 22nd 1868 aged 57 years.

George H Thomson who died Aug 21st
1887 aged 48 years.

In memory of Frederick W Thomson
who died April 3rd 1908 aged 69 years.

In memory of Caroline E wife of
William Thomson who died Sep 8th 1861
aged 52 years.

In memory of Frederick W Thomson
who died April 3rd 1908 aged 69 years.

In memory of Caroline E wife of
William Thomson who died Nov 5th
1861 aged 52 years.

In memory of Thomas Polley died Feb
1st 1888 aged 71 years
Also his wife Mary A died Nov 16th
1884 aged 67 years.

In memory of Jonathan P Taylor who
died June 3rd 1886 aged 71 years
Mary A died Nov 30th 1861 aged 45
years

John Henry Harding born Jan 2nd 1818
died May 22nd 1901

John Heffer died May 31st 1850 aged 52
years
His wife Jane died Feb 22nd 1873 aged
77 years

In memoriam John E Sayre died Nov
25th 1877 aged 54 years
His wife Julia A died Sep 6th 1867 aged
40 years

In memory of Ann wife of James Galt
died 16th Dec 1869 aged 65 years
James Galt Esq died Nov 19th 1894 aged
87 years.

In memory of Frances Armstrong and
daughter of J Galt Esq died 12th Nov
1867 aged 32 years
Francis Armstrong Greenhead died Feb
23rd 1904 aged 76 years a native of
Dumfriesshire, Scotland

In memory of Lieutenant John Gallagher
late of Her Majesty's 98th Regiment of
Foot and Town Major of Saint John, NB
died Jan 2nd 1853 aged 68 years years

In memory of Jane Gallagher widow of
the late Town Major John Gallagher died
Aug 25th 1895 in her 95th year

In memory of Sarah MacNecce wife of
the late John Glasgow 1780 – 1882

In memory of Isabella wife of Rev A
DeMattos who died Dec 25th 1867 aged
46 years

Robert Sweet died 9th June 1873 aged
60 years

Fernhill Cemetery Saint John

Ann, wife of Robert Sweet died April 18th 1889 aged 75 years.

In memory of Richard Smith a native of Cumberland, England died July 17th 1867 aged 30 years

In memory of Archibald Sinclair born at Tarbottom, Scotland February 28th 1826 died March 1st 1902

Matthew Dobson born in Letterkinny, County Donegal, Ireland died in this city July 15th 1889 in the 83rd year of his age.

Elizabeth Hazlett wife of Thomas Dobson 1810 – 1899

Thomas Dobson born in Letterkenny, County Donegal, Ireland died in this city 29th Jan 1887 in the 76th year of his age.

Seth R Foster died Jan 5th 1887 aged 69 years
Elizabeth Ann his wife died July 31st 1903 aged 86 years

In memory of Harriett wife of John Sweet died Sept 19th 1887 aged 50 years

In memory of my mother Mrs Lillie Campbell died Feb 25th 1884 aged 67 years

In memory of my husband John A Stratton died 7th Nov 1882 aged 49 years

In memory of Archibald Tapley died April 15th 1907 aged 77 years

Eunice A the beloved wife of Jack Tapley died Sep 10th 1887 aged 58 years

In memoriam John Tapley born Dec 16th 1821 died Feb 16th 1894
Is wife Margaret F born Aug 3rd 1825 died Dec 4th 1904

In memory of David Tapley Sr died Nov 30th 1869 aged 78 years
Also his wife Hannah died May 14th 1840 aged 51 years

William Edgett 1816 – 1888

Eliza Edgett 1818 – 1900

Andrew Kenny born at Barrington, NS Aug 1st 1816 died July 16th 1878
Margaret his wife born Sep 21st 1820 died Sep 17th 1893

Margaret Craig wife of James McNichol died 17th March 1874 aged 65 years

James McNichol died Jun 19th 1886 in his 80th year

Jacob T Barnes died April 6th 1879 aged 65 years
Also Drusilla Radford wife of Jacob T Barnes died Nov 14th 1878 aged 58 years

In memory of Andrew Barnes died July 7th 1848 aged 55 years
Catherine Eustage his wife died Jan 29th 1880 aged 91 years.

Gilbert Jordan died Jan 17th 1868 aged 60 years
Also his wife Caroline died April 18th 1899 aged 86 years.

Isabella beloved wife of Thomas McAvity died Jan 1886 aged 69
Thomas McAvity born March 17th 1810 died Dec 18th 1887

John S McMurray born May 10th 1819 died March 18th 1900

Susannah Charters relict of John S McMurray born June 10th 1821 died April 26th 1901

In memory of Martha Gray died 17th June 1878 aged 78 years

In memory of Martha Kennedy wife of James F Sayre died 9th June 1881 aged 52 years
In memoriam Robert Gabbic died March 21st 1874 aged 54 years

Robert Fletcher died Aug 19th 1873 aged 58 years
Also his wife Ann died Aug 31st 1898 aged 75 years

Fernhill Cemetery Saint John

Sacred to the memory of John Henderson a native of the County Tyrone, Ireland who departed this life 12th Jun 1869 aged 70 years
Also in memory of Ann his wife who departed this life 28th Oct 1867 aged 75 years
John Henderson died Oct 12th 1896 aged 76 years
Joseph Henderson died May 18th 1905 aged 72 years.

Sacred to the memory of Robert Willis Esq March 24th 1835 – Feb 9th 1901 a native of Norden, Dorsetshire, England

In memory of Henry Henderson died April 29th 1894 aged 78 years
His wife Catherine died Jun 30th 1895 aged 75 years

Thomas Gard died Oct 13th 1872 aged 64 years
Also his wife Margaret A died Oct 4th 1848 aged 41 years
Eleanor their daughter died Jan 20th 1896 aged 64 years.

Sacred to the memory of Robert Willis Esq March 24th 1835 – Feb 19th 1901

William Russell died May 5th 1861 aged 47 years

Margaret Russell died May 21st 1882 aged 70 years

William R Russell died Sep 11th 1899 aged 61 years

Charles Harding born 1819 died 1900
His wife Susan L born 1821 died 1902
Also Mary wife of Thomas Harding died Aug 19th 1875 aged 89 years and 10 months

Here lies Edward R Moore died Jan 8th 1888 aged 57 years

Here lies Henrietta wife of Edward R Moore died March 12th 1894 aged 63 years

In memory of William McNichol died Sept 29th 1887 aged 52 years

William S Harding 1814 – 1902
His wife Amy 1811 – 1889

Samuel Wilson died 31st Dec 1873 aged 65 years a native of the County Donegal Ireland
Margaret wife of Samuel Wilson died February 18h 1888 aged 80 years

In loving memory of Hugh McLellan died Feb 1st 1896 aged 60 years.

In memory of James Dunlop born Jan 29th 1811 died March 28th 1886 a native of Maybole, Ayrshire, Scotland
Also his wife Eliza died July 24th 1907 aged 87 years

William Dunlop died Oct 17th 1896 aged 51 years

In memory of James Dunlop born Jan 29th 1811 died March 23rd 1886 a native of Maybole, Ayrshire, Scotland
Also his wife Eliza died July 24th 1907 aged 87 years.

William Dunlop died Oct 17th 1891 aged 51 years

Samuel Wilson died 31st Dec 1873 aged 65 years a native of the County Donegal, Ireland

In memory of John Stevens died Jan 23rd 1909 aged 91 years
Mary E Brown wife of John Stevens born Feb 10th 1815 died Dec 10th 1897

Sacred to the memory of James T Magee who died May 29th 1855 aged 54 years

In memory of William McKee died July 23rd 1877 aged 90 years
Also his wife Eloise died February 8th 1872 aged 83

In memory of James Manson died Oct 10th 1907 aged 75 years a native of Wick, Cathnesshire, Scotland

Jessie Manson died July 3rd 1885 aged 46 years

Thomas H Sime born April 14th 1836 died Jun 3rd 1909

Fernhill Cemetery Saint John

Ann wife of John Armstrong born 1812
died 1908

James Barber born at Old Meldrun,
Scotland, May 19th, 1819 died July 2nd
1904

Jane Barber his beloved wife born at
Glasgow, Scotland July 27th 1824 died
Nov 28th 1902

In memory of Benjamin Stymest died at
St Andrews in this Province February
25th 1824 aged 34 years.

And Eleanor his widow died in this city
Sept 30th 1860 aged 69 years.

In memory of Eliza wife of George
Stymest died in this city Sep 30th 1860
aged 69 years

In memory of Eliza wife of George
Stymest died September 15th 1869 aged
37 years.

In loving memory of Thomas
Youngclaus November 14th 1837 –
October 21st 1907

William Christie MD born Aug 30th
1836 died February 5th 1906

John F Goodwin born June 14th 1831
died January 28th 1909

Mary Hayser wife of John F Goodwin
born September 3rd 1832 died March 26th
1897

Alice Hatch widow of Wellington Hatch
of St

Andrews, NB born Nov 23rd 1828 died
February 23rd 1907

John Kelly died Oct 7th 1903 aged 69
years.

George Stymest died at Ottawa Jan 5th
1875 aged 51 years

In memory of John Gilliland died July
8th 1882 in the 79th year of his age
Also his wife Mary died July 5th 1863 in
the 58th year of her age natives of County
Donegal, Ireland

In memory of John R Taylor a native of
Edinburgh, Scotland died 11th March
1862 aged 83 years

James Allan died April 14th 1886 aged
78 years

Margaret Marshbank his wife died
March 9th 1883 aged 71 years a native of
Scotland

In memory of Thomas Clarke died Dec
22nd 1840 aged 72 years

Ann wife of John Clark died May 24th
1854 aged 56 years

John Clark died Aug 22nd 1888 aged 87
years

In memory of Rosanna Wilson died Nov
24th 1863 aged 44 years

Mary Wilson died Dec 5th 1861 aged 80
years.

In memory of Samuel Lackey died July
20th 1898 aged 66 years a native of
Ireland

In memory of Daniel McKenzie died Jan
22nd 1878 aged 94 years.

Nancy McKenzie died Feb 25th 1905
aged 83 years

Ann Roddary died Oct 9th 1905 aged 78
years

In memory of Thomas Clarke who died
23rd Dec 1840 aged 72 years

Robert Thomson died Oct 9th 1871 aged
70 years

His wife Emily died March 16th 1902
aged 89 years

William H died Aug 1st 1889 aged 55
years son of Robert and Emily Thomson

Stephen B Murphy died May 26th 1900
aged 81 years

Frances beloved wife of John Clark who
fell asleep in Jesus Dec 20th 1842 aged
31 years

In memory of Joseph Stewart died April
22nd 1877 aged 59 years

In memory of James McDade died June
26th 1883 aged 54 years.

Fernhill Cemetery Saint John

In memory of Joseph Gray died April 28th 1868 aged 52 years
His wife Elizabeth died April 28th 1863 aged 62 years.

In memory of William Miles a native of Lutten, Bedford, England died Dec 23rd 1870 aged 38 years
Also his wife Mary died Sep 23rd 1904 aged 70 years

Joseph Mercer 1804 – 1867
In Le Demmi Sperare

In memory of Hannah Golding wife of Joseph Mercer born 4th March 1805 died 18th Jan 1880

In loving memory of Alexander Fraser a native of Inverness, Scotland died May 29th 1909

Thomas Morgan died June 28th 1888 aged 29 years and 9 months

The dead, how sacred, sacred is the dust and sacred may this marble long remain. To the memory of John Murray Esq who was born in Ireland the 22nd day of November 1720 and died in this city Aug 30th 1794

Emily G wife of A J Fairweather died July 5th 1862 aged 27 years.

Elizabeth wife of William Rising born Jan 27th 1820 died Jan 26th 1906
William Rising born at Yarmouth, England June 15th 1819 died at St John, NB Jan 16th 1893

Elizabeth wife of William Rising died Nov 1856 aged 34 years.

Mary the beloved wife of Thomas Morgan who died June 11th 1862 in the 37th year of her age.

Here lieth the bodies of Mrs Sarah Grant aged 38 years widow of the late Major Alexander Grant and Miss Elizabeth Chandler aged 27 years who were shipwrecked on their passage from Digby to St John on the night of the 9th day of March 1787 and perished in the woods on the 11th of said month.

This tribute of maternal affection to the memory of a beloved affectionate son John Thomas Murray Esq who departed this life the 6th September 1834 aged 86 years.

LeBaron Botsford MD son of Hon William Botsford died Jan 31st 1888 aged 76 years. A Christian Philanthropist and man of science. For 20 years President of the New Brunswick Auxilliary of the British and Foreign Bible Society.

Margaret wife of LB Botsford

Sacred to the memory of Amos Botsford, Esq born at Newtown in Connecticut the 30th Jan 1744 adherence to his allegiance in the Revolutionary war forced him from his native home. He was appointed in 1782 by Sir Guy Carleton an agent for the Loyalists who were then embarking at New York to seek an asylum in Nova Scotia and arrived at Annapolis with the first fleet in the autumn of that year. On the erection of this Province he represented the County of Westmorland, was elected Speaker by the first House of Assembly in 1786, and was afterwards elected to each successive house until his death, having filled that important office twenty-seven years. He died on the 14th Sep 1812, in the 69th year of his age. This monument is the tribute of filial affection.

To the beloved memory of Sarah Lowell, wife of the Hon William Botsford and daughter of the Hon William Hazen who departed this life May 4th 1850 aged 74 years.

The Hon William Botsford born at New Haven April 29th 1773 died at Woodstock May 8th 1864. He came to this province with his father Amos Botsford in 1782. After completing his education at Yale College, he studied and entered upon the practice of the law in this province, and having filled the offices of Speaker of the Assembly and Solicitor General from 1817, he was appointed to the Bench in 1823 from which he retired in 1845. He retained his

Fernhill Cemetery Saint John

faculties in a remarkable manner to the close of his life.

Here lies the remains of Eliza daughter of the Hon William Botsford who departed this life Dec 15th 1841 aged 24 years.

In memoriam Hon AE Botsford son of the Hon William Botsford born September 25th 1804 died March 19th 1894. Appointed to the Legislative Council of New Brunswick in 1833 and to the Senate of the Dominion of Canada in 1867. He retained his seat until his death being a member of the Legislature of his county 61 years. He twice held the position of Speaker of the Senate and was made a Privvy Councillor.

Jessie widow of James Main Esq Woodhead, Scotland died 26th September 1866

In loving memory of James S Harris died June 11th 1888 in the 85th year of his age.

Louisa A wife of James S Harris died March 26th 1887 in the 75th year of her age.

In memory of Jane wife of William Horner died on March 27th 1862 aged 48 years.

In memory of William Horner who died July 23rd 1865 aged 50 years.

In memory of Margaret wife of William Horner died June 2nd 1899 aged 72 years.

Sacred to the memory of Sarah Budist wife of Rev James Ring who deid Oct 7th 1857 aged 76 years.

Walter Lane died Dec 24th 1904 aged 75 years.

Sacred to the memory of Amanda wife of Walter Lane who died July 12th 1860 aged 27 years. Erected 1861.

In memory of Ewen Cameron died 19th July 1858 aged 65 years.

Annie Taylor Cameron his wife died Dec 28th 1872 aged 76 years.

Sacred to the memory of Thomas Allan JP native of Tamackshire, Scotland died 12th June 1860 aged 62 years.

His beloved with Jane died July

To the dear memory of Sarah Elizabeth beloved wife of NEC Cabel who died July 7th 1879 aged 68 years.

In memory of Charles Hazen Esq born Sep 19th 1801 died February 23rd 1880

In memory of Claudius Hamilton a native of County Tyrone, Ireland who died 2nd June 1867 aged 70 years.

Also his wife Elizabeth who departed this life May 14th 1870 aged 69 years.

In memory of Charles Hazen born Sept 19th 1801 died February 23rd

Robert Reuben Allan died February 17th 1904 aged 73 years

In memory of Annie wife of Robert R Allan died 8th May 1873 aged 43 years.

In loving memory of Morris Best died Dec 2nd 1894 aged 66 years.

In memory of David Laskey died April 29th 1853 aged 41 years.

Erected by William Gabriel in memory of his father Thomas Gabriel who died Aug 15th 1867 aged 68 years.

Sacred to the memory of Margaret Ann, wife of Thomas P Crane, and daughter of Simon Fitch, Esq who departed this life 31st Jan 1849 aged 36 years.

In memory of John McGrath died Nov 26th 1870 aged 73 years.

Mary wife of John McGrath died Feb 27th 1891 aged 85 years.

In memory of Allan E Dalling died 14th March 1854 aged 43 years a native of Greenock, Scotland

In memory of Robert Dalling who departed this life on the 28th Oct 1853 aged 83 years a native of Haddington, Scotland

Book For Sale

The New Loyalist Index Vol. 5

SOUTHERN LOYALIST'S, Including Irish & Scottish, & Bahamas Loyalists & Other Territories

The North American Colonies were settled and influenced by six groups: (a.) The Spanish, in the St. Augustine and Florida region; (b.) Great Britain including the Irish and Scottish settlers in the Virginia and southern region; (c.) The Dutch and German's in the New York to Pennsylvania region; (d.) Great Britain in the Plymouth, Massachusetts Bay region; (e.) France in the Acadie/Quebec Region; (f.) and finally the Native First Nation Tribes of all regions. The sub-groups in these areas were: The Catholic; Protestant; Puritan; and Quaker influence. The melting pot of the America's began when each group went to war or dominated the other, mixing the cultural soup that made North America what it is today.

This American Loyalist listing will concentrate on the "Southern Group" with a focus on the Irish and Scottish Loyalists' too. The areas covered will be Florida, Georgia, North and South Carolina, Virginia and Western Frontier where possible. Published by Paul J. Bunnell, UE, 45 Crosby St., Milford, NH 03055, 2007, Paper bound, 160 pages. \$19 plus \$4 S/H and \$1.50 for each addition item

Deaths found on the Internet

By: Frances MacKellar

Found this death at the following website under Royal Marines:

MAGEE, Richard, born in St. Johns, New Brunswick, enlisted at Plymouth, 26th August 1864, aged 24 years. He had been a Schoolmaster on board HMS Indus, which he left to join the Marines.

http://website.lineone.net/~peterbidmead/marine_listing2.htm

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Saint John County New Brunswick Elector List 1861

Contributed By: Marion J Dunphy, MEd.

Editor's Note: The following information is from the book "Saint John East, N.B. 1861 The Year of the Missing Census" by Marion J. Dunphy. This is part one of four parts.

Saint John East 1861 refers to the peninsular area of the present day Saint John. It extends south from City Road to Lower Cove. It is bounded on the east by Courtenay Bay and on the west by Saint John Harbour.

There were 5,133 male adults living in this area at the time of the 1861 census, only one page of the census remains. Without the 1861 Elector List any study of Saint John would be impossible.(reference Daniel Johnson "New Brunswick Vital Statistics" 1861-1862.)

All of the research for this book was made possible through the publications of other members of the Saint John Branch of the New Brunswick Genealogical Society.

As you read through the pages of this book, you walk through the lives of many thousands of people.

HEAD OF THE HOUSEHOLD	HEAD OF THE HOUSEHOLD	HEAD OF THE HOUSEHOLD
FAIRWEATHER, EDWIN	FITZMAURICE, JOHN C.	FOTHERBY, HENRY
FAIRWEATHER, G.W.G	FITZPATRICK, JOHN	FOTSYTH, ROBERT
FAIRWEATHER, GEORGE	FLAGOR, EDWIN W.	FOUGHT, STEPHEN H.
FAIRWEATHER, JAS. H.	FLAGOR, ELIAS S.	FOWLER, GEORGE A.
FAIRWEATHER, JOSEPH	FLAGOR, FREDERICK	FOX, GEORGE
FAIRWEATHER, THOMAS	FLAGOR, VALENTINE	FOX, JAMES
FALES, AMOS	FLAHERTY, COLEMAN	FOX, JOHN SR.
FALLIS, JOHN	FLAHERTY, JAMES	FOX, PETER
FALLIS, WILLIAM	FLAHERTY, JOHN	FRANCES, MANUAL
FLAVEY, PATRICK	FLAHERTY, PATRICK	FRANCIS, JAMES
FARNHAM, WILLIAM	FLAHERTY, PATRICK	FRAZER, JOHN
FEARLEY, PATRICK	FLANNIGAN, JAMES	FREDERICKSON, JOHN
FELLOWES, ISRAEL	FLEETWOOD, THOMAS	FREEZE, EDWARD C.
FENETY, GEORGE E.	FLEMING, GEORGE	FRENCH, JAMES
FENETY, WILLIAM	FLEMING, JOHN	FRIEND, GEORGE W.
FERGUSON, BENBOW	FLEMING, JOHN	FRINK, HENRY C.
FERGUSON, BENBOW JR.	FLEMING, PETER	FIRTH, FRED C.K.
FERGUSON, FRANCIS	FLETCHER, EDWARD	FIRTH, HENRY W.
FERGUSON, JAMES	FLETCHER, ROBERT	FIRTH, WILLIAM
FERGUSON, JOHN	FLEWELLING, MAURICE	FRITZ, JACOB
FERGUSON, JOHN	FLEWELLING, REUBEN S.	FRIZZELL, JOSEPH
FERGUSON, MATTHEW	FLOOD, CARSON	FROST, EDWIN
FERGUSON, ROBERT	FLOOD, JAMES	FROST, HENRY
FERGUSON, WILLIAM	FLOOD, MICHAEL	FROST, HENRY C.
FERRAN, PATRICK	FLOOD, WILLIAM	FROST, JOHN
FERRAN, WILLIAM	FLYNN, JOHN	FROST, ROBERT C.
FERRICK, THOMAS	FLYNN, JOHN	FROST, WILLIAM B.
FERRIE, JAMES	FOLEY, JAMES	FURLONG, NICHOLAS
FERRIE, REV. WM.	FOLEY, PATRICK	FURLONG, PATRICK
FINLAY, ROBERT	FOLEY, PATRICK	FURLONG, THOMAS
FINLEY, ROBERT	FOLEY, TIMOTHY B.	
FINLEY, WILLIAM	FORBES, GEORGE	GABBIE, ROBERT
FINN, JOHN	FORESTER, CHARLES V.	GABEL, DAVID
FINN, MICHAEL	FORSTER, T.A.D.	GABEL, ZEBEDEE G.
FINN, THOMAS	FORSYTH, JOHN	GADDIS, WILLIAM
FINN, WILLIAM	FORSYTH, WILLIAM	GALLAGHER, CORNELIUS
FINNEGAN, MATTHEW	FOSTER, ANKEY	GALLAGHER, JAMES
FISHER, EDWIN	FOSTER, JOHN H.	GALLAGHER, JOHN
FISHER, JOHN	FOSTER, STEPHEN K.	GALLAGHER, NEILL
FITZFERALD, JOHN	FOSTER, STEPHEN K.	GALLAGHER, PATRICK

Saint John County New Brunswick Elector List 1861

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GALLIVAN, JOHN
GANONG, JOHN E.
GARDNER, JOHN
GARDNER, SAMUEL
GARDNER, ALFRED
GARRET, JAMES
GARRICK, JOHN S.
GARRISON, GEORGE A.
GARRITY, MICHAEL
GASS, THOMAS
GAUNCE, WILLIAM
GAY, CHARLES
GAYNOR, JOHN B.
GEORGE, JOHN
GEROW, GEORGE W.
GEROW, JAMES
GEROW, JOHN
GEROW, STEPHEN
GEROW, STEPHEN E.
GIBBON, WILLIAM H.
GIBBONS, HENRY
GIBBONS, JAMES
GIBBONS, THOMAS
GIBSON, THOMAS E.
GILBERT, GEORGE C.
GILBERT, GEORGE C.
GILBERT, HENRY
GILBERT, HENRY JR.
GILBERT, HUMPHREY T.
GILBERT, JAMES
GILBERT, THOMAS
GILBRAITH, ROBERT
GILCHRIST, ALEXANDER
GILLESPIE, OWEN
GILLESPIE, PATRICK
GILLESPIE, SAMUEL
GILLIES, MICHAEL
GILLIS, JOHN
GILMOUR, ANDREW
GILMOUR, JAMES
GILMOUR, THOMAS
GIRVAN, WILLIAM
GLEESON, JOHN
GLEESON, PATRICK
GLEENIE, THOMAS A.
GODSOE, BARZILLAI T.
GODSOE, CHARLES A.
GODSOE, GEORGE
GODSOE, JOSEPH
GODSOE, JHOMAS A.
GODSOE, WILLIAM
GODSOE, WILLIAM C.
GOLDING, ROBERT
GOLDING, SAMUEL J.
GOOD, RICHARD
GOODWIN, BENJAMIN

HEAD OF THE HOUSEHOLD

GOODWIN, HARRY
GOODWIN, JOHN
GORMAN, JAMES
GORMAN, PATRICK
GORMAN, THOMAS
GORMAN, WILLIAM
GOVE, JEREMIAH
GRAHAM, HENRY
GRAHAM, HENRY
GRANT, WILLIAM
GRAVES, VALENTINE
GRAVES, WILLIAM
GRAY, ANDREW G.
GRAY, JOHN
GRAY, JOHN H.
GRAY, JOHN S.
GRAY, REV. I.W.D.
GREELY, WILLIAM
GREEN, JAMES
GREEN, JAMES
GREEN, THOMAS F.
GREIG, GEORGE
GRIER, ALEXANDER
GRIFFITH, THOMAS
GRIFFITH, WILLIAM
GRINDON, THOMAS E.
GROVES, GEORGE
GRUBB, THOMAS L.
GUNN, DONALD E.

HAGERTY, PATRICK
HAGERTY, WILLIAM
HAIRS, WILLIAM
HAKE, FRANCIS
HALE, HUGH
HALE, THOMAS
HALEY, JAMES
HALL, DAVID H.
HALL, JAMES T.
HALL, JOHN
HALL, JOHN
HALL, JOSEPH W.
HALL, STEPHEN S.
HALL, THOMAS
HALLETT, SANUEL
HALPIN, PATRICK
HALTZ, JOHN
HAMILTON, ARCHIBALD
HAMILTON, GEO. A.
HAMILTON, JAMES W.
HAMILTON, JOHN
HAMILTON, JOHN
HAMILTON, WILLIAM
HAMLIN, JOHN
HAMM, JOSEPH B.
HAMMOND, GEORGE W.

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HAMMOND, JOHN
HAMPTON, ABNER
HAMPTON, J.
HAMPTON, L.
HAMPTON, W.
HANCOCK, Ec
HANCOCK, JAS.
HANCOCK, WILLIAM
HAND, JOHN
HANFORD, CHARLES
HANFORD, JAMES T.
HANFORD, THOMAS
HANFORD, THOMAS T.
HANLEY, JOSEPH
HANLON, THOMAS
HANVAY, ROBERT
HARDING, CHARLES E.
HARDING, JAMES A.
HARDING, JOHN H.
HARDING, WM. S.
HARDINGBROOK, JOHN
HARDY, GEORGE
HARDY, JAMES
HARE, GEORGE
HAROLD, JEREMIAH
HAROLD, THOMAS
HARRINGTON, JEREMIAH
HARRIS, BENJAMIN
HARRIS, JAMES
HARRIS, ROBERT
HARRISON, WILLIAM H.
HARTNESS, JOHN
HARTT, ALBERT
HARTT, JOHN
HARVEY, ALEXANDER
HASLEM, DANIEL
HASTINGS, AARON
HASTINGS, ANDREW
HASTINGS, DAVID
HASTINGS, JOHN
HATFIELD, DANIEL
HATFIELD, WILLIAM
HATHEWAY, CHARLES E.
HATHEWAY, EBENEZER
HATHEWAY, FRED W.
HATHEWAY, JOSEPH C.
HATHEWAY, THOMAS
HATHEWAY, WILLIAM H.
HAVLIN, JOHN
HAWES, ISRAEL B.
HAWKINS, AUGUSTUS P.
HAWKINS, WILLIAM F.
HAWKS, JAMES
HAY, ALFRED S.
HAY, CHARLES H.
HAY, GEORGE H.

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HAYES, ROBERT
HAYES, TIMOTHY
HAYWARD, WILLIAM
HAYWARD, WILLIAM H.
HAYWARD, WILLIAM Jr.
HAZEN, CHARLES
HAZEN, CHARLES
HAZEN, ROBERT F.
HAZEN, ROBERT L.
HAZEN, WILLIAM
HEALE, JOHN
HEALEY, ARTHUR
HEAVY, JAMES
HEBER, JACOB
HEFFER, RICHARD
HEFFRON, DAVID
HEGAN, ARCHIBALD
HEGAN, JAMES
HEGAN, JOHN
HENDERSON, HENRY
HENDERSON, JOHN
HENDERSON, JOHN
HENDERSON, JOHN
HENDERSON, JOHNSTON
HENDERSON, JOSEPH
HENDERSON, SAMUEL
HENDERSON, WILLIAM
HENE BERRY, JAMES
HENE BURY, NICHOLAS
HENY, ARCHIBALD T.
HENNIGAR, ANDREW W.
HENNIGAR, MICHAEL
HENNIGAR, THOMAS C.
HENNIGAR, WILLIAM
HEPBURN, JARED
HERRINGTON, JOHN
HEWITT, JAMES
HEWITT, JAMES W.
HEWITT, WILLIAM
HICKS, THOMAS
HICKSON, ROBERT
HIGGINS, HUGH
HIGGINS, JOHN
HIGGINS, WILLIAM
HILL, JAMES E.
HILL, WILLIAM
HILL, WILLIAM C.
HINDS, JOHN
HOGAN, JOHN J.
HOLDEN, JOHN
HOLDER, JOHN
HOLDER, JOSEPH E. N.
HOLLAND, DANIEL
HOLLAND, WILLIAM
HOLMAN, HORATIO

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HOLMAN, JAMES
HOLMAN, WILLIAM
HOLMES, ROBERT
HOOPER, EDWIN
HOOPER, JOHN
HOOPER, WILLIAM H.
HORAN, JEREMIAH
HORAN, JOHN
HORNOR, WILLIAM
HORSFALL, JAMES
HORTON, HENRY
HOTCHKISS, CHARLES W.
HOULE, HENRY
HOWARD, COLWELL
HOWARD, GEORGE M.C.
HOWARD, STEPHEN
HOWARD, THOMAS
HOWARD, WILLIAM
HOWE, JOHN
HOWE, THOMAS
HUBBARD, W.D.W.
HUGHES, PETER
HUMBERT, JOHN
HUMBERT, THOMAS C.
HUMPHERY, WM. F.
HUNT, HENRY G.
HUNT, JONATHAN
HUNTER, FRANCIS D.
HUNTER, ROBERT
HUNTER, ROGER
HUNTER, SAMUEL
HURD, CHARLES
HURLEY, JOHN
HUSTON, JOHN
HUTCHINGS, THOMAS
HUTCHINSON, GEORGE
HUTCHINSON, GEORGE JR.
HUTCHINSON, JAMES
HUTCHINSON, JAMES
HUTCHINSON, JOHN

INCHES, PETER R.
IRISH, JOHN W.M.
IRVINE, ARTHUR
IRVINE, THOMAS
ISBISTER, JAMES

JACK, GEORGE M.
JACK, HENRY
JACK, WILLIAM
JACKSON, ANDREW
JACKSON, ANDREW
JACKSON, GAWN
JACKSON, JOHN
JACKSON, JOHN
JACOBS, WILLIAM G.

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JAMES, WILLIAM
JAMIESON, ALEXANDER
JAMIESON, DAVID
JARDINE, ALEXANDER
JARDINE, ROBERT
JARVIS, JAMES
JENKINS, JOHN
JENNINGS, PETER
JOHNSON, JAMES
JOHNSON, THOMAS
JOHNSTON, ANDREW
JOHNSTON, DAVID
JOHNSTON, JAMES
JOHNSTON, JAMES
JOHNSTON, JEREMIAH
JOHNSTON, JOSEPH
JOHNSTON, THOMAS
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JONES, DANIEL
JONES, EPHRAIM
JONES, JAMES H.
JONES, JOHN A.
JONES, OWEN
JONES, ROBERT
JONES, ROBERT
JONES, SIMEON
JONES, THOMAS R.
JONES, WILLIAM
JORDAN, ALEXANDER
JORDAN, DANIEL
JORDAN, FRANCIS G.
JORDAN, GILBERT
JORDAN, SAMUEL
JORDAN, SAMUEL
JORDAN, THOMAS
JORDAN, WILLIAM M.
JUSTICE, RICHARD

KAYE, JAMES J.
KAYE, JOHN
KAYMES, WILLIAM
KEANE, JOHN
KEANS, WM.H.A.
KEARNEY, ABRAHAM
KEARNEY, JAMES
KEARNEY, PETER
KEARNS, ALEXANDER
KEARNES, ANTHONY G.
KEARNS, WILLIAM
KEAPOR, GEORGE E.S.
KEATOR, JAMES
KEDAY, ROBERT
KEDAY, WILLIAM
KEE, ANDREW
KEE, JOHN

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KEEFE, MICHAEL
KEENAN, JOHN
KEIN, JAMES
KELLY, HUGH
KELLY, JAMES
KELLY, PATRICK
KELLY, THOMAS
KELLY, WILLIAM
KELTIE, ROBERT
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KENNAY, EDMUND E.
KENNEDY, JAMES
KENNEDY, JOHN
KENNEDY, JOHN A.
KENNEDY, WILLIAM
KENNEY, ANDREW
KENNEY, JAMES
KENNEY, JOSEPH G.
KENNEY, WILLIAM
KENT, THOMAS
KEOHAN, JAMES

KEOHAN, THOMAS
KEOHAN, THOMAS
KERR, DAVID S.
KERR, JAMES
KERR, JOHN
KERR, JOHN
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KETCHUM, GEORGE C.
KIEVENNAR, HENRI
KILFILLIEN, WILLIAM
KING, ALEXANDER
KING, GEORGE
KING, THOMAS
KINNEAR, B. BOYD
KINNEAR, CHARLES F.
KINNEAR, JOHN H.
KINNEAR, WILLIAM B.
KINSMAN, SAMUEL
KIRBY, JOHN
KIRK, JAMES Jr.
KIRKPATRICK, CHARLES
KNODDELL, WILLIAM H.
KNOLLIN, GEORGE T.
KNOLLIN, JAMES E.
KNOWLES, EDWARD T.
KNOWLES, MARMADUKE
KNOX, JAMES

HEAD OF THE HOUSEHOLD

KNOX, JOHN
KNOX, RICHARD P.

LAFFERTY, PATRICK
LANDRY, JOHN
LANE, GEORGE
LANE, HENRY
LANE, PATRICK
LANGAN, MARTIN
LANGAN, MICHAEL
LANGAN, PATRICK
LANGAN, WILLIAM
LANTILLUM, JAMES
LARKINS, CALEB
LARKINS, JAMES
LARKINS, PATRICK
LASKEY, ROBERT
LATHERN, REV. JOHN
LAUCHNER, CHARLES
LAUNCHER, STEPHEN
LAVIS, JOHN
LAWLOR, DENNIS
LAWLOR, EDWARD
LAWLOR, HENRY
LAWLOR, JAMES J.
LAWLOR, PETER
LAWRENCE, ALEX W.
LAWERENCE, GEO.H.
LAWRENCE, JOSEPH W.
LAWRENCE, MOSES
LAWSON, ABEL
LAWSON, GEORGE R.
LAWSON, JOSUA C.
LAWTON, CHARLES
LAWTON, JAMES
LAWTON, WILLIAM A.
LAWTON, WILLIAM G.
LAWTON, WILLIAM H.
LAYTON, JOHN G.G.
LEAHEY, WILLIAM
LEAHEY, WILLIAM
LEAVITT, DANIEL
LEAVIT, DANIEL J.
LEAVITT, FRANCIS
LEAVITT, FREDERICK
LEAVITT, HENRY
LEAVITT, WILLIAM
LEE, THOMAS
LEE, WM.T.P.
LEETCH, JAMES
LEETH, JOHN
LEITH, JOHN
LEMON, JAMES
LENAHAN, DANIEL
LENAHAN, MICHAEL
LEONARD, GEORGE L.

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LEONARD, JOSEPH
LEONARD, ROBERT J.
LEONARD, WILLIAM C.
LESTER, JAMES
LESTER, JAMES G.
LESTER, WILLIAM H.
LEWIN, JAMES D.
LEWIS, GEORGE
LEWIS, WILLIAM J.
LIGHT, ALEX. L.
LINDSAY, MATTHEW
LINSKEY, MICHAEL
LITTLEJOHN, THOMAS
LIVINGSTON, WILLIAM
LLOYD, JOHN F.
LOCKHART, ALEX. B.
LOCKHART, EDWARD E.
LOCKHART, GEORGE S.
LOCKHART, WILLIAM
LOCKHART, WILLIAM J.
LOGAN, JAMES
LOGAN, JAMES Sr.
LOGAN, JOHN
LOGAN, WILLIAM
LONERSON, ROBERT K.
LONGLEY, JOHN B.
LONGMAID, JOSEPH
LONGMAID, RICHARD M.
LORDLY, ALBERT J.
LORDLY, ALFRED
LORDLY, JOSEPH
LOUGH, JOHN
LOUGH, JOHN Jr.
LOUGH, WILLIAM
LOVETT, GEORGE L.
LOWE, BENJAMIN
LOWE, JOHN
LOWRY, JOHN
LOWRY, WILLIAM
LUCKIE, CHARLES E.
LUGRIN, H.N.H
LUNT, ENOCH
LUNT, REUBEN G.
LUPTON, JAMES
LYMAN, JOHN
LYMAN, GEORGE
LYMAN, RICHARD
LYNCH, DANIEL
LYNCH, GEORGE
LYONS, PATRICK

Early History of Kent County

By: W. C. Milner, retyped by Bruce Leavitt

Editor's Note: This is part six of a series of articles published in the "Moncton Transcript" starting September, 1924. They are very hard to read but we did our best. They can also be found at the Provincial Archives (MC3 #340).

Note: Missionaries of Richibuctou – Anglican Church – Meeting held on June 25, 1825, to forward building of a church, but work was not commenced until some years later – Epitaphs at Richibucto

The first resident missionary in Kent County was Mr. Antoine Bedard whose mission extended from Bay du Vin to Bay Vertie. He came in the fall of 1800 and made Richibouctou (Richibucto Village) his residence. The heading of the Richibucto Village church register reads as follows: "cahier destine 2 contenir les baptemes, mariages et sepultures des villages de la baie des winds, de Chigibougouchis, de chigibougouachis, chigibougouer de Mardouane, de richibuctou, des chimougouis et de la Baie Verte il n'y avah pas un seul babicant catholique alors duns ces quatre lieux il y an avait seulement sept aux Baracheis commence le dix reuf octobre mil huit cent sous, Mr. Antoine Bedard premier missionnaire resident dans la mission de St. Antoine de richibuctou."

Antoine Bedard, pretre missionnaire.

The last act recorded by him bearing the date 20th August, 1804. He was succeeded by Mr. Charles Genest who arrived in November 1804, and whose last act is dated 11th of May, 1806. His successor was Mr. Louis Parent who served the mission from October, 1806, to September, 1809. Then came Mr. Antoine Oagnon, whose first act bears the date 10th November, 1809 and continued to minister to the spiritual needs of the mission until the arrival of Mr. Francois Norbert Blanchet in the fall of 1820. The mission was then divided into two: Mr. Blanchet taking charge of the northern section from Bay du Vin to Buctouche inclusively, and Mr. Gagnon, the southern section from Cocagne to Bay Verte. He selected Gedric (Grand D'gue) for his residence and Richibucto continued to be the residence of the missionary for the northern section.

Mr. Blanchet was obliged to leave on account of ill-health in Nov., 1826, and was succeeded by Mr. Hubert J. Letrou (Nov., 1826 to Aug., 1830,) whose successor was Mr. Joseph M. Paquet, whose first act was dated 22nd, Aug., 1830. Mr. Paquet continued to live in Richibucto Village until 1830 then he moved to Chibougouet St.

In 1823, Sept. 9th, Rev. Robert Willis, rector of St. John and Ecclesiastical Missionary, baptized Thomas

and Mary, twin children of John Moss Wathen and Elizabeth, his wife.

The next christening was by Rev. Samuel Bacon, of William Thomas, son of William J. and Margaret Belding.

First burial, Henry Augustus Layton, 24th March 1825.

1837 - Rev. Dr. Jarvis.

1842 - Rev. T.N. DeWolf

1848 - Rev. D.V.

1858 - Rev. James Neals

Rev. N.A. Coster

1879 - Rev. J.N. Jones.

1880 - Rev. Foster McAlmon

Church organized 1822, with the following as committee: John Wheten, Thomas Powell, Thomas Maunsell, S.C. Hewes, and J.M. Wathan, John Wheten was President and Benjamin M. Goldsmith treasurer. In 1825 Rev. Mr. Douglas succeeded Mr. Goldsmith was secretary.

Meeting Held

On 25th June, 1825, a meeting was held to forward the building of a church 40 ft. by 30 ft., but work was not commenced until some years later.

In 1830 March 1st, the following were elected committee: John Wheten, John W. Weldon, and Thomas Lansdowne, Peter Stubbs, Jr., was secretary.

The first Easter meeting took place in 1834, when the following were elected vestrymen: Isaac Sowerby, Thomas Lansdowne, John Smith, John W. Weldon, Robert Bears, John James, Anthony Cush, Wilfred Foster, James Shirley, Jonathan Dickenson, Richard Skileck, and William Bowser. The Wardens were John P. Ford and William John Layton.

On 3rd October, 1830, Rev. John Black arrived, bringing with him Rev. (Dr.) Jarvis.

The first marriage recorded was on the 5th of June, 1837, when James Kollock and Eliza Thurmott were married.

1st Deed registered 4th June, 1827, Memorial of Judgement of William Crane and Charles F. Allison against James Long. George Pagan, Registrar, E.B. Chandler.

1st Regr., George Pagan

2nd Regr., T.W. Wetmore

3rd Regr., his son, Sayre.

**MEETING HELD
(Continued)**

Epitaphs in Church Graveyard,
Richibucto

John C. Foster,
Native of Carlyle, Scotland,
Died 1879, Aged 77 Years
His Wife Mary,
Died May 6th, 1884.
Aged 78 Years.

Charles J. Sayre
Born 1830 - Died 1900.
His Wife Mary
Born 1837 - Died 1907

John Richardson
Died 1857, Aged 74 Years

Wilfred Foster
Died 1846, Aged 74 Years

John McLean
Died 1856, Aged 55

Edmund Powell
Died 1883
Aged 75 Years

Here lies the body of Mary Powell Who Departed
this Life, May 1, 1810
Aged 84 Years.

Sacred to the
Memory of
Mrs. Mary Babcock
Who Departed this Life
9th March, 1833
Aged 67 Years

Francis Chandler
Wife of Hon. John W. Weldon
And Youngest Daughter
Of Hon. Judge Upham
Died 1844
Aged 39 Years.

Hon. J. W. Weldon,
Born 1805 - Died 1885.

John Wheton
Died 1858
Aged 74 Years
John Wheton
Died 1878, Aged 64

Solomon Samuel
Born in London
Died 1868, Aged 53.

Morden S. Levy
Died 1863
Aged 33 Years.

Samuel J. Samuel
Born 1812 - Died 1890.

Thomas James
Died 1842
Aged 68 Years

Sylvanus Powell
Died 1867
Aged 66 Years

Mary, Wife of Thomas Powell
Died 1845
Aged 65 Years

In Memory of His Grandmother
Elizabeth, Wife of Solomon Powell
Died 1837, Aged 82 Years.

John Welwod
Died 1864
Aged 74 Years

Stephen Beale
Died 1883, Aged 77

Henry Peters
Died 1867
Aged 86 Years

Zaccheas Phinney
Born 1808 - Died 1880

Thomas W. Wood
Born 1801
Commenced Teaching in 1820
Continued it Until 1830
His Wife Elizabeth
Died 1878
Aged 80

William B. Foster
Born 1838

W.H. Wathen
Died 1903
Aged 86 Years

The Press, March 24, 1925

Contributed By: Mary Rosevear

Upper Queensbury

The many friends of Mrs. Amaziah Ketch are glad to know that she is recovering from a recent operation at Victoria Hospital.

Mr. and Mrs. W. F. Ingraham and son Ellis and Miss McCrea of Peel made a trip to Temperance Vale on Saturday last and were guests of Mr. and Mrs. Ora Bartlett.

Mr. Ward Hagerman and son Erwine, are busily engaged cutting wood.

The W.M.S.A. Society met at the home of Mrs. James Huestis a short time ago and observed Crusade day. A good number were present and a pleasant and profitable afternoon spent.

Oakville

Rev. Mr. Linton has purchased a new horse.

Mr. Linton still holds the reading on Monday night at the house of the members.

Quite a large crowd attended the auction sale at Mr. Allen McLellan's of Mrs. Atcheson's personal effects.

We are very sorry to hear that Mrs. Thomas Bell is not gaining very fast and Viola Bell is still boarding at Robert Bell's

Mr. Frank Kidney of Weston passes through this place on his way to Belleville quite frequently.

Mrs. David Bell is on the sick list.

Obituary

Mrs. Bernice Jennie Harding, wife of Warden James P Harding of last week, aged 51 years. Besides her husband, she is survived by two sons and one daughter, Malcolm, Clarence and Dorothy all at home. Her mother, Mrs. J H Coy of Woodstock, and eight sisters also survive.

News of the Week

Mr. Gordon Collicott of Dow Settlement spent Wednesday and Thursday the guest of his cousin, Mrs. O'dell, Mill Street.

Mr. Elijah Johnston of Johnson Settlement spent a few days last week in town the guest of his sister, Mrs. E. O'Dell.

Miss Myrtle Grant from Canterbury, who was visiting Mr. and Mrs. Alex Barnett of this town, has returned to her home.

Little Inez Heatlie who has been very ill at her home Maple Street is able to be out again to the delight of her little play-mates.

The daughter of Mr. and Mrs Edwin Welch of Glassville underwent a surgical operation at the Fisher Hospital this week and is on the road to recovery.

H S Hall, manager of the Farmers Store, has been compelled to take a week's holiday owing to illness.

Mrs. Henry Blackmore spent a few days last week with her daughter, Mrs. Ernest Gartley, Richmond.

Horace Kennedy, son of Mr. and Mrs. Wm. Kennedy, returned to Detroit, Mich. on Monday night.

Mr. and Mrs. Ira Fredericks have moved to town after spending the winter at Green Road.

Wallace Gibson returned home last week from an enjoyable visit to Vancouver.

H E Burtt who has been confine to his home through illness is improving.

Miss Ida Saunders spent the weekend at McAdam visiting relatives.

Mrs. Roy C Tait, spent Friday in Fredericton visiting Friends.

Charles Andow, eldest son of Mr. and Mrs. Robert Andow, Houlton Road, is very ill with pneumonia in town.

Miss Alice Thompson, school teacher at Jonesport, Maine who was called home owing to the illness of Mrs. J H Thompson, returned to her school on Saturday, as Mrs. Thompson is much better.

Miss Gertrude Jackson of Montreal arrived here on March 16th to take the position as assistant superintendent of the Fisher Memorial Hospital of which Miss M Clark is superintendent.

Mrs. Richard Allingham, who is living with her daughter, Mrs. Frank King, in St. John, is seriously ill

Sunbury County to Carleton County, N.B.

Sheffield, Burton and Maugerville People Move North.

Contributed by George H. Hayward.

Editor's note: This article was transcribed from The Dispatch (Woodstock, N.B.), of 15 Jan 1902, by R. Wallace Hale, Woodstock, and given to the contributor with permission to submit it for publication in Generations. Author unknown.

I have no doubt that many readers of *The Dispatch* are interested in Sheffield, Sunbury County, by reason of the fact that today there are in your county many hundreds of people whose ancestors went from here and settled there at dates ranging from 1820 down to very recent times.

In about 1820 Thomas Burpee and his two sons, David and Richard, moved from this parish to Jackson-town in your county. Richard afterwards went to Burmah as a missionary while David remained at Jackson-town where a large number of his descendants now survive him. A year or two later Samuel Bridges left here to settle at Lakeville, where his descendants now survive.

In about 1832 a number of Sheffield people left here for a place 24 miles above Woodstock on the St. John river, called Buttermilk Creek, now called Florenceville. These were Asa Upton and his son, Charles R., well known in later years as Colonel Upton, Charles S. Appleby, father of Stephen B. Appleby, K.C., and Stephen G. Burpee. About the same date Joseph Burpee, and old brother of Stephen G., settled at Waterville. Among the other early settlers from Sheffield who went to Buttermilk Creek were Jacob Jewett, William Hasnett, James Derrah, Alonzo and Samuel Taylor and Wilbur Taylor, Samuel's son. James and Isaac Stickney went also in the early days from here to the Parish of Peel and George Stickney, who still survives, one of the oldest school teachers in the province, went to the Parish of Brighton.

Fred and John Palmer went to the Parish of Simonds, James Bridges went to Gordonsville where he

now lives, Samuel Simmons went to the Parish of Wilmot, Tomas(sic) Lunn and his sons, Simmons, Robert, William, Thomas, Enoch and James, went to Wicklow where the name of Lunn is now very frequent, Hugh and George Hunter went to the Parish of Peel and later went Thomas Thompson. As early perhaps as 1840 went Nathaniel Fletcher, father of the late John T. Fletcher, who settled at Woodstock. At later periods, the dates of which cannot be given, went Hugh Harrison, father of the Rev. George and the late Rev. Frederick Harrison, who settled at Waterville, James P. Morse, Jacob and Leverett Tilley, George Jewett, James E. Drysdale and the late Mayor Drysdale, Charles, Robert and James Bailey, Robert, James, Charles and William Montgomery, Charles P. Clare, all of whom settled at Woodstock, William and Charles Alteron, Hugh Cowperthwaite, father of the Rev. Humphrey Cowperthwaite, M.A., John, James and Archibald Plummer, Charles Good, all of whom settled at Jacksontown.

Among other men who left this parish for Carleton County was the late James McLauchlan, who, though not born here, lived and taught school here for some years, after which he went to Carleton County where he was known for years as one of the leading journalists in the province. He was the father of John McLauchlan now of Woodstock.

Not satisfied with depleting our parish of some of its best citizens, your county in the early days attracted from the adjoining parish of Maugerville the late Hon. Charles Perley and Thomas Perley whose son, J. Allan Perley, now resides at Andover. From the Parish of Burton across the river also went to your county Jeremiah Barker and sons, Nelson and George Turney, and some families of the name of Dingee and others by the name of Estabrooks whose christian names are not known to your correspondent.

[Author unknown.]

The National Archive of Memorial Inscriptions (NAOMI)

www.memorialinscriptions.org.uk

NAOMI is an organisation, which is supported by the Heritage Lottery Fund and based at De Montfort University in Bedford. We are trying to achieve two outcomes from our work. One is to make available to you and to all family historians world-wide an easily accessible archive of memorial inscriptions. These are at present under-used, partly because they are difficult to locate, but they are a valuable resource. They are also vulnerable to the erosion of inscriptions due to weathering and to the damage or loss of the stones themselves. Either way, we are in danger of losing the information they contain.

So the second purpose of NAOMI is to encourage people to go out and record what is still untranscribed, and so save the information from the past for the generations of the future. This we do by paying a proportion of the income generated by this site to the groups who have taken the time and made the effort to rescue the information in the first place, and so encourage them to get out and continue their good work.

Seth Noble, Maugerville and the American Revolution

By: John Wood, Calgary, Alberta, 2004 jasjwood@telus.net

Seth Noble was the first settled minister at the first Protestant church on the Saint John River, and also preached at many places in Maine, Massachusetts and New Hampshire. He was the first minister in the Bangor area and at Montgomery, Massachusetts, and at Franklinton, Ohio, in what is now part of Cleveland.

Early Maugerville and its Church

The early settlers of Maugerville were almost all of Puritan stock, and a very large number of them were from Essex County, which is at the northeast corner of the present boundaries of Massachusetts.¹ They established the earliest Protestant Church on the Saint John River, a Congregational Church, in 1763. The Congregational meeting house was completed in 1775 on Lot 90 in what is now Maugerville, and they also occupied Lot 15 in Sheffield beginning in 1763. They did not have a settled minister for the first ten years, and early itinerant pastors included a Mr. Wellman, Rev. Thomas Wood who only preached there (he was of the Church of England), Samuel Webster and Zephaniah Briggs. Rev. Seth Noble was the first full-time minister.

The history of the Congregational Church in Maugerville has been well chronicled and is an interesting one. One memorable event was on February 23, 1766, for example, when Gervas Say married Anna Russell in a ceremony conducted by the officers and members of the church.² This marriage is often cited to demonstrate the practical necessities of living in the wilderness without an ordained minister. It was likely only one of many marriages that were solemnized in that fashion.

On July 9, 1769, Church of England minister Rev. Thomas Wood visited Maugerville and preached a sermon. In his report to the Society for the Propagation of the Gospel he wrote that he had only been able to conduct two baptisms since most of the inhabitants were Dissenting Protestants and they had a minister with them. However, "if a prudent missionary could be settled among them I believe all of their prejudices against our forms of worship would vanish."³ That, however, is not how it turned out.

Welcoming Seth Noble to Maugerville

A church meeting was held at Hugh Quinton's house in Maugerville on Wednesday, June 15, 1774, with Jacob Barker moderator, and Seth Noble was given a call. They offered a lump sum payment of £120 cash, plus £65 per year to be paid in cash, furs or grain.⁴ A committee was formed to wait upon Noble's needs and, on Wednesday, June 29, 1774, they met again and agreed to add 25 cords of wood to his annual salary, to be cut and delivered to his house.⁵

Seth Noble was from Westfield, Massachusetts where he was born on April 15, 1743, one of at least ten

children of Thomas and Sarah (Root) Noble, and was baptized into the Church of Christ in Westfield, on April 24, 1743.⁶ Seth joined the Congregational Church at Westfield on May 5, 1770. It is not known where he was ordained, but tradition has it that this occurred in Newburyport, Massachusetts.⁷

Westfield is in central Massachusetts, but Seth Noble was well acquainted with Newbury in Essex County and would have been welcomed to Maugerville, almost as a kinsman.⁸

We are fortunate to have a fairly good idea of Seth Noble's personality, partly because his later work in Bangor earned him the attention of researchers there. Mrs. Howard at Bangor wrote that he was "a very airy man, preached well, gifted in prayer, a good neighbor and a good gardener; a very industrious man, excellent in sickness, and very moral." William Hasey wrote in 1844, that he was "... a pretty good preacher, a most gifted man in prayer, especially at funeral occasions, he excelled." He added that he was a "most excellent singer. He could drink a glass of grog and be jovially merry. When out of the pulpit he ought never to go in, and when in never to go out." Mr. Hasey added that he was "... A very handsome man, of middle stature, dark brown hair, quite a gentleman." William Boyd of Bangor confirmed that he was a good singer, and had a clear and pleasant voice.

He sounds like the sort of person we might enjoy knowing, but others would interpret the same facts quite differently. G.O. Bent quoted from *Williamson's Annals, etc.* that "Noble was too light and frothy in his conversation, did not sustain the gravity of character becoming a minister, would drink a dram with almost anyone who asked him, laugh and tell improper anecdotes."⁹ Even this detractor had to allow that "Yet in his religious performances he was able and pathetic – no doubt, pious as he was truly an orthodox and faithful preacher." He was "thin faced, not tall, of light complexion and of fresh countenance. He was active and quick, smart and nervous... His head was covered with a remarkable white powdered wig."¹⁰

G.O. Bent also cited Dr. J.G. Holland's *History of Western Massachusetts*, 1855, as saying that Noble was "not a liberally educated man, but he was a divine of a good degree of talent, and some not unpleasant peculiarities."¹¹

About a year and a half after he arrived in Maugerville, on November 30, 1775, Noble married Hannah Barker, a daughter of Joseph Barker and his wife Sarah Palmer. Hannah had been born in Rowley, Massachusetts on February 19, 1759 and was sixteen years old at the time of her marriage to Seth.¹² Speaking of Hannah, Lucias Boltwood noted that "From a few of her letters and other writings which have been preserved, it is evident that she was a woman of good

Seth Noble, Maugerville and the American Revolution

education, superior intelligence, and rare Christian virtues.¹³

The War of Revolution, and the Saint John River

In politics, many of the Maugerville settlers supported the American cause in the revolution. The earliest evidence of this was discovered by Gerald Keith who presented a paper showing that David Burpee of Maugerville paid £2-10' to Thomas Lancaster of Rawley, Massachusetts for "Entertaining the Council" of Massachusetts sometime prior to late October, 1775. Keith concluded that the townspeople of Maugerville were already in negotiations to support the American cause in the Revolution at that time and that this was a popular undertaking, not the act of a few dissidents. In any case, the people of Maugerville were demonstrating sympathies for the Revolution earlier than had previously been thought, casting doubt on the traditional notion that their minister, Seth Noble, was instrumental in fostering these political views.¹⁴ Keith has also pointed out that the people of Essex County, Massachusetts were straining against British rule at least as early as 1770, and that it was only natural that their relatives in Maugerville should have similar opinions.¹⁵

Seth Noble was an active supporter of the Revolution, however, and tradition has it that he wrote a letter at an early date to George Washington pointing out the importance of gaining western Nova Scotia, and offering to assist. No evidence of this communication has been found, however.¹⁶

Maugerville was a frontier community and could be a rough and ready place. The church practiced "brotherly watchfulness toward each other" on the religious plane, while Justices of the Peace did similar work in secular matters – probably with some overlap between the two. Justice of the Peace Israel Perley's court dealt with such matters as unruly behaviour, fighting, thefts and break-ins, for example; while the 'scandalous sins' dealt with by the church were less specifically defined. One case in Israel Perley's court occurred in June of 1775, when Jonathan Hartt was fined for profane swearing. This may have amounted to nothing more than rowdiness, but he said that "the king is a damd snotty whelp and by God if I was near him I would stab him for he is nothing but a damd Roman Bastard."¹⁷ These were strong words, given the politics of the time.

Noble wrote to a nephew in Westfield on February 7, 1776.¹⁸ This pre-dates the resolutions of May 14th, of which we shall also hear. His letter touched on both religious and political matters. He told his nephew that if he had "been more particular [in his letters] respecting the national difficulties, it would have been an addition to my joy." He also spoke of religious matters when he said that "There is at present a considerable shaking of the dry bones ...", and a time of religious renewal. Simeon Towns, Asa Kimball and his wife, and John Watson had all been strengthened in their faith, and

Andrew Tibbetts and his wife, Mr. Gellison's wife, Thomas Saunders, Sarah Coy and Alice Potter seemed to be progressing in that direction. Returning to politics, he added that "We have unanimously signed a paper, to join New England in the national struggle, and are making all possible preparations for war."

In May of 1776, a group of New England privateers arrived in Maugerville and announced an impending invasion and, on May 14th, a committee was formed "to make immediate application to the Congress of the General Assembly of the Massachusetts Bay for relief under the present distressed circumstances." Other resolutions were included, such as "Resolved that it is our minds and desire to submit ourselves to the government of Massachusetts Bay, and that we are ready with our lives and fortunes to share with them the event of the present struggle for liberty ...", and that "we can see no shadow of Justice in that Extensive Claim of the British parliament (VIZ) the Right of Enacting Laws binding on the Colonies in all cases whatsoever" and that "as tyranny ought to be Resisted in its first appearance we are convinced that the United Provinces are just in their proceedings in this Regard". They decided "That a Committee be chosen to consist of twelve men who shall immediately make application to the Massachusetts Congress or general assembly for Relief ..." and that "we will immediately put ourselves in the best posture of Defense...". Finally, they said "we shall have no dealings or connection with any person or persons for the future that shall refuse to enter into the foregoing or similar resolutions." After some campaigning, 125 people on the river signed the resolution and about 12 or 13, 9 of whom were at the mouth of the river, had not.¹⁹

Asa Perley and Asa Kimbal carried the resolutions to Boston, where they bought and were given arms and ammunition. Part of their instructions were to "Represent the conduct of the Indians that General Washington's letter set them on fire and they are plundering all people they think are torys and perhaps when that is done the others may share the same fate."²⁰

Washington had sent the native people a letter and wampum belts. The letter acknowledged their truce with the government of Massachusetts Bay and assured them of his friendship. They were cautioned not to listen to "the King's wicked counsellors."²¹

Jonathan Eddy then figured in the events of the American Revolution on the Saint John River. He was a native of Norton, Massachusetts who had relocated to Cumberland, near present day Sackville, New Brunswick, in 1763. He later returned to Massachusetts becoming a Lieutenant Colonel in the American army. Late in 1776, Eddy led a force that tried to capture Fort Cumberland which was being commanded by Colonel Gorham. Proceeding by ship northward from Machias, he got little encouragement from the mostly Loyalist settlers at the mouth of the Saint John River. At Maugerville, however, the people were "almost universally hearty in our cause; they joined us with one

Seth Noble, Maugerville and the American Revolution

captain, one lieutenant and twenty-five men, as also sixteen Indians."²² Seth Noble was a part of that contingent, between October and December of 1776.²³ There were many other people in the party, from other areas.

The raid failed and sixty of Eddy's men fled for their lives in November, returning to Portland Point and then to Maugerville in a miserable state. Hazen, Simonds and White had to provision them in order to keep them from plundering their supplies and later billed them 45 Spanish dollars for the goods, but doubtless this bill was ever paid.²⁴

So, by 1777, there was a small population of New Englanders on the river, which for the most part eagerly supported the Revolution. There were also the Malecite people whose strength could be added to that of the New Englanders to hold the river for the American side in the war. This was contingent, perhaps, upon receiving military help from New England, and upon a general uprising among the people of Nova Scotia of the sort that Eddy had envisaged.

John Allan, a Scottish immigrant from Cumberland and New England, then enters the story and Seth Noble again becomes prominent. In May of 1777, John Allan attempted to establish a trading post on the Saint John River.²⁵ Allan was superintendent of the Eastern Indians for the Massachusetts Congress, and his objective was to strengthen the support of the Malecites in the Revolutionary War.²⁶

A British war vessel was dispatched from Halifax in response to Allan's move and arrived at the mouth of the River under the command of Colonel Arthur Gould and with a force led by Major Studholm. Studholm wrote to the Maugerville settlers and told them that the British knew of their disloyal activities. He said that they held their grants only by "the Indulgence of the most Just, the most Generous, and the best of Princes" and that, given proper loyalty, they could still fall "under his Royal protection".²⁷ By inference, the alternatives would not be so attractive. Seth Noble and some others signed a statement asking "that no distinction be made as to pardon" but Seth was too well known among the British, and he had to flee narrowly avoiding capture and leaving his wife Hannah behind with her parents. He then made his way with Jonathan Eddy by inland routes to Machias.²⁸

The people of Maugerville felt threatened, and found it necessary to reply to Studholm. They said "that their greatest desire hath ever been to live in peace under good and wholesome laws" and that they were "ready to attend to any conditions of lenity and oblivion that may be held out to them."²⁹ Other exchanges took place between Studholm and the people of Maugerville and, still in May of 1777, he administered the oath of allegiance. Having signed the oath, they were given a paper entitling them to protection by "all his Majesty's Officers both Civil and Military". He also threatened that those who had not shown up to sign the oath had

better go to Halifax to do so, or else they would not share in the same protection.³⁰

While on the River in May of 1777, Colonel Gould also met with the Malicites and made a speech in French, which they welcomed. Several leaders swore their allegiance, and Gould promised to ask the Governor to supply them with a priest.³¹ Colonel Gould's party then returned to Halifax, taking Israel Perley with them.³² In the meantime, Allan had left the river.³³

Allan was not finished with the Saint John River and, on May 13, 1777, two of his associates arrived at Manawagonish Cove near Portland Point in pursuit of the trading post plan. However, they were discovered by the British, who destroyed their whale boat, and they had to flee back to Machias. The British ship *Vulture* also intercepted two schooners laden with supplies for the trading post.³⁴

Seth Noble had left the river following the British intervention and had gone to Machias. John Allan was also now in Machias, and it was at that time that Seth Noble joined the American army as a Private in Captain Jabez West's Company of veterans from the Cumberland raid. Allan was determined to continue his work with the Malecites, and a military force left Machias on May 30, 1777, and arrived at Musquash Cove near Portland Point on June 2, 1777.³⁵ The British ship that had disrupted his provisioning of the trading post had left the River by that time.

From Musquash Cove, they proceeded overland to Portland Point and took James White, William Hazen and Lewis Mitchell prisoner, while exchanging some insults with James Simonds. Allan then left a contingent of about sixty men to hold Portland Point and the rest of the group headed up the river encountering mostly friendly inhabitants along the way. Seth Noble conducted intelligence work for the mission, which likely involved proceeding ahead to determine the mood of the population and to detect the presence of any British forces. They arrived at the Malecite village of Aukpaque above Ste. Anne's on June 5, 1777 where some natives greeted them warmly, while others still favoured Gould. Lewis Mitchell escaped at some time during the ensuing four weeks while conferences and bonding ceremonies were observed between the New Englanders and the Malicites. News of Allan's activities then reached Halifax.³⁶

Seth Noble probably spent some time in Maugerville while the conferences were taking place at Aukpaque, because his wife Hannah gave birth to her first son, Seth, Jr., on August 5th.³⁷

Allan did not have a very good opinion of the natives, and wrote, "The Indians are generally actuated according to the importance or influence anyone has who lives among them. They are credulous to a degree, will listen to every report, and generally believe it and think everything true that is told them."³⁸ For their part, the Malecites had experience enough to know that the Americans and the British only wanted their loyalty in

Seth Noble, Maugerville and the American Revolution

order to further their war objectives and that their friendship and support would last only so long as it was to their advantage. The War of Revolution was definitely a white man's war, and the Malecites were as much victims of the situation as anyone else.

Another British force was sent from Halifax with three ships, the *Mermaid*, *Vulture* and *Hope* to deal again with Allan. Major Studholm landed about 120 troops near Portland Point and more arrived later. Studholm's presence was detected by the contingent of sixty men that Allan had left there, and some of them tried to hide by climbing trees. Eight of them were shot ("dropped him like a little pigeon") and the others were forced to flee back to Machias. News of this caused great alarm at Aukpaque and John Allan, Seth Noble, Phineas Nevers, and others fled to Machias with a large contingent of Malecites.³⁹ Noble's war activities on the Saint John River were now over.

Noble was at Machias when the British under Sir George Collier destroyed stores there on August 14 and 15, 1777. He preached a sermon on the event the following Sunday. He also wrote a letter to George Washington urging him to get control of the Saint John River and the Bay of Fundy.⁴⁰

Seth Noble left Machias and discontinued his military service and, for the rest of the war, ministered in various places in New England being careful not to get too close to the British. He wrote on June 7, 1777 with regard to a proposed military assignment within a British controlled area, for example, that "I think it is too dangerous for a proscribed person to accept of."⁴¹ Hannah (Barker) Noble had been living with her parents in Maugerville, but left to join Seth in 1780.⁴²

Seth Noble in New England

Noble wrote a letter to the church in Maugerville on September 6, 1784 claiming back-wages for the time that he had been away following his retreat with Allan. He said that it was they who had abandoned him, and not the other way around, because of their decision to remain in British territory, which was now a hotbed of Loyalist immorality. The Maugerville church replied on November 10, 1784, that "with regard to the growth of immorality in this place we acknowledge and lament it ..." and wished that they could find a place "where Vice and immorality did not thrive, or at least where vital purity did flourish more than here". They said, however, that they had invested too much effort in their settlement over the years to consider leaving now. They also refused his financial claim on the basis that he had left them seven years previous.⁴³ This claim for seven years pay is usually portrayed as simply audacious, and the reply as angry. We shall see, however, that Noble was never very financially secure and may have been motivated by need. In addition, he and the Maugerville people seem to have remained on good terms. There may have been some subtleties of expression in the claim and in the reply that escape modern readers.

In 1785, Noble received a grant on Jonathan Eddy's plantation on the Penobscot as a Nova Scotia refugee. He met there with other old Maugerville associates who were also now refugees.⁴⁴

On April 10, 1785, Noble demonstrated his ongoing support for the Revolution, which was now won, when he wrote a letter to Massachusetts Governor John Hancock complaining that Mr. J. Lee of "Majabigwaduce" was seeking a position as a commissioner of the peace. Noble said that Lee was a "malicious Troy" who had taken up arms against America during the war. Noble recommended someone else for the position.⁴⁵

In June of 1786 Noble was hired as the minister in Kenduskeag (Bangor), and on September 10, 1786, he was installed for a salary of £70 per year. The ceremony was at a place that is now the corner of Oak Street and Washington Street in Bangor.⁴⁶ Noble's field included the areas of Bangor, Brewer, Eddington, Hampden, Holden and Orrington. He did not have a church, and traveled around preaching in barns and homes.⁴⁷ An entry in his diary from April, 1794 reads "Fixed my canoe."⁴⁸

Noble lived on the Penobscot for 11 or 12 years in poverty like most people of that area. For example, in 1786 the people filed a petition to be relieved of taxation, which they could not afford.⁴⁹

In 1790, a petition was made to the Massachusetts General Court asking that Kenduskeag, which had been known locally as Sunbury, be incorporated. They had voted and decided that the name Sunbury should remain. Noble carried the petition to the legislature in Boston that summer but, it is said, altered the document to read Bangor instead of Sunbury – *Bangor* being the name of his favorite hymn. This version of the story sometimes includes the speculation that the change was a joke, and sometimes even suggests that he was drinking at the time. Another reason might have been that 'Sunbury' sounded too British to him.⁵⁰ Another tradition states that Noble was waiting to present his petition in Boston and was whistling *Bangor* to pass the time when a court official arrived and asked what name the town was to have. Noble replied, mistakenly or absentmindedly, "Bangor".⁵¹

In any case, Bangor was incorporated in February of 1791, and Jonathan Eddy was assigned "to issue a warrant to call a meeting to chuse all such Officers as towns are by law required to chuse in the month of March or April annually."⁵² The warrant was issued in 1792.⁵³

Noble's wife Hannah (Barker) died suddenly in Kenduskeag Meadows on June 16, 1790, on the same day that Seth set out to return from Boston. He did not arrive in Bangor until the day after her funeral, and preached a sermon on the following Sunday from Hebrews 11:13, "These all died in faith, not having received the promises, but having seen them afar off, and were persuaded by them, and embraced them, and confessed that they were strangers and pilgrims upon the

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earth”.⁵⁴

Noble preached, farmed, taught in a singing school and taught in some field of English studies but was still having difficulty getting by financially. He wrote a note to the church committee in August of 1790 saying that he had accepted a salary of £70, which was less than what he needed to live, only because the people were poor. However, he had not even been able to collect even this amount, and he demanded to be paid. He apologized for having to take such a stand.⁵⁵

Noble spent part of the summer of 1791 in Maugerville, and preached there. It was during this visit that he took his two younger sons, Joseph and Benjamin, to Maugerville where Hannah Barker's family brought them up. He apparently kept his older son, Seth, and his two daughters Sarah and Hannah with him. Joseph and Benjamin Noble have many descendants in New Brunswick and elsewhere.⁵⁶ This had been a trying time for Seth Noble. His wife had died, he was in financial straits, and he had had to give two of his sons up to the care of his in-laws.

Noble's second marriage was in Bangor to Ruhama Rich, his housekeeper and the widow of James Emery.⁵⁷ Ruhama and Seth had one child who died in infancy. Seth and Ruhama left Bangor and the Penobscot in 1797 and went to New Market, New Hampshire where he had once ministered to the Presbyterians. He then preached in various places in New Hampshire.⁵⁸

Noble returned to Westfield, Massachusetts in 1799 and preached and taught singing at a great number of places in that vicinity for 16 months. He was described as “a man of great activity”.⁵⁹ He preached in Becket, Montgomery, Blandford, Feeding Hills, Ireland, Russell and Springfield, Massachusetts.⁶⁰ Noble was named the first minister at Montgomery, Massachusetts, near Westfield, in 1801, but still had difficulties collecting his salary.⁶¹

Seth Noble's Last Days in Ohio

Seth Noble's second wife, Ruhama, died in Montgomery, Massachusetts in October or November, 1805,⁶² and in the spring of 1806 he went to Ohio and received a 640 acre grant near where Columbus is now, as a Nova Scotia refugee. The place was then known as

Franklinton. He built a cabin and is said to have been the first Congregational or Presbyterian minister there.⁶³

In Ohio, Noble married a third time, in June of 1807, to widow Mary (Riddle) Magill. Franklinton was the home of many people who had previously resided in Maugerville, and some of Seth's grandchildren thought that Mary was one of these. Mary was also known as Margaret.⁶⁴

Noble preached at various places in Ohio for 15 months, and died at Franklinton on September 15, 1807. He was buried at Franklinton, but the grave is not marked.⁶⁵ There is a modern historical marker at the Old Franklinton Cemetery in Columbus, Ohio, which reads in part “... Here also is buried at least one soldier of the American Revolution Reverend Seth Noble, first minister of the frontier town....”⁶⁶

Overview

Seth Noble was born in 1743 in Westfield, Massachusetts and chose the ministry as a career. He did not have a theological education, however, and had to work mostly in pioneer communities where he found it difficult to collect a salary and had to supplement his income in any way that he could. He preached in New Brunswick as well as in what is now the state of Maine, and in Massachusetts, New Hampshire and Ohio.

Seth Noble's life and career were in no way spectacular or unusual. He was good at his work and is also remembered for his jovial and pleasant personality and his musical talents. He is not remembered for these reasons, but because he was ‘on the stage’ at some pivotal moments in several communities such as in New Brunswick where he was the first settled minister at Maugerville and was engaged in Revolutionary War activities. Bangor residents recall that he was the first minister on the Penobscot River, and the people of Montgomery, Massachusetts and of Columbus, Ohio remember him as the first settled minister in those places.

It is therefore fortunate for us and an honour to his memory that, following his time on this stage, his voice can still be faintly heard.

Notes:

1. James Hannay, ed., *The Maugerville Settlement, 1763-1824*, NBHS Coll. I, Saint John, 1894, p 67.
2. *ibid.*, p 72.
3. Quoted by James Hannay, *ibid.*, p 71.
4. James Hannay, ed., *Documents of the Congregational Church at Maugerville*, NBHS Coll. I, Saint John, 1894, p 121.
5. James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 121.
6. Compiled from G.O. Bent, *Parson Noble*, Acadiensis, Vol. VII, No. 1, January, 1907, p 46; and the web site of Bangor Daily News at bangornews.com/editorialnews/article.cfm?ID=409254, as reviewed in August of 2004; and the web site of the New

- England Historic Genealogical Society at newenlandancestors.org, as reviewed in August of 2004; and Lucius M. Boltwood, *History and Genealogy of the Family of Thomas Noble of Westfield, Mass.*, PANB MC80/562, pp 192, 211-212.
7. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 47; and the Madison County, Ohio history web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, which makes reference to a publication by W.H. Beers, Chicago, 1883. Web site reviewed in August of 2004.
8. G.O. Bent, *Parson Noble*, *ibid.*, pp 46-47.
9. These several quotations are from G.O. Bent, *Parson Noble*, *ibid.*, p 56, and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
10. G.O. Bent, *Parson Noble*, *ibid.*, pp 56-57.

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11. *ibid.*, p 47.
12. Compiled from G.O. Bent, *ibid.*, p 47.; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*; and Lucius M. Boltwood, *History and Genealogy of the Family of Thomas Noble of Westfield, Mass.*, *ibid.*, pp 192, 211-212
13. Lucius M. Boltwood, *History and Genealogy of the Family of Thomas Noble of Westfield, Mass.*, *ibid.*
14. Gerald Keith, *The Pickard Papers*, NBHS Coll. XV, 1959, pp 66-67.
15. Minutes of a town meeting at Rawley, Mass., May 17, 1770. At that meeting they appointed a committee to "consider what measures might be proper for this town to take, in order to prevent the importation of British manufactures." Quoted from Thomas Gage, *History of Rawley*, Boston, 1840, in Gerald Keith, *The Pickard Papers*, *ibid.*, p70.
16. James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 19.
17. James Hannay, ed., *Justice Perley's Court Documents*, NBHS Coll. I, Saint John, 1894, p 98.
18. G.O. Bent, *Parson Noble*, *ibid.*, pp 48-49.
19. Refer to James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, pp 74-75; and Gerald Keith, *The Pickard Papers*, *ibid.*, pp 75-76; and Robert L. Dallison, *Hope Restored*, Goose Lane Editions, Fredericton, N.B., 2003.
20. Quote from James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 75. See Gerald Keith, *The Pickard Papers*, *ibid.*, regarding the arms and ammunition.
21. W.O. Raymond, *The River St. John*, *ibid.*, p 430.
22. *ibid.*, p 437.
23. Ernest Clarke, *The Siege of Fort Cumberland, 1776: An Episode in the American Revolution*, McGill-Queen's University Press, Montreal and Kingston, 1995, Appendix I.
24. Refer to W.O. Raymond, *The River St. John*, *ibid.*, p 438; and James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, pp 76-77.
25. W.O. Raymond, *The River St. John*, *ibid.*, p 439.
26. *ibid.*, p 431.
27. *ibid.*, p 439.
28. G.O. Bent, *Parson Noble*, *ibid.*, pp 49-50.
29. W.O. Raymond, *The River St. John*, *ibid.*, p 434.
30. Compiled from Esther Clark Wright, *The St. John River and its Tributaries*, 1966, p 126; and W.O. Raymond, *The River St. John*, *ibid.*, pp 439-440.
31. W.O. Raymond, *The River St. John*, *ibid.*, pp 440-441.
32. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 49; and James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 77.
33. W.O. Raymond, *The River St. John*, *ibid.*, p 439.
34. *ibid.*, p 440.
35. Refer to Secretary of the Commonwealth of Massachusetts, *Massachusetts Soldiers and Sailors who Served in the Army and Navy During the Revolutionary War*, as reproduced in a database at the web site ancestry.com, as reviewed in August of 2004 which establishes Noble's military service. See also James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 77.
36. Compiled from James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 77; and W.O. Raymond, *The River St. John*, *ibid.*, pp 441-442.
37. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 50; and PANB, A Partial Listing of Family Histories at the Provincial Archives of New Brunswick.
38. Quoted in W.O. Raymond, *The River St. John*, *ibid.*, p 431.
39. Refer to W.O. Raymond, *The River St. John*, *ibid.*, pp 443-445; and the web site of the University of New Brunswick Libraries at lib.unb.ca/Texts/NBHistory/Education/bin/tei2html_chap.cgi?determine=3 as reviewed in August of 2004.
40. G.O. Bent, *Parson Noble*, *ibid.*, p 50.
41. *ibid.*, p 51.
42. *ibid.*, p 50.
43. Refer to James Hannay, ed., *The Maugerville Settlement, 1763-1824*, *ibid.*, p 85; and James Hannay, ed., *Documents of the Congregational Church at Maugerville*, *ibid.*, pp 125-127; and J.M. Bumstead, in *Dictionary of Canadian Biography*, Volume 5 1801 to 1820, University of Toronto Press, 1983, pp 627-628.
44. G.O. Bent, *Parson Noble*, *ibid.*, pp 51-52.
45. *Bangor Historical Magazine*, April/May, 1890, p 220, Bangor Public Library, Bangor Room, 974.1.M28.
46. G.O. Bent, *Parson Noble*, *ibid.*, pp 51-52.
47. Refer to G.O. Bent, *Parson Noble*, *ibid.*, pp 51-52; and the web site heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
48. G.O. Bent, *Parson Noble*, *ibid.*, p 51.
49. *ibid.*, p 52.
50. *ibid.*, pp 52-53. The web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.* agrees with this version of the story.
51. Refer to the web site of the City of Bangor at bangorinfo.com/history.html as reviewed in August of 2004.
52. The web site at bangornews.com/editorialnews/article.cfm?ID=409254, *ibid.*
53. G.O. Bent, *Parson Noble*, *ibid.*, p 53.
54. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 53; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*; and Lucius M. Boltwood, *History and Genealogy of the Family of Thomas Noble of Westfield, Mass.*, *ibid.*
55. Refer to G.O. Bent, *Parson Noble*, *ibid.*, pp 53-54; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
56. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 54; and PANB, A Partial Listing of Family Histories at the Provincial Archives of New Brunswick.
57. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 54; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*; and Lucius M. Boltwood, *History and Genealogy of the Family of Thomas Noble of Westfield, Mass.*, *ibid.*
58. Refer to G.O. Bent, *Parson Noble*, *ibid.*, pp 54-66; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
59. G.O. Bent, *Parson Noble*, *ibid.*, p 55.
60. The web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
61. G.O. Bent, *Parson Noble*, *ibid.*, p 55.
62. The web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
63. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 55; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*
64. Refer to G.O. Bent, *Parson Noble*, *ibid.*, p 55; and the web site at heritagepursuits.com/Madison/MadisonDeerCreekB.htm, *ibid.*; and Lucius M. Boltwood, *History and Genealogy of the Family of Thomas Noble of Westfield, Mass.*, *ibid.*; and J.M. Bumstead, in *Dictionary of Canadian Biography*, *ibid.*
65. G.O. Bent, *Parson Noble*, *ibid.*, p 55.
66. The web site of rootsweb.com at homepages.rootsweb.com/~rocky/Franklin_Cemeteries/oldfranklinton/memsign.jpg as reviewed in August of 2004.

With Axe and Bible: The Scottish Pioneers of New Brunswick, 1784-1874

By: Lucille H. Campey

(This paper is based on Lucille's latest book with the same title, which is to be published in June, 2007 by Natural Heritage/Natural History Inc., Toronto.)

Scottish immigrants were some of the earliest British settlers to arrive in New Brunswick and they had a major impact on the province's early economic development. Although much has been written about their individual settlements, little work has gone into assessing the overall Scottish influx and its impact on the province. This may be due partly to the relatively short-lived dominance which Scots enjoyed as colonizers. They were especially well-represented in the late 18th and early 19th century, but with the large numbers of Irish settlers who began arriving from the 1820s, they soon became outnumbered. By the end of the 19th century Scots represented a mere 14 percent of the province's total population. And yet their influence was immense.

The timber trade was the driving force of New Brunswick's economy. Initially, Scottish merchants, ship builders and sawmill owners dominated large areas of the province and with their presence came Scottish immigrants. Being among the earliest British settlers, Scots found particularly favourable locations along timber collecting bays and the rivers which flowed into them. The timber trade had provided the ships which carried them to the province and it also gave them important economic spin-offs when they arrived. Most of them earned money from seasonal employment in the lumber camps, thus supplementing their farming incomes, while some became full-time lumberers.

It is difficult for us to imagine what it must have been like to be among the province's early pioneers. On his travels through Charlotte County in the early 1830s, the Presbyterian minister, the Rev. Alexander MacLean, observed what he called "the single pencils ...of the sun's rays" which dotted the landscape in the interminable forests.¹ Having first arrived in large numbers as Loyalists in the mid-1780s, Scots rapidly gained a dominant hold over the County's lumbering industries. However they were widely scattered and to survive settlers had to endure great privations and extreme isolation. Scottish colonizers eventually created their various communities around the Passamaquoddy Bay and the

lower St Croix River and thin lines of settlement also grew along the St Andrews to Saint John River road and along the middle stretches of the Magaguadavic River going northward. Although Scots settled in particularly large numbers in St. Andrews, St. James and St. Patrick parishes, they inspired few people to join them.² However, as the focus of the timber trade moved slowly northward, Scottish domination increased and became more enduring.

Large numbers of emigrant Scots were drawn to Northumberland County from the late eighteenth century and later on to Kent County. Then, when the forests of the Restigouche began being cleared in the mid-1820s, the pattern repeated itself and once again Scots dominated the early influx. The trade's principal financiers and merchants were Scottish and in the forefront were Alan Gilmour and Alexander Rankin who became the great timber barons of their day. But before them was William Davidson who established the first Scottish foothold in the Miramichi in 1765.



Gateway to the Royal Highland Regiment (42nd) Memorial Cemetery at Pleasant Valley on Highway 8 midway between Nashwaak Bridge and Taymouth.
Photograph by Geoff Campey

Originating from Morayshire, Davidson wasted no time in recruiting fellow-Scots from the north east

¹Library and Archives Canada (hereafter LAC), Glasgow Colonial Society fonds: m/f M-1353: Rev. MacLean to Rev. Burns, 25 September, 1833.

²1861 Census. Scottish Presbyterian religious affiliations have been used to identify people of Scottish ancestry. Also see T. W. Acheson, "A study in the historical demography of a Loyalist County" in *Social History* No. 1 (April, 1968) pp. 53-65.

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of Scotland to work in the lumbering, fishing and shipbuilding businesses, which he founded.

Acquiring a vast tract of land along the Northwest and Southwest Miramichi Rivers, west of Beaubears Point, Davidson made rapid progress. Some twenty years later, his timber trade operations began attracting Scottish Loyalists who had previously settled along the Nashwaak River, to the north of Fredericton. Being ex-servicemen from the disbanded Royal Highland Regiment (42nd), they uprooted themselves and families once they learned of Davidson's activities.³

Settling alongside Davidson's Scottish communities in the Miramichi, they brought their military discipline and organizational expertise with them.⁴ And according to Patrick Campbell, a contemporary visitor, they also came with considerable practical skills:

*"Here, I was told that the Highlanders settled up the river were in many respects not a whit better than real Indians, that they would set out in the dead of winter with their guns and dogs, travel into the deepest recesses of distant forests; continue there two or three weeks at a time, sleeping at night in the snow and in the open air; and return with sleds loaded with venison, yet withal were acknowledged to be the most prudent and industrious farmers in all the province of New Brunswick and lived most easily and independent".*⁵

In fact, the Miramichi had been attracting Highlanders from as early as the 1770s and following the Loyalist relocations of the mid 1780s many more would come to the area. They founded settlements at Bartibog, Burnt Church, Tabusintac, Black River and Bay du Vin along Miramichi Bay, each being at the mouth of a river.⁶ The Rev. James Hannay, who visited them in 1833, was met with much delight, being a Gaelic-speaking Presbyterian minister. His

travel itinerary demonstrated the many miles he had to cover:

*"Friday, rode from here to Black River, a distance of sixteen miles, and visited several families there. Saturday, proceeded to Richibucto [Kent County], a distance of thirty-two miles from Black River. Sunday, preached at Richibucto and returned in the evening to Rouchibouquack [Kouchibouguac], fourteen miles from Richibucto and lectured and preached to the settlers there, who form a part of the Richibucto congregation. Monday, returned to Newcastle, thirty-four miles. Wednesday, proceeded on my way to Tabusintac, and on Thursday arrived at Burnt Church, on the Miramichi River, having gone the latter part of the way in a canoe. In the evening lectured and preached to about sixty persons belonging exclusively to the congregation of Tabusintac, and also baptized two children. Friday, proceeded by canoe to Negowack [Negouac], a French settlement, and walked through the portage to Tabusintac. Sunday, lectured and preached in the Church, and although the day was uncommonly boisterous, a large and attentive congregation was present. Monday, returned by portage and canoe as before to Burnt Church, left the latter place at dusk the same evening, slept that night ten miles further up the river. Tuesday, arrived at Newcastle thus having completed a journey of two-hundred miles, and delivered nine discourses in the space of twelve days..."*⁷

Although many Highlanders came as Loyalists, others were probably migrants from Prince Edward Island. Having become disgruntled with their poor land prospects on the Island, many Highlanders are known to have moved to Cape Breton by the late 18th century and it is likely that a similar migration took place to the Miramichi.⁸ After all, it was merely a matter of travelling the relatively short distance across the Northumberland Strait. Later on, Joseph Bouchette noticed the many "young men of steady habits who went from Prince Edward Island and other places to the Miramichi".⁹ They did so to earn money in the lumber camps, which they used to

³Other Scots, who had served with the Macdonald Highlanders Regiment(76th), the North Carolina Volunteers' and the Queen's Rangers in the American Revolutionary War, also rejected their initial land allocations in favour of the Miramichi. See Esther Clark Wright, *The Loyalists of New Brunswick* (Fredericton, N.B., 1955), pp. 120, 196-200.

⁴Craig Maskill, "Where one Scot comes others soon follow: the 42nd Royal Highland Regiment (Black Watch) and the settlement of the Nashwaak River Valley, 1783-1823" (University of New Brunswick unpublished M.A. thesis, 1999) pp. 9-19, 31-9, 43-8.

⁵Patrick Campbell, *Travels in the interior; Inhabited parts of British North America in 1790 and 1792* (Toronto: Champlain Society, Vol. 23, 1937) p. 46.

⁶W. F. Ganong, "Monograph of the Origins of Settlements in the Province of New Brunswick", *Transactions of the Royal Society of Canada* 2nd series (10), sections 1-2 (1904), pp. 114, 115, 117, 120, 152, 175.

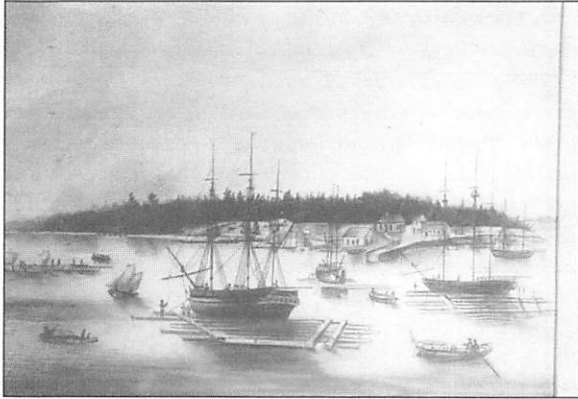
⁷LAC M-1353: Rev. James Hannay to Rev. Burns, 15 November, 1833.

⁸For details of the influx of Prince Edward Island Scots to Cape Breton see Lucille H. Campey, *After the Hector: The Scottish Pioneers of Nova Scotia and Cape Breton, 1773-1852* (Toronto: Natural Heritage, 2004) pp. 71-4.

⁹Joseph Bouchette, *The British Dominions in North America : a topographical and statistical description of the provinces of Lower and Upper Canada, New Brunswick, Nova Scotia, the Islands of Newfoundland, Prince Edward Island and Cape Breton*, Vol. I (London: 1832) p. 135.

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purchase land. This was a winning formula which had probably been adopted many decades earlier by enterprising Islanders.



Loading timber at Beaubears Island in 1826 showing the former Fraser and Thom shipyards. These two Scots had acquired Davidson's empire when he died in 1790. *Courtesy of Provincial Archives of New Brunswick P4-3-4*

By the early 1800s Scottish settlers had progressed along large stretches of the Miramichi River and its branches, carving out small scattered farms and timber-felling centres from the dense forests which greeted them. People were widely scattered and population clusters only formed in those few areas where good meadow land was to be found. Chatham parish acquired its first Scots by 1770 while the Loyalist influx of 1784-1785 brought the initial wave of Scots to Newcastle¹⁰ and Northesk parishes.¹¹ As a result of a steady migration of Scottish Loyalists from the St. John and lower Miramichi regions to the upper Miramichi, the parishes of Nelson¹², Blackville and Blissfield¹³ also acquired increasing numbers of Scottish settlers from 1800.¹⁴

While the Miramichi Bay region mainly attracted Highlanders it also had some notable Lowland communities. Speyside emigrants like Robert Logie and his wife Margery Hay, who settled near Burnt

Church (Alnwick parish) in around 1779, might have been attracted by the early salmon fisheries which were being established.¹⁵ However, the main influx from the Lowlands did not get underway until after 1815 when, with the introduction of power looms, many Scottish hand loom weavers were facing redundancy and low wages. Being an important textile producing area, Dumfriesshire had many former weavers who were seeking to emigrate. Dumfries ships regularly left to collect cargoes of Miramichi timber, thus giving local people relatively cheap Atlantic crossings. These two factors were the driving force behind the Scottish settlements which formed along the Napan River, just to the east of Loggieville.¹⁶ Having discovered the opportunities to be had in Northumberland county Dumfriesshire emigrants then made their way to the Richibucto area, just to the south in Kent County.¹⁷ Visiting them in 1834, the Rev. Hannay was greeted by highly receptive congregations, who listened to his sermons in a centrally-placed school room:

*"I experience much kindness and attention from my people who are principally natives of Dumfriesshire and Galloway and know how to value our Presbyterian institutions. The accession of emigrants from Scotland during the last summer was considerable, and I had the pleasure of hearing some of them express their gratitude to the father of mercies for his goodness in directing them to a place of habitation, which but for the scenery around them, they could readily regard as some favoured spot in their native land".*¹⁸

Having been founded by a Scot, the Caledonian influence over the region's timber industry grew and became enormous.¹⁹ When the Glasgow merchants Pollock, Gilmour and Company opened their Miramichi branch at Douglastown in 1812 the trade grew rapidly. The neighbouring towns of Chatham and Newcastle, which had been settled before 1785 principally by Scots, becoming the region's economic hub and principal trading centres. Lined with shipyards and wharves, they, together with

¹⁰Newcastle parish was initially much larger and only acquired its present size from 1814.

¹¹Ester Clark Wright, *The Miramichi, A Study of the New Brunswick River and of the people who settled along it* (Sackville, N. B.: Tribune Press, 1945) pp. 20-9. Ganong, "Settlements in New Brunswick", pp. 123, 154, 156.

¹²Nelson, which only became a separate parish from 1814, was initially very small. Before 1814 it was part of Glenelg parish. It was enlarged to its present limits in 1854 and it included Derby until 1859.

¹³Blackville and Blissfield only became separate parishes from 1830. Before then they were part of Ludlow.

¹⁴Ganong, *Ibid.* pp. 117, 146, 153.

¹⁵*Ibid.* p. 117

¹⁶*Ibid.* pp. 117, 152.

¹⁷For a description of the Dumfriesshire influx to Prince Edward Island which also occurred at this time see Lucille H. Campey, *"A Very Fine Class of Immigrants". Prince Edward Island's Scottish Pioneers, 1770-1850* (Toronto: Natural Heritage, 2001) pp. 66-79.

¹⁸LAC M-1354: Rev. James Hannay to Rev. Burns, 30 Dec., 1834.

¹⁹David S. MacMillan, "Scottish Enterprise and Influences in Canada 1620-1900" in R. A. Cage *The Scots Abroad* (London: Croom Helm, 1985) pp. 46-79.

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Douglastown, attracted much of the early influx from Scotland, which grew steadily from 1816.



The Rev. William Aitken, father of Lord Beaverbrook, and the choir of St. James Presbyterian Church in Newcastle. The photograph was taken during the memorial service held on the death of Queen Victoria. *Courtesy of Public Archives of New Brunswick P6/2 Ole Larson Fonds*

As the province's timber trade progressed northward to Restigouche, colonization followed, much of it dominated by Scots. A key factor in the growing Scottish population was the sudden influx of 400 emigrants from the isle of Arran, which began in 1829. Having been cleared from their lands to make way for sheep farms, they were assisted to emigrate by their landlord, the Duke of Hamilton. Being some of the earliest arrivals in the region, they were able to create their new communities within large tracts of wilderness land, which were situated along the coast on Chaleur Bay. The Rev. James Steven, their Gaelic-speaking minister who arrived in 1831 and remained for nearly 33 years, had to cope with a dispersed congregation which extended to New Richmond, New Carlisle and port Daniel in Lower Canada:

"The settlements on the River Restigouche under my care extend some distance below Dalhousie at the mouth to the Upsalquitch [River], a branch of it [the

Restigouche River] - that is to say, 40 miles more or less, comprehending a scattered population of Protestants, exceeding a thousand souls, rapidly increasing by emigration and natural causes. Many, indeed most of them, are of the Church of Scotland and attend worship as regularly as the yet imperfect state of communication and the country for want of roads and bridges permits. My attendance at Dalhousie, a distance of 16 miles from Campbellton, where I now reside every third Sunday, affords the inhabitants between and in the immediate neighbourhood of these two places, the means of attending worship every other Sunday at either one or the other church....The population on this river [Restigouche] principally depends on the lumber trade, agriculture being in its infancy among them".²⁰

By the mid 19th century Restigouche had a predominance of Scots.²¹ And in 1851, when detailed nationality statistics were recorded, Scots represented a staggering 60 percent of all new arrivals to the Restigouche, making it the only region in the province where Scots predominated over other ethnic groups.²²

During the early stages of the 19th century the province's House of Assembly had seen fit to allocate public funds to encourage Scottish immigration to the province. Funds were provided in 1803 to assist a group of Perthshire emigrants, and even more Perthshire people, as well as some Clyde emigrants, received government subsidies in 1815, with most settling in the south east of the province.²³ Having received private funds from Scottish Loyalists in St. Andrews in Charlotte County, Sutherland and Caithness emigrants also came to the south west of the province but, as was the case with the Perthshire and Clyde settlers, they soon became assimilated into the mainly English and Irish communities which had formed.²⁴ Quickly losing their separate identity, they failed to attract any follow-on emigration.

²⁰Rev. Steven's report, appended to the Ninth Annual Report of the Glasgow Colonial Society, is reproduced in Rev. R. F. Binnington, "The Glasgow Colonial Society and its work in the development of the Presbyterian Church in British North America 1825-1840" (Toronto, unpublished Th. D. 1960) pp. 83-6.

²¹Herdman, "Sketches in Restigouche History", *Daily Sun*, 5, 6, 7 Feb., 1883.

²²Ganong, "Settlements in New Brunswick", p. 76.

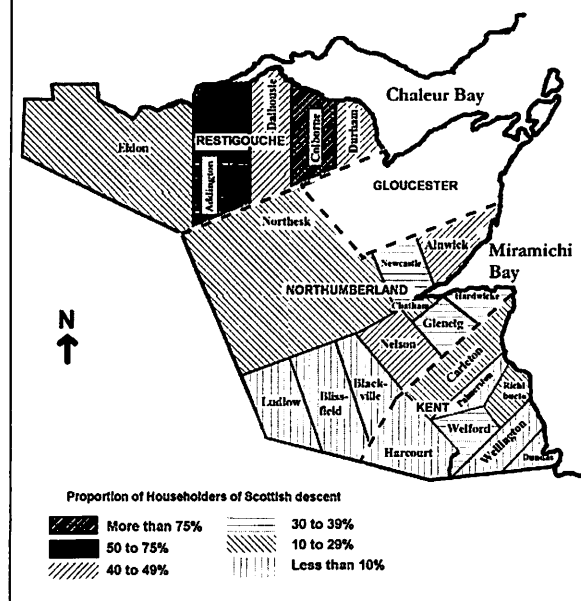
²³Public Archives of New Brunswick (hereafter PANB) MC 1672; *Royal Gazette*, May 11, 1803, Dec. 3, 1815; PANB MC 300 MS 17/40: passenger list for the *Favourite* crossing.

²⁴For further details of the Sutherland settlements see James MacGregor, "History concerning the settlement of Scotch Ridge and Little Ridge in St James parish, Charlotte County, 1804- 1830" in George Patterson, *Memoir of the Rev. James Macgregor*, (Philadelphia, 1959) Appendix F, pp. 522.

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Figure 1: Distribution of Scots in Restigouche, Northumberland and Kent Counties, 1851-51

Source: 1851 Census, Restigouche and Northumberland Counties, 1851 Census, Kent County



Having had to spend money in encouraging immigration from Scotland in the early years, provincial authorities suddenly had the opposite problem by 1820 of wondering how they were going to cope with a large surge of new arrivals, who were mainly from Ireland. Another stage in the province's attempts to stimulate the colonization of its untamed wildernesses was the formation of the New Brunswick and Nova Scotia Land Company, which began operating in 1834.²⁵ Acquiring much of York County in the west of the province, the company fostered many new settlements like Stanley, which attracted settlers from Northumberland in England as well as from the east Borders of Scotland. Despite these successes, the land company brought great notoriety upon itself for its shameful treatment of a large contingent of Skye crofters who came to grief in their settlement near Stanley.²⁶

Just as immigrant numbers had suddenly risen, they plummeted again by the 1840s as a result of an economic downturn and the growing popularity of Upper Canada. Becoming alarmed by this situation the House of Assembly seized the initiative in 1861 when it appointed James Brown as the provincial emigration agent.²⁷ Undertaking a promotional tour of Scotland to sell the province's merits, Brown made much of his penniless arrival in New Brunswick, his ability to buy a farm seven years later and his subsequent rise to prosperity and public acclaim. It was a dream come true for his audiences and yet few people responded. A group of 139 settlers from Fair Isle (Shetland) did arrive in the province in 1862 but they showed every sign of having been forced to emigrate by their landlord.²⁸ Footing the bill for their transport costs, the landlord had clearly selected New Brunswick for its relative proximity compared with either Upper or Lower Canada. Strangely, a sea captain, by the name of William Brown, cultivated a huge following from the north east of Scotland a decade later simply by selling the notion of family emigration. In all some seven hundred emigrants followed William Brown to Victoria County in the north west of the province where they founded New Kincardineshire, named after their home county. It was one of the largest groups ever to reach to New Brunswick.

New Brunswick's timber trade was an enormous magnet for Scots, attracting many self-financing and enterprising people who mainly came as individuals rather than in large, well-organized groups. While the timber trade sustained immigrant Scots economically, their Presbyterian religion nurtured a sense of community and self-belief. Presbyterians were fortunate in having funds and ministers provided to them by the Glasgow Colonial Society, a body which helped to build Church of Scotland congregations in this and other provinces.²⁹ Travelling many miles in gruelling conditions, the Society's ministers brought the word of God and a comforting presence to

²⁵For details of the company's prospectus see PRO CO 384/41 ff. 319-20. The land company published extensive publicity. See for example, New Brunswick and Nova Scotia Land Company, *Sketches in New Brunswick in the year 1833. and.. the operations of the association during the years 1834 and 1835 and Practical information respecting New Brunswick for the use of persons intending to settle upon the lands of the New Brunswick and Nova Scotia Land Company* (London: Pelham Richardson, 1843).

²⁶PANB RS24 1838/pe File 4 petition #77: petition of 33 Skye families in 1838. Also see Helen Cowan, *British Emigration to British North America: the first hundred years* (Toronto: University of Toronto Press, 1961) pp. 140-2.

²⁷In an attempt to encourage emigration, the St. John Mechanics' Institute announced a prize essay competition in 1859 for essays on New Brunswick's suitability "as a home for emigrants", with the three top essays being eventually published. One of these was written by James Brown (see J. Edgar et al, *New Brunswick as a home for emigrants: with the best means of promoting immigration and developing the resources of the province* (St. John: Barnes & Co., 1860).

²⁸National Archives of Britain CO 180/137 ff. 185-6. Robert Shives to Samuel Tilley, 26th Aug., 1862.

²⁹"The Society, in connection with the Established Church of Scotland, for Promoting the Religious Interests of Scottish Settlers in British North America" was founded in 1825. Having been established by Glaswegians it later came to be known by its condensed name - "the Glasgow Colonial Society".

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scattered communities, and in doing so helped emigrant Scots to maintain a kind of solidarity with their homeland. The importance of religion throughout this emigration saga cannot be overstated.

About the author

Dr. Lucille Campey is a Canadian, living in Britain, with over thirty years experience as a researcher and author. It was her father's Scottish roots and love of history which first stimulated her interest in the early exodus of people from Scotland to Canada. She is the great great grand-daughter of William Thomson, who left Morayshire, on the north east coast of Scotland in the early 1800's to begin a new life with his family, first near Digby then in Antigonish, Nova Scotia. He is described in D. Whidden's *History of the Town of Antigonish* simply as "William, Pioneer" and is

commemorated in the St. James Church and Cemetery at Antigonish. Lucille's mother, Cécile Morency, who was born in Ste-Marie-de-Beauce, was a descendant of Guillaume Baucher dit Morency who settled in Île d'Orléans in 1659.

Lucille has written a series of seven books about the Scottish exodus to Canada all published by Natural Heritage Inc., Toronto (www.naturalheritagebooks.com). Her latest book *With Axe and Bible: The Scottish Pioneers of New Brunswick, 1784-1874* will be published in June, 2007. Lucille is currently working on her eighth book - *An Unstoppable Force* - which will provide an overview of the great Scottish exodus to Canada during the 18th and 19th centuries. Lucille lives near Salisbury, England with her husband Geoff. www.scotstocanada.com

Marriage Certificate of Isaac Allaby and Frances Sophia Wood

Contributed By: Barb Pearson

By the Honorable George Henry Smyth Esquire, PRESIDENT
of His MAJESTY'S COUNCIL and Commander in Chief of the Province of New-
Brunswick, &c. &c. &c.

To the Rector, Vicar or Curate of the Parish of Burton in the
County of Sunbury or, in the absence of such Rector, Vicar or Curate,
to any Justice of the Peace legally authorised to solemnize Marriage in the said
County.

WHEREAS there is a mutual purpose of Marriage between Isaac Allaby
of the Parish of Burton in the County of Sunbury of the one party, and
Frances Sophia Wood of the Parish of Upham in the County of Kings of the other party, for which
they have desired my Licence; I do hereby authorise you to Solemnize the said Marriage openly, without publica-
tion or notification of Banns, according to the form prescribed by Law. PROVIDED always that if it shall appear
to you, that the said parties are other or different from those above described, or that any fraud or deception has
been used in obtaining this Licence, or that there is any lawful impediment of precontract, consanguinity or affinity,
or reason whereof the said parties ought not to be joined in wedlock, or that the said Marriage is intended to be
Solemnized without such consent of the respective Parents or Guardians of the said parties as by Law ought first to
be had; then I do enjoin you to forbear Solemnizing the said Marriage by virtue hereof.

GIVEN under my Hand and Seal at Fredericton, the second day of March
Year of our Lord, one thousand eight hundred and fifteen and in the fifty fifth Year
of His Majesty's Reign.

By the President's Command,
John Odell

This Marriage Certificate is that of Isaac Allaby and Frances Sophia Wood, married at Burton, Sunbury County, N.B. on March 2, 1815.

Isaac and Frances Sophia petitioned for a land grant in Salt Springs, Upham Parish, Kings Co., N.B. in 1821 along with Charles Smith.

In 1824 Isaac was granted 200 acres and Charles Smith 100 acres in Salt Springs

Isaac and Frances Sophia lived and raised their family at Salt Springs.

Isaac was born about 1793 in Burton, Sunbury County, a son of Isaac Allaby Sr. (Loyalist) and Sarah Lesstin.

Frances Sophia was born about 1793 in Oromocto, Sunbury County, a daughter of Daniel Wood and Mother unknown.

Nine children were born to them, three in St. John Parish, and six in Salt Springs, Upham Parish, Kings Co., N.B.

Sophia died 24 Dec 1873, and was buried in the Salt Springs Baptist Cemetery, the earliest burial recorded and known.

Isaac died 18 December 1875, and was buried with Sophia.

The Salt Springs Baptist Church, which is just down the road from the Cemetery, was established circa 1876.

The Salt Springs Baptist Cemetery now is the Salt Springs Community Cemetery.

Looking for William McLean's Descendants

My ancestor William McLean was born in 1821 in County Tyrone Ireland.¹ He was probably the son of John McLean and Frances Graham. I believe the family moved at some point to Clones Parish, County Monaghan Ireland. The I G I show William McLean and two sisters, Margaret and Eleanor as being children of John McLean and Frances Graham of Clones Parish Co. Monaghan. The church of Ireland in Clones record books show the baptism of William, Margaret and Eleanor.²

It is written in our family bible that William and Eleanor immigrated to Saint John New Brunswick Canada in 1841.³ Eleanor married Philip McGinnis April 2, 1847 at St.Dunstan's Catholic Church in Fredericton,⁴ but died soon after presumably in childbirth on January 29, 1848.⁵ So far I have not been able to locate the gravesite where she was buried.

William McLean married November 21, 1843 in Burton Sunbury County NB Sarah Jane Smith (1823-1912).⁶ She was the daughter of Jacob Barker Smith (1794-1844) and his first wife Martha Coy (1800-1825).⁷

William and Sarah raised a large family and while the children lived under their father's roof their religion was listed in various census as Catholic. Sarah Smith McLean however was a member of the Sheffield Congregational church in Sunbury Co. In fact her great grandfather, Jonathan Smith was a founding father of the church. As adults all of the McLean children became Protestant and are buried in Protestant cemeteries. However, William McLean is buried in the St.Vincent de Paul Catholic Cemetery in Oromocto with at least three of his adolescent children. Sarah is buried across the river in the cemetery at the Sheffield Congregational Church with several of her adult children and siblings.

The New Brunswick Sunbury County census of 1871 lists William and Sarah with their ten children and Sarah's brother, Jacob Barker Smith Jr. by her father's third wife.

All their children were born in Burton, Sunbury County NB and they are:

1 Mary Ellen McLean born January 10, 1844 and died about 1932 in East Boston, Massachusetts.

2 Martha McLean was born February 24, 1846 and died March 28, 1846 in Burton.

3 Lemuel Walter McLean was born February 1848 and married Catherine (Kate) Timmins, possibly in Massachusetts. He moved to Boston, MA and became a citizen October 1884. Walter and Kate had eight children together. Walter died April 9, 1920 in Boston.

4 Charles Herbert McLean was born October 25, 1850. He married Margaret Ann Turner in Saint John NB. They moved to Bridgeport Connecticut and had five children together. Charles died June 20, 1936 in Bridgeport, CT.

5 Alice Josephine McLean was born May 1853 and moved to Penticton British Columbia to live with her brother, William and help to raise his son after the death of his wife. She died March 1930 in Penticton BC.

6 William Archibald McLean was born in 1857 and married Katherine M. Phinney. Katherine died in 1892 after the birth of her son, Frederick Cecil. William never remarried and died in Kamloops BC August 10, 1943.

7. Cecil Frederick McLean and his twin brother H. Clemont McLean were born April 1860. I have little information about them and much of it is conflicting. Clement seems to have stayed on the family farm in Burton and taken care of things there. He Died in 1904. Cecil lived in Penticton BC for awhile and may have lived for a short time in Massachusetts. He died in Saint John NB August 1922.

8 John F. McLean was born 1864 and died May 25, 1878 in Burton.

9 Beatrice Inez McLean was born June 1866. She married Samuel J. Kinney in NB 1892.
Beatrice and Sam lived in Penticton BC and then moved to California.
Beatrice died in Oakdale California on August 25, 1943.

10 Mabel J. McLean was born in 1870 and died in Burton May 3, 1904.

I was able to gain a little more information about William McLean's life in the community from his obituary in the Daily Gleaner of Fredericton, August 14, 1895.⁸

Squire William McLean, a well known and respected resident of Burton, Sunbury county, died at his home last

Looking for William McLean's Descendants

night, aged 74 years. He was taken with dysentery about a fortnight ago, producing evil effects and causing his death. Mr. McLean immigrated to New Brunswick from his native County Tyrone Ireland as a young man, married a Miss Smith of Burton, and spent the greater part of his life farming in Queens and Sunbury counties. He was appointed justice of the peace by the anti-confederate government, under the regime of the late Hon. Albert J. Smith, R.D. Wilmont, etc. Sheriff Sterling, Charles Duffy, Isaac S. Taylor and other prominent men of the party in Sunbury were gazetted on the same list. Something over a year ago Mr. McLean was appointed stipendiary magistrate for Burton, George Hoben having resigned. He leaves a wife, five sons and four daughters to mourn the loss of a kind husband and an affectionate father.

The funeral will take place Friday morning at 10 o'clock from his late residence to the Oromocto cemetery.

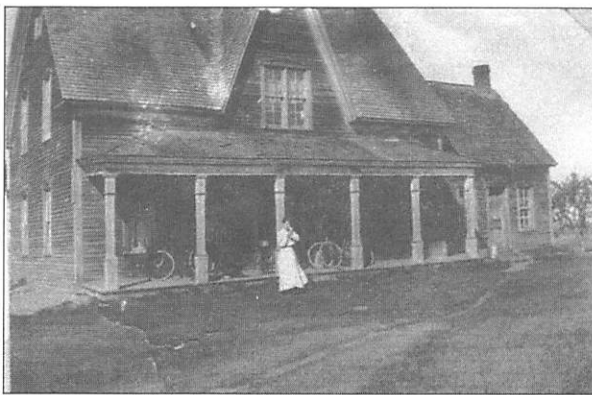
I believe William McLean and his sister Eleanor already had family living in NB before 1841 when they left Ireland, perhaps an uncle or an older brother. My hope is that someone reading this query will recognize the family and help me to piece my William with the larger McLean family.

I have more specific information about the Smith side of the family and the children and grandchildren of Sarah and William that I would be happy to share with any other McLean family members. Thank you to the Society for allowing me to place this query.

Reference

- 1 William McLean born 1821- Sunbury County NB 1851 and 1881 Census
 - 2 Baptism dates - Church of Ireland Clones Parish Co. Monaghan
 - 3 Immigration date - Sunbury County NB 1851 census and family bible
 - 4 Marriage record Eleanor - St. Dunstan's church record book
 - 5 McLean family bible
 - 6 Marriage record William - Provincial Archives Sunbury Co NB Film #F8506
 - 7 Smith family - Sheffield Congregational Church cemetery and obituary in The Daily Gleaner January 29, 1912.
 - 8 Will of William McLean - Provincial Archives of New Brunswick
- Death Certificate of William McLean - Department of Health New Brunswick

McLean Family Homestead Pictures and Location



Family farmhouse in about 1905.



Farmhouse in 1970.

The farm was located in Burton New Brunswick on the St. John river about ten miles downstream from Fredericton. It is about 200 yards directly off the Transcontinental Highway in an apple orchard and close to a large island in the St. John River. The farm was sold out of the family about 1909 and then later bought by an apple growing business. It was later used to store insecticides and fertilizer. The land in 1972 was leased from the Gagetown Military Reservation by the St. John River Valley Farm Cooperative.

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Did Heinrich Stief Ever Meet Benjamin Franklin?

By: Les Bowser

(Editor's Note: This is the sixth part in a series on Monckton township and its settlers.)

In the strictest sense, genealogy is a process of research that moves from known event to known event. Accurate names and dates are of the essence, and pity the researcher who wanders hopefully into the bushes of historical record searching for potential ancestors, always coming up empty handed (or with a briefcase full of useless scribbles). It is well to recall the story of the genealogist who spent several years trying to establish his link to the royal family of England, his only evidence being the fact that his grandmother's surname was Windsor. He failed miserably.

Still, a working knowledge of historical context will help the genealogist decide where to look for those "known events." And just as one must be aware of the nether zones of any archival institution, one must learn to distinguish between the garden of historical fruit and the desert of historical chaff. The historical record has much to offer the genealogist, especially on the subject of Monckton township.

In the concluding chapter of *The Search for Heinrich Stief* I raised several exploratory questions of a historical nature, one of which is the title of this article. The questions were intended to stimulate the reader's curiosity and to encourage further research into the history of the Pennsylvania Germans who came to the Petitcodiac River in 1766. I hoped that other genealogists would follow my lead and delve into areas of the story I had been unable to investigate. There were, and are, many gaps in that compelling history, one of them being the relationship between Benjamin Franklin and his settlers.

Benjamin Franklin was a well-known inventor, publisher, writer, soldier, civil servant, musician, legislator, diplomat, scientist and philosopher. He was also a genealogist.

Heinrich Stief was a poor farmer.

For New Brunswick genealogists today, the fascination lies not in the differences between those two men but in what they had in common: land in old Nova Scotia. Benjamin Franklin was one of the proprietors of Monckton township on the Petitcodiac River, and Heinrich Stief was one of eleven farmers who agreed to go to that cold northern wilderness to farm the land. Did they ever meet? If so, what would they have said to each other? What do we know about those two men that would put them in the same place at the same time?

Heinrich and Regina Stief arrived in Philadelphia on October 17, 1749 aboard the ship *Fane*, Captain

William Hyndman, with 119 men and their families, after a journey of unknown duration from Cowes and Rotterdam, which for the Stiefs began in Münsingen in the heart of the Swabian highlands of Württemberg. Heinrich's signature is readily identifiable on the passenger list of the *Fane*.¹

One month after the *Fane's* arrival in Philadelphia, Regina gave birth to their son Jacob who was christened on November 16, 1749 in St. Michael's Lutheran Church located at Fifth St. and Appletree Alley. How long Heinrich and Regina remained in Philadelphia is unknown.²

The year 1749 was an important one for Benjamin Franklin because that year saw the first outline of his principles of electricity. Having retired from active participation in his printing business, he now devoted himself to scientific experiments. At the same time, his attempts at civic improvements were about to bear fruit as the Philadelphia Academy had its earliest beginnings and the plan for the Pennsylvania Hospital was formulated. A year later Franklin proposed the lightning rod, the same year that his accident with electricity, while he was electrocuting a turkey, almost claimed his life. There was no reason whatever for Heinrich Stief and Benjamin Franklin to have an encounter.³

By 1751 Heinrich and Regina Stief had moved to the Germantown area, about ten miles north of Philadelphia. Their second son John was christened in St. Michael's Lutheran Church in Germantown on June 25. It is not known where the family lived or how Heinrich was employed.

That year Benjamin Franklin was elected to the Pennsylvania Assembly, an event that marked the start of a career in politics, an undertaking that would endure the remainder of his long life.

In 1752 Regina Stief gave birth to another son, Christian, christened November 9, again in Germantown.

Still attempting to fully understand the nature of electricity, in 1752 Franklin conducted his famous kite experiment in which his son, William, helped loft a kite that could draw electricity down from a thundercloud. He also helped establish the first fire insurance company that year, while successfully reorganizing the postal system in the colonies.

For the Stief family the steady production of babies underwent a brief hiatus, but in 1755 Regina bore another son, Friedrich, who was christened on October 8 in Germantown.

Benjamin Franklin meanwhile was travelling widely, promoting colonial union, receiving honorary degrees, and staying immersed in Pennsylvania politics. There was neither reason nor

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opportunity for Heinrich Stief and Benjamin Franklin to meet.

In 1755 the Acadians around the Bay of Fundy were experiencing the horrors of forced deportation while the Indians on the Pennsylvania frontier, encouraged by the French, brought the tomahawk and the scalping knife to the outlying settlements. War had broken out in all but name and Benjamin Franklin found himself in an officer's uniform leading a company of militia into the forest.

That same year Franklin's notorious essay on immigration and population control was published. While his criticism of the Germans, or "Palatine Boors," was direct and prejudicial, it is doubtful that he bore any ill will to individual German immigrants. At the time, Franklin became a trustee in a charity to aid poor Germans.⁴

By 1757 the political strife between the Pennsylvania Assembly and the Governor had reached an impasse, and Benjamin Franklin was sent to England to plead the province's case to the home government. He took his son William and they would be gone five years.

In the same period, Heinrich Stief was absent from the records, apparently having moved to Roxborough or Barren Hill, a few miles north-west of Germantown. Regina would bear him three more sons in the years before their departure to the Petitcodiac River in 1766, although no record of those births or baptisms has ever surfaced.

In 1762 Benjamin Franklin returned to Philadelphia but would head back to England in only two years. His life was now consumed with politics. Hostilities with the French were winding down as hostilities between England and the colonies were heating up.

Sometime in that two-year interval, Benjamin Franklin's friend John Hughes became interested in land settlement in Nova Scotia (in today's New Brunswick). By 1764 Hughes had become acquainted with Col. Alexander McNutt and by May of that year had made tentative engagements with would-be settlers. Whether Heinrich Stief or any of the future Petitcodiac settlers were part of the negotiations at that early date is not known.

Benjamin Franklin seems not to have been involved in the Nova Scotia venture until later. On May 1 he wrote to a colleague in London, expressing interest in Nova Scotia land settlement, but without mentioning John Hughes' efforts. It was probably Hughes who initiated the deal through McNutt's encouragement and invited Franklin to join him afterward.⁵

Three months before, Franklin had gone to Germantown to confront the murderous Paxton Boys. He wasn't there long, and Heinrich Stief, like any

sensible farmer, would have stayed well out of sight. Heinrich may have heard reports later that Benjamin Franklin had been there.

At any rate, in November 1764, Franklin departed Philadelphia for London once more and would not return until the eve of the Revolution in 1775. By then Heinrich Stief and his companions (those who survived the winters) were well established on the Petitcodiac River.

The only other known event regarding Heinrich Stief, residing in Roxborough at the time, happened in 1765 when he was naturalized in the lead-up to the provincial elections that fall. Franklin of course was then living in London.⁶

All things taken into account, it appears there were no circumstances in which Benjamin Franklin and Heinrich Stief might have become acquainted. Those two men travelled in their own circles, however big or small, and they had no reason to cross paths.

Yet for all the uncertainties about Heinrich Stief's whereabouts during his tenure in Pennsylvania, there is one other known event in which he likely participated. In 1753 his brother Friedrich arrived from Württemberg. Friedrich Stief's signature is the 34th on the ship list of the *Richard & Mary*, John Moore Commander, arriving in Philadelphia on September 15, 1753. Friedrich's name appears with several others from his village on the Neckar River — including the mayor of Schlaitdorf, Johann Casper Geyer; the village watchman, Hans Jacob Adam; Johannes Kuhn, a farmer; and several from the neighbouring village of Neckartenzlingen, notably Johannes Siglin, the landlord of the Stag Inn. Men, women and children all counted, the contingent from the Schlaitdorf area numbered at least 28 people.⁷

Now in order to place Heinrich Stief in the picture in mid-September, 1753 it is necessary to know something about German immigration to Pennsylvania.

Upon arrival in Philadelphia the ship was inspected by local doctors. Infectious diseases found onboard would dictate a quarantine and no passengers, either sick or well, would be allowed to leave the vessel. If the ship was free from contagion the doctor reported this to the authorities and the adult males were then taken to the courthouse to sign the oath of allegiance and the oaths of fidelity and abjuration. Often the health inspection and the signing at the courthouse occurred on the same day, but sometimes those events were separated by as much as two days. During the interim, while waiting on-board ship at anchor in the harbour, passengers could send messages and letters to friends and

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relatives on shore, notifying them of their safe arrival. Illiterate passengers needed only to shout across to the wharf: the distance from ship to shore, according to a German immigrant writing from Philadelphia in 1749, was "half a musket shot" — perhaps a few hundred feet.⁸

For the passengers on the *Richard and Mary* there was indeed a two-day interval between the inspection on Saturday, September 15 by Doctors Thomas Bond and Thomas Graeme, and the male passengers' subsequent appearance at the courthouse on Monday, September 17. The 16th was the Sabbath and no one worked. In those two days, news of the Swabians' arrival would have travelled, by word of mouth, far and wide. On that topic, Gottlieb Mittelberger's *Journey to Pennsylvania*, published in 1756, states that news of a funeral, for example, would travel through the countryside, house to house, over a 50-mile radius in 24 hours.⁹

Friedrich Stief was especially fortunate in this regard because he had arrived with several noteworthy companions. The large body of Schlaitdorfers, including the mayor, the watchman, a cobbler, a farmer, and the landlord of the Stag Inn across the valley would have much greater impact than one family travelling alone.

If bad news travels fast today, good news travelled even faster in 1753. In two days Heinrich Stief, somewhere around busy Germantown, was more than likely to hear the news of his brother's arrival. He would remember from his experience in 1749 how devastating the voyage could be. He would understand the importance of being with his brother as quickly as possible. If Friedrich was unable to pay the fare, he and his family might be sold into bondage before Heinrich could reach them. There was daily traffic on the Germantown Road to Philadelphia, but if necessary Heinrich could walk the ten-or-so miles to Philadelphia in a few hours. And he would naturally wait in Philadelphia until Friedrich had signed the oaths and could collect his family from the ship. Possibly Heinrich accompanied Friedrich to the courthouse on Monday so they could talk along the way. They hadn't seen each other in at least four years.

The harbour at Philadelphia was particularly active in the fall of 1753, and the *Richard and Mary* was not the only immigrant ship to arrive on September 15. The ship *Patience*, Capt. Hugh Steel, with 108 families aboard, was inspected by Doctors Bond and Graeme on the same day they examined the *Richard & Mary*. Two days later, the men from both ships were paraded to the courthouse on High Street where they ceremoniously signed their names to the oaths of loyalty.

For each shipload of passengers one or more government officials oversaw the proceedings at the courthouse. For the *Richard & Mary* the officials on September 17 were counsellors Thomas Lawrence and Joshua Maddox. And the government official overseeing the *Patience* that day was... why none other than Benjamin Franklin.

Mr. Stief and Mr. Stief — meet Mr. Franklin!

(To be continued...)

Notes:

¹ For the Stief family's arrival in Philadelphia please see my article, *The Signature(s) of Heinrich Stief*, *Generations*, Summer, 1999.

² The baptismal data for the Stief children plus other background information can be found in *The Search for Heinrich Stief* (Nimbus, 2001).

³ Franklin's activities are well documented in Carl Van Doren, *Benjamin Franklin* (Viking Press, 1938) and elsewhere.

⁴ Franklin's *Observations concerning the Increase of Mankind, Peopling of Countries, etc.*, is discussed in Van Doren, p. 216-18.

⁵ Franklin to Richard Jackson, May 1, 1764, *The Papers of Benjamin Franklin*, Leonard Labaree, ed., Vol. 11, p. 186-7.

⁶ *Naturalizations of Foreign Protestants in the American Colonies and West Indies*, M. S. Giuseppi, ed. (Genealogical Publishing Co., 1964).

⁷ For information regarding ship lists, arrivals, inspections, etc, see Ralph Beaver Strassburger, *Pennsylvania German Pioneers*, William John Hinke, ed. (Pennsylvania German Society, 1934) 3 Vols. Friedrich Stief and his companions from the Neckar valley are identified in *Pennsylvania German Immigrants*, Don Yoder, ed. (Genealogical Publishing Co., 1980).

⁸ Hannah Benner Roach, "Advice to German Immigrants, 1749," *The Pennsylvania Genealogical Magazine*, Vol. 22, No. 4, 1962. The author of the pamphlet "Well Meant Information as to how the Germans who wish to Travel to Pennsylvania, Should Conduct Themselves" has been tentatively identified as Leonard Melchoir who described in much detail the intricacies of travel, arrangements with the neülanders, the hardships of the voyage, and the debarkation procedures at Philadelphia. *Encyclopedia Britannica* states that in the early 1700s "muskets were not noted for accuracy. The best that could be expected was to hit the figure of a man at 80 to 100 yd." (Vol. 20, 1966 edition).

⁹ Gottlieb Mittelberger, *Journey to Pennsylvania* (Belknap Press, 1960) p. 43-4. Mittelberger also describes the various strictures on Sunday activity, p. 80

Queries and Answers

Contributed By: Joan McLeod

Genealogical queries and selected answers are published in *Generations* as a service to those who may wish to exchange data with other researchers. Queries should be brief and to-the-point. There is no longer a charge for queries. Submit as many as you wish but they may not all be printed in the same issue as space is limited. Please send queries on a separate page and be sure your name and address is on the page with your queries. Send to the Queries editor for typing. Send queries to the queries editor:

Joan McLeod
4956 Route 3
Brockway, NB
E6K 1Z6

If you respond to a query, kindly send a copy of your answer to the Editor of *Generations*, indicating and noting any references you consulted (giving author, title, date of publication, if any), manuscript (at what library), family tradition, etc. While NBGS will not verify your family history, certified genealogists will review responses and selected answers will be published so that others who may be researching the same lines may benefit from the exchange.

Q4867 - ALLAN – Looking for descendants of William B. 1720 and Isabella Allan, Scottish immigrant who settled in the Fort Lawrence area near the border of NS and NB around 1750. William and Isabella were the parents of expatriate Co. John Allan who served in the American Revolution secured the northern border for the US at the St. Croix. It is believed his parents and siblings remained loyal to the crown. Thanks, *Jill Prouty, 32 Whitewater Ct., Sharpsburg, GA 30277 or Email: jill@colallan.org.*

Q4868 - NUGENT – Looking for a ? **Nugent** (possibly a dentist) around Woodstock, NB. He might have been b. around 1865-70. He might have died between Sept. 1897 and Oct. 1902. My aunt, Annie "Georgie" Quigg **Nugent** remarried in October 1902 as a widow. There is a possibility they were not married. And he could have lived longer. Contact: *Beverly Kirk, PO Box 940, Ruidoso, NM 88355 or Email: bqkirk@windstream.net.*

Q4869 - CORMIER – Looking for pics or history of **Cormier** family from Dupuis Corner, NB. Desc. Of Ignace and Scholastique **Leblanc**. *Susan Arsenault, Email: susanarsenault@eastlink.ca.*

Q4870 - CRAIG – John **Craig** married Susan **Hay** and had dau. Ethel Georgia **Craig** b. 1875 who married Sterling **McLaughlin** in NB. Not able to find info on this family. Thanks, *Regena, Email: fateley@verizon.net.*

Q4871 - DEMPSEY – Morris Joseph **Dempsey** was b. in Ireland in 1791. He married Bridget Redmond **Dempsey** approx. In 1818. Bridget was b. in the early 1800's in Ireland, but we're not sure. We think they came from County Wexford or Carlow then emigrated to Canada in 1818. We are not sure if they were married in Ireland or Canada or on the boat on the way over. They had the following children: William, b. 1819; godparents were Greg **Neville** and Bridget **Dunn**; John b. 1814; Catherine, b. married John **Saulter** Apr. 4, 1866; Hugh(es) b. Jan. 3, 1824, was a blacksmith; Malcolm b. 1825; James b. Oct. 24, 1826; Morris Joseph b. Mar. 30, 1828; William b. Mar. 17, 1829; Elizabeth b. Sept. 15, 1830; Mary b. June 19, 1841; Ann b. July 16, 1842 married James **Madden** Aug. 20, 1854; and Bridget b. Feb. 6, 1848. Thank you, *Tom Dempsey, Email: thd627@aol.com.*

Q4872 - FOWLER – Searching for earlier children of Monmouth **Fowler**, b. c1786 and d. May 24, 1869, and Elizabeth **Frost** of Hampton Par. They were married July 3, 1809. The children listed in the 1851 census, Hampton Par. are Elizabeth b. c1821; Henry Banks b. c1821; Rachel Douglas b. c1825; Mary Matilda b. c1829; Upham Joshua b. c1833; and granddaughter, Sarah b. c1846. There were also children Sarah and Monmouth with birth dates unknown. Thank you, *Dale Hall, 139 Colborne St. Stn. Sq. Elora, ON N0B 1S0. Or Email: dale.hall@sympatico.ca*

Q4873 - FOWLER – Searching for other and earlier children of John **Fowler**, b. c1782 and d. Jan. 4, 1866 age 84 of Springhill Par. and Clarissa **Flewelling**, married Jan. 7, 1805. Children I have: Ann Amelia b. Dec. 9, 1808; Charles Edwin b. c1823; John, b. May 18, 1821; William Edward, Abel Gilford, Charlotte; Stephen Thomsen all dates unknown.. Thank you, *Dale Hall, 139 Colbourne St. Stn. Sq. Elora, ON N0B 1S0. or Email: dale.hall@sympatico.ca.*

Q4874 - FOWLER – Searching for other children of Stephen Humbert **Fowler**, b. c1796 and d. Nov. 27, 1870 age 73 who married Frances Carline **Raymond**, July 1, 1820 of Westfield Par. Children I have: Stephen Humbert Jr. b. c1820; Johanna b. c1825; Frances Caroline b. c1827; Sarah Elizabeth b. c1827;

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Margaret Jane b. c1829; Zaccheus Thomsen b. Jan. 2, 1832; Charles b. c1835; Edward Thomas b. c1838; Amelia P. b. c1841; Wilmoth Louisa b. c1843; Daniel Wesley b. c1845; James Frederick Raymond b. c1847. Were there children b. between 1820 and 1825? Thank you, *Dale Hall, 139 Colbourne St. Stn. Sq. Elora, ON. N0B 1S0 or Email: dale.hall@sympatico.ca.*

Q4875 - FOWLER – Stephen Gilbert **Fowler** of Hampton Par. B. April 16, 1806 and d. Dec. 4, 1884 marr. Jemima Budd **Smith**, Jan. 28, 1830. Did Jemima Budd have a dau. before she marr. Stephen Gilbert? Thank you, *Dale Hall, 139 Colbourne St. Stn. Sq. Elora. ON N0B 1S0 or Email: dale.hall@sympatico.ca.*

Q4876 - HOUSTON – I'm looking for info on my grandmother who is Tracey **Houston** from Roxbury, Maine. She was b. March 23, 1904 and d. April. 20, 1969 in St. Joe's, Saint John, NB. She lived in Saint John – Plaster Rock. She marr. my grandfather in Plaster Rock in 1920's. She has brothers and sisters here to younger brother in Back Bay, NB. My grandfather was James Patrick **Coutour** buried in Cedar Hill, Saint John under **Ozborne**. She lived in Crombie Settlement, Plaster Rock, NB. I'd take whatever I could on her. *Darlene Warren, 3282 Rte 121, Apohaqui, NB. E5P 1B1*

Q4877 - HUGHES/GILBERT – Elizabeth **Hughes**, b. c 1852 in Johnston Par. Queens Co., NB marr. William Mathew **Gilbert**. She d. on Sept.27, 1913 and is buried in Coles Island United Baptist Cemetery. Was she the dau. Of John **Hughes** and Caroline **Phillips** or his brother Robert Hazen **Hughes**? *Mrs. Marianne Donovan, 389 Dundas St., Suite 2022, London, ON. N6B 3L5 or Email: donovanj@skynet.ca.*

Q4878 - LOYALIST – Looking for info on three of my loyalist ancestors. 1) Robert **Thorne** b. 1734 Westchester Co., NY and d. 1819, he was marr. to Sophia **Pels**. 2) Joseph W. **Holland** from Mass., he was marr. to Esther **Thorne** d/o Robert **Thorne** and Sophia **Pels**. 3) Robert **Stackhouse**, b. 1756 in Philly, PA and d. Feb. 23, 1831. He was marr. To Catherine **Munger**. Thanks, *Aaron Allison, Miramichi, NB, Email: letitbe@nb.sympatico.ca.*

Q4879 - MCBRIDE – I am searching for info on Charles **McBride** b. 1795 in Ireland. He moved to Saint John and became a ship carpenter. He marr. Bridget b. in Ireland 1805. They had at least two sons, John b. 1839 and William b. 1841 and a dau. Rosana b. 1849. All of these children were b. in NB

and I think Saint John area. They moved to Pittsburg, PA at sometime as they were found in the 1860 Federal census. I would appreciate any info. Thank you, *Helen Popp, 2341 32nd St., Moline, Illinois or Email: hounddawgs@sbcbglobal.net.*

Q4880 - MCCULLY – I am researching the family of Andrew **McCully** and wife Margaret **Smyth**. I know they were in Saint John, NB around 1863-1865. because dau. Nellie E. **McCully** was b. there. They had a least 2 other girls. They came to America around 1870. Andrew was to have been from Scotland. Any info would be grateful; I am also looking for Nellie's birth record? *Judy Jasen, PO Box 407, Barberville, FL, 32105.*

Q4881 - MCDONALD – Seeking info on the family of Alexander **McDonald** and his wife, Mary. Need her maiden name and who were his parents. Also, any info on their children. This family came from PEI to Albert Co., NB. Alexander b. c1821 and Mary b. c1822. Please contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4882 - MCDONALD/CREAR – Seeking info on Ronald **McDonald** and his wife Margaret **Crear**. At this time of their marr. in 1856, they were from Moncton Par. West. Co., NB Who were their parents and who were their children? Please contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4883 - MCDONALD/CROSSMAN - Seeking info on Archibald **McDonald** and his wife, Martha **Crossman**. Who were their parents and who were their children? At the time of their marr. in 1829 they were from Dorchester Parish, West. Co., NB. Contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4884 - MCDONALD/MACKINNON – Seeking info on John **McDonald** b. c1831 PEI and his wife Isabella **MacKinnon** b. 1835 NS. Also would like info on their children. Believe this family came from PEI to the Moncton area. Please contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4885 - MCDONALD/MCKINNON – Seeking info on Donald Edmund **McDonald** marr. Catherine **McKinnon** and their children. Also, who were Donald's parents? Contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

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Q4886 - MCDONALD/STRANG – Seeking info on Donald **McDonald** b. c1821 Scot. Marr. Elizabeth **Strang**. Also any info on who Donald's parents were and who their children were. Contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4887 - MCDONALD/WHEATON/SEARS – Seeking info on Lawrence **McDonald** b. c1818 and his 1st wife Eleanor **Wheaton** b. c1818 and 2nd wife, Ann **Sears** b. c1826. Seeking parents of Lawrence and Eleanor as well as info on children. Contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4888 - MCLEOD/BASSETT – Seeking info on Edward **McLeod**, b. 1831 and his wife, Eliza Jane **Bassett**, b. 1832. Would also like info on their children and any photos of this family of their residence. Please contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4889 - MCLEOD/ROACH - Seeking info on family of Robert Edward **McLeod** b. c1829 and his wife, Elizabeth **Roach**. Are there any descendants still in NB? Would be interested in any family photos or photos of their residence. Please contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4890 - MILS/MILES – I would like to hire a researcher capable of finding any info about my grandmother. Here is all the info that I have collected about my biological grandmother (my mother's mother). It's all coming from official documents that my mother had received after she requested info about her past. Her mothers' last name is **Mils** or **Miles**. Don't know if it's her last name or her husband's last name. Mrs. **Miles** gave birth to my mother Sunday, Feb. 2, 1947 in Montreal (Royal Victoria Hospital) when she was about 19 years old. Her status: marr. – separated (split-up). It is written she split from her husband right after the wedding. She was baptized in the presence of Mrs. **Miles** on Feb. 18, 1947. My mothers name at that time was: Marie, Blanche, Rose, Martine **Miles**. Her mother had visited her until April 1947 or Feb. 1948. Mrs. **Miles** was from NB and we think that she was from an upper middle class family. We think that her family sent her to Montreal when she got pregnant. She was Catholic. Her husband was Protestant and don't know if he knew he had a child. My mother was adopted when she was 20 months old on Oct. 9, 1948. Before that my grandmother visited her three times. From 0 to 20 months old, my mother

stayed with a family in Montreal. Her name is Helene Bouchard **Maltais**, my father is Raymond **Matlais**, my grandfather was Adelard **Bouchard** and my grandmother was Lea Vaillancourt **Bouchard**. Thank you for you help. *Anne-Julie Maltais, Tour de la Bourse, Bureau 3400, C. P. 242,, 800 Place-Victoria, Montreal, Quebec. H4Z 1E9 or Phone: 514-397-4349- Cell No. 514-947-4349 or Fax: 514-397-7600 or Email: amaltais@mtl.fasken.com.*

Q4891 - MORRELL/MCALMAN – Seeking info and photos of the family of Oliver **Morrell** and his wife, Sarah **McAlman** as well as photos and info on their children. Contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4892 - MORRELL/CROSSMAN/LONDON – Seeking info on George Henry **Morrell** b. 1860 and marr. 1st Annie Augusta **Crossman** and 2nd Edith **London**. Also seeking info on the children and photos. Contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4893 - MULLEN/MULLIN - Seeking info on this family who sang gospel music in the Fredericton, NB area about 1950's. *Mrs. Marianne Donovan, 389 Dundas St., Suite 2202, London, ON. N6B 3L5 or Email: donvanj@skynet.ca.*

Q4894 - OLD SUSSEX BOOT AND SHOE – Does anyone have any photos of the **Old Sussex Boot and Shoe Co.**, c 1874 or the mills that were once at **Killam Mills**, Salisbury Parish, West Co., NB. Would be interested in any information on these two. Please contact: *Wendy Whelen, 408-27 Lynnwood Dr., Brantford, ON. N3S 6S4 or Email: wwahlen@bmts.com.*

Q4895 - RAMSAY – I have hit a brick wall. I am looking for Peter **Ramsay**, b. c1823 and d. Feb. 15, 1910 in Barryville, NB. He was marr. to Anastasie **Savoie**. They were marr. May 11, 1857 in Tracadie, NB. They lived in Barryville, NB from 1857 to 2007. I'm finding more family every day. My brick wall is from 1823 to 1857 – I can find nothing. I have found five different places of birth and he doesn't show up in the census until 1861. Births were listed for Nequac, NB; Nova Scotia; Scotland all were nil. Also listed was "at sea". His marr. cert. lists his birth as Nequac, NB which is false also his death cert. was listed as Cocagne, NB, it too was false. It was passed down through the family that Peter and some other men jumped ship in NB. We believe he jumped ship on the Miramichi River as he

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spend the rest of his life in the Nequac area. Anyone have any idea where to look next? My second brick wall is Margueritte **Roussell** b. May 9, 1856 in Tracadie or Nequac, NB and d. July 9, 1918. She was marr. to Peter **Ramsay Jr.** I cannot find her in the census or the **Roussell** family. And my third brick wall is Amilia **Thibodeau** b. Apr. 15, 1866 in Tracadie, NB and d. Apr. 27, 1907. She was marr. to William Thomas **Malley** and they lived in Chatham Head, NB. I cannot find her or her parents in the census. Thanks, *Aaron Allison*,
Email: letitbe@nb.sympatico.ca.

Q4896 - **ROSE** – Looking for info on Eliza Ealona **Rose**, b. c1810 in St. Stephen, NB. She d. Feb. 25, 1894 in Sheet Harbour, NS and Marr. to William **Watt** of Sheet Harbour in 1849. Their children: David, George and Lydia Elmore Watt all b. in Halifax. I am trying to determine whether **Rose** was her maiden name or a marr. name. She may have been a widow when she marr. Captain **Watt** at age 39. Thank you, *Lynn Hall, 14241 214th Way NE, Woodinville, WA 98077 or Phone: 425-885-9093 or Email: james.hall123@verizon.net*.

Q4897 - **SMITH** – I am looking for info on either the **MacMullin** or **MacMullen** family. I believe the family was involved in the newspaper business in the 50's in NB. *Jill Smith, RR1, Shag Harbour, Selburne Co., NS. B0W 3B0 or Email: jsmith87868@ns.sympatico.ca*.

Q4898 - **SNOW** - I would appreciate background info regarding the family name "**Snow**". My parents Leonard and Anne emigrated from Newfoundland after World War One in 1919 and settled in Saint John, NB. Their children: Gordon; Lillian Watson; Harold George living in Grimsby, ON and Bernice Vaughan. Many thanks, *Harold Snow*,
Email: hsnow@cogeco.ca.

Q4899 - **THOMAS** – Need to locate parents of George **Thomas** b. 1802, Sunbury, NB d. 1871 Sanilac Co. Michigan. His wife, Mary Crandlemire **Thomas**, b. 1807, NB, died 1880 Samilac Co., Michigan. They marr. May 5, 1825 Sunbury, NB. Thank you, *Farel Overland, 7560 W. Pearson, Shelby Twp., Michigan. 48316 or Email: overland@mail.com*.

Q4900 - **WALLACE** – Henry **Wallace** marr. Matilda **Hoyt** and had a dau. Adelaide (Addie). Does anyone have info with respect to dates of birth, marr. death location. Addie was my gr. Grandmother and died shortly after the birth of my grandmother. Thank you, *Dierdre D. Monson*,

Email: dmonson@bakerlaw.com.

ANSWERS:

WOOD – The Spring 2007 edition of *Generations* reported on p. 5 that Sophia **Wood** who marr. Isaac **Allaby** in Burton in 1815 was the dau. Of Daniel **Wood** and mother unknown. As far as I know, this is not proven. Once source speculates that she was a dau. of Samuel **Wood** and another says she was a dau. Of Joshua **Wood** and his wife Mary. Yet another source says that she was b. in Saint John. All agree that she was not a dau. Of Ann **Morgan** (wife of Daniel **Wood** of Burton Par.). If she was possibly not b. in Burton, then why must we assume that she was a dau. Of Daniel? Confused in Calgary – *John Wood, Email: jasjwood@telus.net*.

BENNISON - In the winter issue 2006 *Generations*, p. 16, there was a mention of Robert Strong **Bennisons'** wife, Rebecca, who surname was "hard to read". There was also a question as to whether Robert Strong **Bennison** was b. in NB. His birth date was given as 1811. I can verify that Robert Strong **Bennison's** wife was Rebecca Ann **Perkins**, b. c1817, the dau. of Joseph Moss **Perkins** and Annie **Hatfield Perkins**. She d. in Oct. 1867. I am also a descendant of Joseph Moss **Perkins**, so have been researching this line, though I am not related to the **Bennisons**. At the time that they were marr. in 1837, Rebecca was "of Springfield", which is in Kings Co. and Robert was a schoolmaster in Hampton, which is also in Kings Co. By the time of the 1851 census, there were in Saint John. Robert Strong **Bennison** was a schoolmaster from 1828 to 1831 in Springfield, Kings Co. Robert and Rebecca had at least 5 children, b. between 1844 and 1858. However, I believe there might have been more children born earlier, for whom I have not found records. At least one dau. Anna Matilda **Bennison** who married Daniel Barnabus **Hopkins** had descendants who lived in modern day Alberta. Two sons, Charles E. **Bennison** and Robert **Bennison**, went to Massachusetts where they married and had children. I have not thoroughly tracked that line, but I do have data on them. When you look at Robert Strong **Bennison** in the 1851 census of Saint John, he is called a 'native' of NB, suggesting that he was b. after his parents came to Canada. The fact that Roberts' grandmother, Mary Strong **Bennison** d. in Saint John in 1826 suggests that the family came soon after the Revolution. The fact that Roberts' mother, Deborah Matilda (**Lunt**) **Bennison** d. in Salem, MA in 1833 does not necessarily mean that the family did not come to NB earlier. I have seen instances of adults in my Perkins family tree who moved from NB to the USA and even lived in the SA

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for many years, but then came back to NB just in time to die there. You might do well to write to the clerk of Salem, MA and ask for a copy of Deborahs' death record from 1833. That might state exactly where she was from in NB. I last found Robert Strong **Bennison** alive in the 1881 census of Wellington Ward, Saint John. He was then age 70 and seemed to be living in a sort of boarding house. I would like to know his date and place of death. Does anyone know what became of Robert Strong **Bennison** after 1881? As for religious conflict, all I can say is that Rebecca **Perkins** was from an Anglican family and she and Robert **Bennison** were marr. in an Anglican church. In 1861 she and dau. Anna wre listed as "Free Christian Baptist". They were living with Rebecca's brother, Ambrose S. **Perkins**. Roberts' religion was listed as "Church of England". Don't know if any of this is of use to you. Please feel free to contact me if there is any other info I might have that you might want. I also live

near you in Los Angeles!! Carol Norman, Email: cgnorm@earthlink.net.

HAINES – In the winter 2004 Generations **Q4656** – Jeannete M. b. 1889, d. 1956. I was seeking the names of her parents. On Dec. 22, 2004, I received a response from William **Gammon**, Durham Bridge, who provided me with the names of her parents, Daniel **Haines** and Rachel **Jones**.

In the Summer of 2005, **Q4655**, requested info on the 42nd Highland Regiment, I have forwarded my file on this regiment to Wendy Whelen, which includes date of origin, battles fought, and a list of those members of the Regiment who received land grants in the Nashwaak Valley as listed in "And the River Rolled on" a book prepared by the Nashwaak Bicentennial Association in 1984.

Ramsay Clan of the Miramichi

On 11 May 2007, it will be a 150 years when Peter Ramsay married Anastasia Savoie in Tracadie,NB. This is also when the Ramsay Clan began on the Miramichi for my family.

Peter & Anastasie had 10 children, they lived in Barryville,NB. they children are

Peter Drake Ramsay Jr m Marguerite Roussell

Catherine Nancy Ramsay m ? Albert

Anastasia Nancy Ramsay m William Comeau

Joseph Ramsay m Elizabeth Roussell

Mary J Ramsay m Thomas LeBlanc

John Walter Ramsay m Anne Phair

Morice Ramsay died young

Sarah Ramsay m William Murdock

William Doran Ramsay Died young

Mary Adele Govern (Adopted) m Francois Mathews

Peter and Anastasia had over 55 grandchildren that I have found.

Peter was a farmer and Anastasia was a Mid wife. Last summer my wife and I went to Tracadie,NB. the Tracadie Genealogy Society, is at the Museum. We took a tour of Museum, while waiting for the Genealogy Society to open.

It was well worth the time, going through the Museum and the money. When the Society opened, we went looking for information on Peter and Anastasia. Well they have a great microfilm collection in Tracadie.

On microfilm we found the married between Peter Ramsay and Anastasia Savoie. It was handwritten in French, so my wife had to translate what it said for me.

They were married on 11 May 1857, also the priest spelled Peter's last name Ramsay . As you know the spelling of the last names, well is not always correct. However it was spelled right. It also answer a big question for some of my family, as some of they family have spelled Ramsay .. say.

The Ramsay Clan of the Microfiche, is looking for the Descendants of Peter and Anastasia Ramsay. We are looking to hold a reunion in the summer of 2008 in Chatham Head,NB.

Also we are trying to connect our clan, with the other Ramsay clans in PEI,Nova Scotia, Newfoundland.

We have a group set up on Yahoo, looking for the descendants of Peter and Anastasia Ramsay. All Ramsay's and there descendants may join. ramsayclanofthemiramichi@yahoogroups.ca

Thanks Aaron Allison

Did Caleb Spragg of Springfield, Kings County, New Brunswick become James Scott of Victoria, Australia?

By: Sandra Keirstead Thorne

"Somewhere in my mind I remember someone telling me Caleb got into some kind of trouble and went to Australia." Information has been passed down in the family of John Spragg of Iowa, younger brother of Caleb Spragg of Springfield, Kings County, New Brunswick, "that Caleb and his family had moved to Australia and that in the 1930s someone in the John Spragg family had written to Australia to see if they could find something on Caleb but had no luck." In a letter of 1884 John Spragg wrote from Iowa to his brother, Elijah in New Brunswick "...I will be 78 in July and you are but two years behind.. There are none of our father and mother's children alive but you and I, unless Caleb might be."

These comments, the first from Beryl Morrill of Utah, the other two from Dale Wilken of Iowa, when combined with New Brunswick Land Registry Office Deeds, the 1861 census for Salisbury Parish, Westmorland County, NB and documents which survive at the New Brunswick Museum from an 1849-1850 Supreme Court of New Brunswick case in the George Otty papers suggest that Caleb Spragg left New Brunswick shortly after 3 July 1852 and arrived in Melbourne, Australia in December of that year as James Scott. His wife, Lavinia (Drew) Spragg, and his daughters, left New Brunswick sometime after the spring of 1861, after they had been recorded in the census of that year as "Spraggs". Shipping records in Australia show that they left Liverpool, England in June 1864, bound for Australia, as "Scotts".

What were the circumstances that led this Kings County family to immigrate to Australia? Why did they abandon the good Loyalist name of "Spragg" to become "Scott"? The answers to these questions are to be found in both New Brunswick and in Australia. However, although the known facts lead to the conclusion that this was one and the same family, the final proof positive was found by modern scientific methods.

Caleb Spragg, son of Loyalist Caleb Spragg and his wife Ann Harding, and grandson of Loyalist Captain Thomas Spragg and his wife Mary Carman, was born, according to the entry in his parent's Bible, (now in the possession of Dale Wilken) on 3 September 1801 in the parish of Springfield, Kings County, New Brunswick. His grandfather was a prominent Loyalist and one of the earliest settlers at the head of Belleisle Bay. The area known today as Hatfield Point was formerly known as "Spragg's Point".

Caleb's father was a farmer and young Caleb, with his several land grants, probably did some farming but by the late 1840s he appears to have been in the business of sawing lumber. "...last fall Spragg pointed out to him a quantity of sawed lumber as ours, and said that there was many more logs in the dam – heard him ask me to allow him to saw his share into logs".¹ The significance of the Court Case will be discussed later in this paper.

Caleb Spragg took out a marriage bond in the city of Saint John in 1830. This was required when the parties to be married were either not known to the officiating clergyman or were not from the area in which they wished to be married. He and Lavinia Drew (she may have been Lavinia Frances as her family in Australia referred to her as "Fanny") were married in Saint John 25 March 1830. He was 29 and she was 22, the daughter of Loyalist John Drew and his wife, Charlotte Gray. John Drew and his parents, Joseph and Mary Drew, were Loyalists from South Carolina, and Charlotte Gray was the eldest daughter of Captain William Gray and his second wife, Lavinia (Purdy) Sperry, Loyalists from New York. All of these families had lands around Belleisle Bay in Springfield Parish, Kings County.

By using Kings County school records, Kings County and Queens County land records, the 1861 census for Westmorland County and the "Unassisted Passengers to Victoria, Australia" records, as well as family information from Joy Scott in Australia, the family of Caleb and Lavinia (Drew) Spragg, appears to be as follows:

Caleb Spragg b. 3 September 1801 Springfield Parish, Kings County, New Brunswick
d. 25 September 1878 – as James Scott – at Williamavin, Kilmore, Victoria,
Australia. James Scott's death certificate states he married Lavinia Drew
in Saint John, New Brunswick when he was 29 years old.

Lavinia Drew b. ca 1808 Springfield Parish, Kings County, New Brunswick
d. 12 March 1884 – as Lavinia "Fanny" Scott – "of old age and

¹ Andrew Crookshank in letter found in the George Otty Papers 1849-1850 F11-14 (2), New Brunswick Museum

Did Caleb Spragg of Springfield, Kings County, New Brunswick become James Scott of Victoria, Australia?

general debility" at Chintin, Springfieldshire, County Bourke, Victoria, Australia

1. George b. ca 1831? D.? He was reported as "deceased" on Lavinia's death certificate. He may not have gone to Australia.
2. John b. ca 1833? D.? He was reported as "deceased" on Lavinia's death certificate. He may not have gone to Australia.
3. Ann Elizabeth b. ca 1832 Kings County, New Brunswick d. 24 May 1908 Baroga, NSW, Australia m. 12 Oct 1857 in Salisbury Parish, Westmorland County, New Brunswick William Simpson Chapman b. ca 1832 Amherst, Cumberland County, Nova Scotia d. 4 October 1898 Devenish, Victoria, Australia.
4. Jeremiah b. 24 December 1837 probably in Kings County, New Brunswick d. 18 July 1928 Broadford, Victoria, Australia m. 14 July 1869 Springfield, Victoria, Australia Mary McKenzie b. 1845 Raasay, Isle of Skye, Scotland d. 17 September 1929 Broadford, Victoria, Australia
5. Caleb Oscar b. ca 1840 (as per 1861 census) 1843 (as per Lavinia's death certificate in 1884) probably in Kings County, New Brunswick d. 27 June 1915 Brunswick, North Victoria, Australia m. 29 November 1870 East Collingwood, Victoria, Australia Ann Bowen b. 1854 Melbourne, Victoria, Australia d. 20 October 1938 Brunswick, Victoria, Australia.
6. Mary Matilda b. ca 1842 (as per 1861 census, 1844 as per White Star ship passenger list and marriage certificate) probably in Kings County, New Brunswick d. prior to 1878 and death of James Scott m. 31 January 1870 Ballarat, Victoria, Australia George Seary b. ? d. ? (Mary was his second wife)
7. Jesse b. 1844 probably in Kings County, New Brunswick d. 20 October 1912 Pyalong, Victoria, Australia m. 1873 Broadford, Victoria, Australia Emilia Elizabeth Seary b. ? d. ?
8. Lavinia Adelia b. ca 1847 probably in Kings County, New Brunswick d.? m. 1868 Chintin, Victoria, Australia Farquhar McRae b. ca 1825 d. 5 July 1899 Willowmavin, Kilmore, Victoria, Australia.
9. Philena Maud b. ca 1850 probably in Queens County, New Brunswick d. prior to 1901 m. 1870 James William Leighton b. ? London, England d. ? Victoria, Australia

Both George and John were known to the Spragg family as sons of Caleb and Lavinia. Their surnames are not listed on the death certificate of Lavinia. Interestingly, George, John and Mary do not appear on the death certificate of James Scott, and Mary does not appear on the death certificate of Lavinia Scott. The informant for both death certificates was Caleb Oscar. George and John would have been at least ten years older than Caleb Oscar. They are not listed with Lavinia in the 1861 census. The possibility exists that because they did not go to Australia with the surname "Scott" they would be still "Spragg" and if the name Spragg appeared on James's death certificate it might be a clue to the identity of James which he was attempting to hide. With the death of James, the identity problem was removed and they were added to Lavinia's death certificate as her children.

Apart from Scott family information in Australia, there are references in New Brunswick to some of the children mentioned above. In 1844 attending Alexander Machum's school at White's Corner, Springfield, Kings County were Ann Spragg, age 13 and Jeremiah Spragg, age 5. On the day of the school inspection, only 22 of the 40 registered pupils were present². Some of the other Spragg children might have been among those attending but who were not present on that date.

In 1847 Ann Elizabeth Spragg is a witness to the sale of land in Sussex parish by Caleb and Lavinia Spragg. She and her parents were listed as "of Springfield" on 17 May 1847.³

In 1861 the New Brunswick census was taken. Listed as family 0088 in the Parish of Salisbury, County of Westmorland, headed by William Chapman was:

Chapman, William Simpson	29	Blacksmith	Baptist
Ann Elizabeth	29	wife	Baptist
Spragg, Levinia	52	mother in law	Baptist
Mary Matilda	19	sister in law	FCBaptist
Caleb	21	brother in law	Baptist

² Graham, Ernest G. C. Education 1792-1970 in Springfield, N.B. No Date – privately printed.

³ Kings County Land Register Book G-2 p. 701

Did Caleb Spragg of Springfield, Kings County, New Brunswick become James Scott of Victoria, Australia?

Jesse

17

brother in law

Baptist

The two younger girls, Lavinia and Philena, are not living in this household and may be working for other families or living with relatives in other parishes for which the 1861 census data is missing.

That Lavinia (Drew) Spragg and her Spragg children in New Brunswick were the same people as Lavinia "Fanny" Scott and the Scott children in Australia is a much stronger case with the discovery that the family were a) still living in New Brunswick in 1861 and that b) Lavinia was not listed as "Scott" nor was she listed as a widow.

Two recent discoveries will shed light on the movements of the Caleb Spragg family after the signing of the deed in Springfield in 1847 and the arrival in Australia of "James Scott" in December 1852 and of "Lavinia Scott" in the summer of 1864. Until the discovery of the 1849-1850 Court Case, there appeared to be no further trace of Caleb Spragg after May of 1847. The case, however, has several important implications with regard to Caleb Spragg. The surviving items in the file show that he was the defendant in a suit brought against him by Crookshank and Otty to "recover damages for and in respect of the detention and conversion of 25,000 feet of deals being one half the proceeds of 50,000 feet of logs delivered by the plaintiffs to the defendant to be sawn into deals..."⁴ On 10 August 1850 Caleb Spragg was found guilty of taking "logs, timbers, deals, boards and planks...he contriving and fraudulently intending craftily and subtly to deceive and defraud the plaintiffs."⁵ Sheriff L. H. DeVeber of Queens County wrote to the local Justice of the Peace, James Starkey, on 26 July 1851, and authorized Starkey to "levy the goods and chattels of the defendant Caleb Spragg and to sell the said goods and chattels at public auction...also a tariff of four pounds ...Caleb Spragg is in your bailwick and is to pay by the second Tuesday in October 1851."⁶ The court costs amounted to 22 pounds, 16 shillings and 1 pence and it appeared that he also owed a further 80 pounds. The existing papers did not state whether or not Caleb actually paid these debts.

The court case not only gives an indication of perhaps a reason for Caleb Spragg to leave New Brunswick, it also provides both dates and location for when and where he was living after 1847. Once it was established that he was running a sawmill in Queens County (Springfield Parish in Kings County borders on Johnson Parish in Queens County) a search was made of the Queens County Land Records.

An indenture was made 7 June 1848 between John Pollock, James Travis and Nathan DeMille, trustees of the estate and effects of Samuel and William A. Reynolds, all of Saint John and Caleb Spragg of Springfield. Caleb bought Lots 20, 21, 24 and 83 for 300 pounds.⁷ On the same date, Caleb Spragg and "Lavinia his wife" took out a mortgage for lands in Queens County with James Travis, a Saint John merchant. The mortgage was for 270 pounds and was signed by both Caleb and Lavinia. On that date they were "of Springfield in the county of Kings" and a note was made on the margin of the deed that James Travis later turned the mortgage over to the Bank of New Brunswick (See Book Q Deed Number 5066)⁸.

Further searches of New Brunswick Land records indicate that Caleb Spragg petitioned the New Brunswick government for land in Queens County in 1850 and again in 1851. The 1851 petition was taken with Robert Smith, and, Willis (sic) Chapman. Caleb received this grant of 110 acres on the north side of the New Canaan River in Johnston Parish, Queens County on 26 April 1852. [NB – the 1851 census for most of Queens County is missing so it cannot be said definitively that this was where the family was living at that time]. On 22 May 1852 Caleb sold his grant to his brother in law, Jeremiah Drew. As only Caleb's name was on the deed, not that of Lavinia, it is presumed that this was also a form of a mortgage which did not require her signature. [Women held a one third dower interest in their husband's property]. Caleb appeared before the J.P., Thomas Murray, to acknowledge the deed on 3 July 1852. However, the deed was not registered by Jeremiah Drew until 23 September 1853⁹. Jeremiah Drew and Ann, his wife, sold these lands in Queens County in 1854.¹⁰

A few more pieces of evidence found in the Hatfield Point and Springfield First United Baptist Church Records 1809-1967, located at Acadia University in Wolfville, Nova Scotia, lend weight to the idea that the Spragg family, minus Caleb, were still in New Brunswick after 1852. 20th March 1858 "Saturday conference this afternoon – a goodly number present...meeting this evening at the school house near Brother James Hatfield's, four found sisters came forward for Baptism and was received to be baptized the following day – Meriah Hatfield, Levania Spragg, Metilda Spragg and Eliza Ann Spragg."

⁴ Otty Papers, NBM

⁵ Ibid

⁶ Ibid

⁷ Queens County Land Records Book P Deed #4795

⁸ Queens County Land Records Book P Deed #4779

⁹ Queens County Land Records Book R Deed #5713

¹⁰ Queens County Land Records Book S Deed # 5787 and Book U Deed #6920

Did Caleb Spragg of Springfield, Kings County, New Brunswick become James Scott of Victoria, Australia?

The paper trail now shifts to Australia. The "Minnesota" sailed from Liverpool for Melbourne 9 September 1852. On board, as paying passengers, were James Scott and his son, Jeremiah (no last name given). Jeremiah "Scott" stated in his Bible that he was born 24 December 1837 in Saint John, New Brunswick. He is recorded as "son" in the will of James Scott in 1877 and as "son" on the death certificates of both James and Lavinia. He is also identified by these wills and by Scott family in Australia as a sibling of the other Spragg children of the 1861 New Brunswick census. The Australian Scott family records indicate that James and Lavinia were the parents of Ann Elizabeth, Jeremiah, Caleb Oscar, Mary Matilda, Jesse, Lavinia and Philena – all of whom married and died in Australia and all of whom indicated that they were born in New Brunswick, Canada.

James Scott made his will in 1877. In it he left farms to Anne Elizabeth and Caleb, 50 pounds per year to his dear wife Lavinia and monetary legacies to Jeremiah, Jesse, Lavinia and Philena which were to be paid to them by Anne and Caleb from the profits of the farms they inherited. Daughter Mary, wife of George Seary, was not mentioned because she had died in 1874. James Scott's estate amounted to 1,878 pounds and included real estate, leasehold and licences from the Crown for a total of about 523 acres of land, animals and even a cheese plant.

James Scott married, according to his death certificate, in Saint John, New Brunswick at age 29 to Lavinia Drew. James Scott had a son, Jeremiah, who accompanied him to Australia in 1852. Jeremiah Spragg attended school in Springfield, New Brunswick in 1844 and was the same age as Jeremiah Scott. James Scott named Anne, Caleb and Jesse among his children in his will of 1877. Lavinia Spragg was living with these children in the 1861 census in Salisbury Parish, Westmorland County, New Brunswick. In that census Lavinia was not listed as a widow and no record of her marriage to a James Scott has been found in New Brunswick records. Caleb Spragg was believed by his siblings to have gone to Australia with his family. By the summer of 1852 Caleb Spragg disappeared from the New Brunswick records, by December of that year James Scott appeared in Australia. No earlier evidence of James Scott and his family have been found in New Brunswick. No evidence of Caleb Spragg and his family, all of whom bear the same names as the family of James Scott, has been found in Australia.

It is therefore, a very likely possibility, given the circumstances mentioned above, that Caleb Spragg, as a result of debts he owed due to his loss in the court case of 1849-1850 and as a result of "gold fever" which gripped the port of Saint John, New Brunswick in 1852 and saw many head for the gold fields of Australia, left his wife and all of his children except his son Jeremiah, in New Brunswick, changed his name to James Scott and went to the state of Victoria in Australia. Lavinia (Drew) Spragg and the rest of the family sailed to Australia in 1864 and also changed their names to Scott. Their name but three years earlier had been Spragg.

The case has been made that James Scott who died 25 September 1878 in Victoria, Australia, began life 3 September 1801 as Caleb Spragg in Springfield, Kings County, New Brunswick. Could anything prove this case or would it remain an academic proof? Science provided the genealogical answer.

Dale Wilken of Iowa sent the Scott family in Australia a photograph of John Spragg, brother of Caleb Spragg. The resemblance to their Jeremiah Scott was uncanny. Dale then suggested that perhaps Alistair Scott take a DNA test. In December 2005 he did this and sent the test to the United States. In late February 2006 the Scotts received word that Alistair's 12-marker DNA test was a match with the 12-marker test of Donald Spragg of Iowa. Joy Scott said "...if there is a 12-marker match and the surname is the same then that is considered a match." A short time later Donald and Alistair then did a 25-marker test which confirmed the previous 12-marker test and also narrowed the focus. It was now very clear that Alistair Scott of Australia was a direct Spragg descendant. From this, the hypothesis was proved – Caleb Spragg left New Brunswick for Australia in 1852 and changed his name to James Scott and his family also changed their name from Spragg to Scott, without, it appears, ever having told their descendants about this change of name.

The Scott family of Australia has now to adjust to new Loyalist ancestors, Captain Thomas and Mary (Carman) Spragg. They are interested to learn more about their heritage in Kings County, New Brunswick but feel it will take them some time to get used to the fact that they are no longer a Scottish family. However, they have begun to discuss the idea that a visit to Canada and a Spragg family reunion might just wrap up the mystery of their ancestor James Scott who was really Caleb Spragg.

Author's note: My interest in Caleb Spragg and his wife, Lavinia Drew, stemmed from a query posted by Joy Scott of Australia. She was looking for information on the family of Loyalist Joseph Drew. Because I descend from Lavinia (Drew) Spragg's aunt, Elizabeth (Drew) Keirstead, daughter of Joseph Drew, I began an email correspondence with Joy. My thanks to her and to Dale Wilken of Iowa for their contributions which helped to solve the mystery.

Some Early Railroad Workers

By Norma Taylor-Boudreau, SE Branch

Currently retired, Norma is the Recording Secretary for the South-Eastern Branch, NBGS, Inc. She was the 2004 Team Leader for the NBGS provincial audit. As a former HS teacher (4 years) and then federal public servant, she gave another 28 years of service, of which 18 in Ottawa, in corporate financial operations at H&WC, and in the implementation and management of Official Languages Policy and Programs at IA&ND, and at MOSST (later Industry Canada) as Advisor on Bilingualism..

Norma's genealogy background comes from Yorkshire Farmers stock (Taylor-Chapman, Lewis—1772), military Louisbourg (Blaquier—1749), Irish/Acadian (Caissie/Léger—1670); Hébert—1648), and her husband/sons' lines up (Boudrot/eau and Bourg/que --1636). She has a passionate interest in particular for the history of the eastern seaboard, and railroading. She is the Editor of the *Up-Date* newsletter of the NB Division of the *Canadian Railway Historical Association (CRHA)*.

It was during her research on railroading that she came across an article which she felt needed to be shared with NBGS members. She provides Part 1 of an introduction (she says, "as briefly as possible") on railroading, followed by the article dated 1927 with named workers covering a period of 70 years.

Introduction:

There are always reasons to remember local events and to celebrate them. This year has some significant anniversaries, but one in particular warrants celebration in New Brunswick. The media brought to our attention two events already, but will it the third?

1.) The event that marked us as a nation on the world stage—it's the 40th anniversary of **Expo 67**;

2.) The event that marked Canada's "**Coming of Age**"— April was the 60th anniversary of the **Battle at Vimy Ridge**, in the Great War (later termed WW I), when Canadian sons fell April 9-12, 1917. (Were NB boys lost? Yes ...)

3) The third event, while "launched earlier" (i.e., sod turning), saw the light of day in **1857**, and its development through to its peak of the 1930s, has specifically affected the fabric of a great many of NB's families through 3, 4 and, in some instances, **5 generations**. We can celebrate **this 150th anniversary in three specific locations** in NB, in 2007, because that's where the starting points occurred.

In **1857**, **railroad services** for transporting goods and passengers began in NB for 2 companies: at **Shediac**, and at **Saint John** toward The Bend (current-day Moncton), for one line; and at **St Andrews**, for the other. The first foray into railroading between Lower Canada and the US had occurred in 1836. For NB, railway services were delayed by a further 21 years ---to 1857.

The "why" and the "how" of it

"Global warming" was not an issue back then in the first quarter and middle of the 1800s like it is today in the 21st century. The four traditional seasons were in full swing; it meant that for nearly 6 months of the year-- definitely from November through April -- the St-Lawrence River was not navigable due to the freezing over of its waters. Goods and people were nearly immobilized until spring thaws -- nothing of bulk was transportable overland.

While there were ice-free open ports, such as, New York, Boston, Portland, Halifax, and in **Saint John**, and in **St Andrews, NB**, goods were transportable **between** these ports and across the Atlantic, but it wasn't enough. In appropriate warehouses, at the ports, stock piling of available non-transportable goods destined for the interior became difficult. A solution was required.

In the British North American colonies, in 1825, Quebec was the dominant government and commercial center of the Canadas. Further inland, Montreal would soon supplant Quebec as a commercial *entrepôt*. Toronto was then a mere settlement, overshadowed by Kingston. Industry was flourishing in the US, the Appalachians having been breached... but the Canadas had no access during the winter for commercial competition.

This predicament did not escape the attention of a group of perceptive entrepreneurs in the Bay of Fundy. These were the **sons of Loyalists** and of Yankee Traders.

A potential solution

In the 1820s in England, George Stephenson demonstrated a steam locomotion on tracks. The potential fired up investors; and inventors applied this discovery into a **steam railroading system**. In 1825, passengers were transported in the first railway service by the Stockton-Darlington Railway. This was soon applied in other countries

Some Early Railroad Workers

in Europe, it came to the US and to the Canadas, and would take another 21 years to materialize here in NB after the first foray in Lower Canada.

It was a very expensive affair, but there seemed to be investors with huge bank holdings, and bonds were sold to raise more funding. Later, after it was started, and after Confederation, the government of the Dominion of Canada got involved with subsidies. Some companies operated without surpluses....

NB also trying

In the colony of New Brunswick, there were two railroad companies that started at slightly different times. In spite of encountering myriad difficulties, both were only able to offer **services in 1857, exactly 150 years ago this year.**

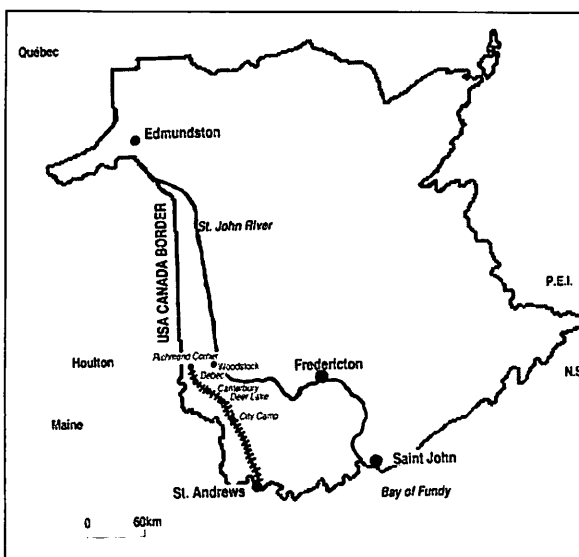
At first, activities involved “sharing the dream”, gathering support from businesses and the municipalities (big word for towns and villages..) involved, and then general independent investors; securing further funds from bonds issued, asking for permission of the **Colonial Office** in London, the surveying of possible routes, purchasing the land or acquiring leases, clearing the land, laying down the beds and rails, getting locomotives, and wagons, flat beds, etc....and finding **workers**.

At the time of these endeavours, present-day Canada was comprised of **colonies**...Four of these would become the first provinces, ten years later in 1867 with the advent of Confederation. As stated, until then, the Colonial Office ruled for endeavours of this nature. And they said “NO” more often than they said “YES” to the merchants from Saint John and from St Andrews making application for permission to construct.

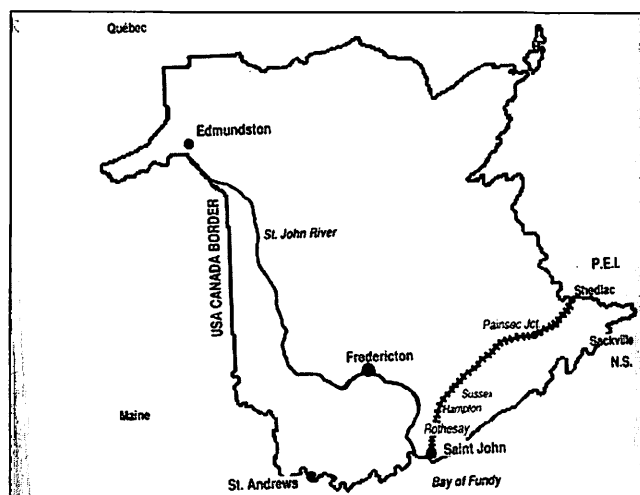
The potato famine of 1847 in Ireland had seen an influx at ports in NB of some Irishmen in destitute situations. These would take any kind of work, and work was to be had where railroad construction was involved...But wages were sometimes not available because monies were in priority expended for the materials...and companies ran out for wages. In particular, riots for this reason took place in St. Andrews during construction there.

The first two

The **St Andrews and Québec Railway (St. A&Q)**, and then the **European and North American Railway (E&NA)** were the first two companies to go ahead after lots of negotiations. Their names tell what their intended routes or services would be.



**St. Andrews and Québec Railway
Shediac Line)**



European and North American Railway (Saint John-

On October 1st 1857, the railroad from St Andrews was opened to a distance of 34 miles, and in December 1858, to Canterbury, a distance of 65 miles. It was to be built from St. Andrews going north to the boundary of Lower Canada, present-day province of Québec.

Some Early Railroad Workers

Some newspaper reports

Fredericton, *The Reporter*, page 2 – Friday, September 16, 1853 – *SOD TURNING* – To-day – we write from Saint John, and on Wednesday, September 14 - New Brunswick witnessed its first great pageant, in the turning of the First Sod of the projected European and North American Railway.

Fredericton, *The Reporter*, page 2 – Friday, October 21, 1853 – *THE SHIP "RECOVERY"* – Nova Scotian – The bark Recovery arrived at Shediac on Thursday, 27th September from Newport, Wales, with iron and materials for the Shediac Railway.

European & North American Railway – Point du Chene to Saint John

The section between Saint John and Point du Chene was opened for traffic as follows:

<u>SECTION</u>	<u>MILEAGE</u>	<u>OPENING DATE</u>
Moncton to Point du Chene	19.0	August 20, 1857
Moncton to Painsec	7.75	August 20, 1857
Painsec to Point du Chene	11.25	August 20, 1857
Saint John to Moose Path	3.0	March 17, 1858
Moose Path to Rothesay	6.0	June 1, 1858
Rothesay to Hampton	13.0	June 8, 1859
Hampton to Sussex	22.0	November 10, 1859
Sussex to Moncton	45.0	August 1, 1860

Woodstock, *Carleton Sentinel* - Saturday, June 12, 1858 - *Courier* - The E&NAR line from Saint John to Kennebecasis, (Nine Mile House) which is 10 miles from Mill Pond station was officially opened at 2:00 p.m. on Thursday, June 3, 1858. The line was inspected in the morning and declared safe. A great number rode the line including some 300 labourers in one train where the contractor served them dinner.

A turntable is to be placed at Gilbert's Lane and will be finished in about 2 weeks.

Train travelled as fast as the locomotive could go which was 50 m.p.h. On Tuesday, June 8, 1858, the last train of the day covered the 10 miles in 15 minutes or 40 m.p.h. Everything on the line is satisfactory.

As stated earlier, Québec was bigger than Montreal, but that would soon change. The proposed route for the St. A&Q would go north, but the borders between Maine and NB would only be finalized in 1842 (Ashburton Treaty), therefore, they could only start from St. Andrews and hope for a decision favourable to their intended route before too long... After all, investors there had been working at this since the mid-1830s.

NB Lumber Industry resulted in decline

Before Confederation, the Maritime colonies had been in a great economic situation; but, after, activity shifted to the center of the new country, that is, to the two Canadas, Lower (Quebec territory) and Upper (Ontario territory). From before the Napoleonic wars, the lumber industry in NB had been booming and had no equal, but with war embargos followed by the advent and increase of using steam for ocean crossing, a further decline occurred in the lumber industry...and Confederation was perhaps the last straw for NB... Nonetheless, rail transportation progress was touted and industrialists of the time wanted access to it for goods, and passenger travel. And 10 years later it would become a proviso enshrined in the Confederation agreements.

The activities for the E&NA were started, with a lot of fanfare in Saint John, and in Shediac, both to be directed towards The Bend, as current-day Moncton was then called. Lands between Pointe-du-Chêne through Shediac and beyond to The Bend were flat compared to the rocky land through which the line would be passing coming from Saint John, hence, it would be in service later.

The Shediac portion of the line was finished first, so the route between Shediac and the newly named Monckton was a go (It was a town clerk who later dropped the "k"... *Monckton* had been chosen to honour General Monckton, of the British forces of 1755, who directed the siege of Fort Beauséjour, and the first embarkation of Acadians deported to the New England colonies ...). Shediac, at that time, was larger than Moncton, and it was a thriving commercial center and port, and it had the railroad shops. But a fire in 1872 would see the shops re-built, this time in Moncton.

A 1859 6-month Moncton-Shediac freight operations report listed a variety of commodities including flour, molasses, tea, tobacco, lime, dried fish, lobster, eggs, butter, lumber, oil, castings, coal, kegs and liquor.

Some Early Railroad Workers

For the Shediac-Saint John line, a report printed in **The Moncton Times Jubilee Edition of Dec 3, 1927** shows that economic activities were definitely strong over the 70-year period. This article appears below.

In the next issue of "Generations": Part 2 ----"Branch Lines and the Eventual Decline of Railway Transportation"

Other towns and villages of NB would proceed to apply for Branch lines. Over twenty **Branch Line Railways** would be developed in New Brunswick. These would be mostly short lines joining to the two existing main lines.

When the first two lines were taken over by the main lines, the E&NA (Shediac-Saint John line) went first to the Inter-colonial Railway, and later to the Canadian National... The St Andrews and Quebec line went to Canadian Pacific and was the site where a great CP railway hotel *The Algonquian* was built. The joining with American lines and the Grand Trunk from central Canada would allow passage of goods and passengers anywhere their hearts desired... to be continued in Part 2 in the Fall. N. T.-B.

End of Part 1 of **Introduction**

Credits :

Railways of New Brunswick, by David Nason, 1992, New Ireland Press, 217 Aberdeen Street, Fredericton, New Brunswick, E3B 1R6, 136 pages ---ISBN 0-920483-38-0

Lines of Country: Atlas of Railway and Waterway History in Canada, by Christopher Andreae, 1997, Boston Mills Press, 132 Main Street, Erin, Ontario, N0B 1T0, 227 pages, ISBN 1-55046-133-8 (oversized coffee table format—12"x16"x1"---, heavy, beautifully put together but has inaccuracies in text....)

Any Canadiana encyclopedia under "railways"...

Names of those early railroad workers are in this article: *The Moncton Times Jubilee Edition of Dec 3, 1927*

Moncton, Daily Times, Page 10 – Monday, December 3, 1927 – RAILROADING BETWEEN SHEDIAC, MONCTON AND SAINT JOHN SEVENTY YEARS AGO – European and North American Railway, With Headquarters at Shediac in Full Operation Between Shediac and This City Some Seventy Years Back – Road Later Extended to Saint John – A Bit of Interesting Railway History and Names of Many Well Remembered Old Timers Having to Do With Building and Operation of First Line in Westmorland – (Special Correspondence of Times) – Shediac, November 30 – Seventy years ago this fall the European and North American Railway was in full operation between Shediac, the headquarters of the system then, and Moncton, at that time not a very large place. The report of the New Brunswick Railway Commissioners in 1858 states that the Government in 1856 took over the line being constructed from Shediac to Saint John, from the English contractors, Peto, Brassey, Betts and Jackman, later Jackson & Company, who had failed. The railroad commissioners were Robert Jardine, grandfather of Mrs. Smith, wife of Honourable Dr. E. A. Smith, Shediac, chairman, Richard C. Scovil, of Shediac and G. O. Thomas. R. W. Crookshank, Jr., was secretary; Alexander L. Light, chief engineer, and Lewis Carvell, Shediac, general superintendent.

The English contracts had surveyed a line to Cape Brule, where Mrs. Thomas E. Smith, mother of Sir Albert Smith and grandmother of Honourable Dr. E. A. Smith, turned the first sod at the eastern end. Later on account of hazardous conditions, due to exposure from gales and heavy seas it was decided to build the terminals at Point du Chene. The Wharf there cost £8,086, or \$32,344; Shediac station house £875, or \$3,500; Shediac freight shed £404, or \$1,616; Shediac engine, car and woodshed, £563, or \$2,252; the Shediac machine, blacksmith and carpenter shops and storehouse £959, or \$3,936; tank house, etc., £85, or \$340; telegraph office £53, or \$212, a total of £2,940, or \$11,760 for building here.

Moncton Station

At Moncton, £2,691, or \$10,404 was expended on buildings, including station house £1,534, or \$6,336; freight shed £318, or \$1,272; car shed £220, or \$880; water tank and wood shed, £234, or \$936; freight shed on wharf, £274, or \$1,696.

Painsec Junction did not come into existence until the eastern extension to Nova Scotia was started several years later. There was however, a platform or flag stop at Cook's Brook.

Some Early Railroad Workers

The original directors of the European and North American Railway which eventually extended from Shediac to Bangor, Maine, were Robert Jardine, president; George Botsford, P. J. McLaughlin, Sir S. L. Tilley, W. J. Ritchie, Honourable John Robertson, Honourable Messrs. Chandler, Hazen, Wilmot, Montgomery, Gray and Hayward.

Maine capital co-operated in building the road between Bangor and Vanceboro, and this section is still owned by the European and North American Railroad Company, which lease it to the Maine Central, which in turn grants running rights to the Canadian Pacific Railway between Mattawamkeag and Vanceboro. Except for this section, the Canadian Pacific tracks extend from the Atlantic to the Pacific as do those of the C.N.R. The European and North American Railway Company still holds annual meetings.

Walker & Company were the contractors of the Shediac station and John Brookfield for that at Moncton. Fitzdonald, Walker & Company built the wharf at Point du Chene and Constantine & Stevens the Moncton wharf. W. H. T. Sumner of Moncton grand father of F. LeRoy Sumner, was also a railroad contractor at that period. John Beefield built the passenger station and car shed at Saint John, at a cost including land damages of £407,227, or \$1,628,908.

Wood-burning Engines

The first locomotives all wood burners, and landed at Shediac from the old country, were the Hercules, Sampson and Scadous (Scoudouc) all built by the Boston Locomotive Works at Boston, Lincolnshire, England. They cost £2,600, or \$10,400 each, except the Scoudouc which cost £2,356, or \$6,400.

At first there were only two first class passenger cars, two second class cars, 11 freight cars, 18 platform cars, three trucks, five hand cars and one snowplough. It does not appear that there were any private cars in those days. It cost £1,787, or \$7,148 a year to run the locomotives on the Shediac – Moncton division. The total cost of the division was £3,529, or \$14,116 a year.

The first station master at Moncton was William Steadman and that at Shediac William Atkinson. Later James Robertson was station agent at Moncton and Walter John Henderson at Shediac. They received \$480 a year. J. John Flooks, Moncton switchman, was paid \$1.00 a day and Bartholomew Cleveland, Shediac switchman, \$1.10 a day. At that time there was more to do in the Shediac yards than at Moncton. The shops in Shediac later were destroyed by fire and with the construction of the north line the headquarters of the railway were transferred to Moncton.

At Point du Chene, Samuel McKean, station agent, received \$50 a month. Alexander Davidson, switchman there \$1.10 a day and Richard Moore, watchman at Point du Chene \$20 a month. After Mr. McKean, H. H. Schaefer became station master at Point du Chene and after Mr. Moore, who was later a Shediac shop keeper, John Gillard, a Crimean War veteran, became watchman. Several of Mr. Moore's sons were I.C.R. employees.

Other station agents in the days of the European and North American railroad were: Salisbury, John S. Trites; Petitcodiac, Warren W. Price; Anagance, Jacob Joudry; Penobsquis, Oliver T. Stone; Sussex, Caleb F. Olive; operator, James Rainate; watchman John Lord; Apohaqui, A. Johnson; Norton, Richard Davidson; Ossekeag (Hampton), George Flewelling; Andrew Gibson, switchman; Rothesay, S. E. Davison, assistant Michael Shea; Saint John, J. Henry Beck. The general railroad accountant was Robert Marshall; James E. Trites was chief operator and clerk and Howard D. McLeod, clerk.

Early Conductors

The early conductors were James H. Barlett, James M. Decker, Gavin Rainnie, Robert Bustin, William M. Humbert and W. B. Beacon; baggagemasters, Alexander Patterson, Nelson Cannon, George McKillegan; brakemen, Robert Rainnie, John Purgle, John McGinley and Andrew Rainnie.

The engine drivers were Robert M. Stevens, William B. Atkin, David A. Sinclair, Joseph H. Moore and Philip A. Logan. John Hunter was car foreman and Henry A. Whitney, locomotive foreman. The firemen were, John Stewart, William Ayres, Robert James. Thomas Thorpe and James Watson. Thomas Ford and Christopher Gaynor of Shediac, were watchmen and Alexander Stronach was shop foreman. The machinists were George L. Smith, afterwards engine driver; John Fogarty, James Sawyer, J. B. Taylor and Nelson Rand. James Hillson, James Milligan and others were also employed in the Shediac Shops.

Conductors received \$2.00 a day, baggagemasters and brakeman \$1.25; William Rainnie, trackmaster, received \$2.50 and John Howlett, of Shediac, track foreman, \$1.30. The trackmen received 90 cents a day. The locomotive engineers received \$60.00 a month and the firemen \$30.00.

The first fatality on the Shediac – Moncton division occurred in Shediac in August 1857, when William Wilson, brakeman on a ballast train, was killed while coupling cars. In October 1857, Patrick Connolly, a passenger train brakeman was killed in Moncton while coupling cars. In 1858 Thomas Brown, brakeman on a ballast train, lost his life by falling in front of an engine at Shediac. James Hillson, of Shediac, a brakeman, son of

Some Early Railroad Workers

James Hillson, of the machine shop was killed later. About 50 years ago Samuel Allingham, of Shediac, conductor was killed near Quispamsis by falling between cars when he was hit by an overhead bridge.

Village Was Moved

Before the opening of the Shediac – Moncton section, 70 years ago, the port and village of Shediac were at Shediac Cape, the former near the present beautiful estate of John W. Young Smith, ex-M.L.A., whose father, Sir Albert Smith, was born at the Cape. Opposite the Queen's wharf lane there was a wharf where vessels from Prince Edward Island, points north and elsewhere moored. Business moved across the bay with the opening of the railroad.

David Pottinger, who succeeded Lewis Carvell as general manager of the railroad, has long been and still is a summer resident of Shediac Cape. He has written a lengthy history of the Canadian Government Railways system.

Three Veteran Employees

Among the older retired employed of the Intercolonial Railway are John Coffey, Jaddus White and S. Crane Charters, conductor, baggageman and station agent, respectively, all living in Shediac at the present time. They recall the hazardous days of railroading when it was necessary to load many cords of wood daily to stoke the locomotive; the days and nights of dangerous coupling – links and pins – air-brakeless cars and slippery car roofs in wet and wintry weather.

Other retired railroad men living in Shediac or vicinity are Albert J. Welling, conductor; Michael McGrath, engineer; George Biddington, engineer; Andrews Somers, trackmaster; David Cormier, general offices; Cephas Atkinson, sectionman; George Terry, round-houseman, and William Simpson, formerly Amherst station agent. Thomas Doucett, retired engineman and crane engineer is a summer resident of Point du Chene, as is George Nixon, retired conductor; George Cooper, retired maintenance of way foreman, and several others. Mr. Doucett is a native of Shediac, a son of the late Vital Doucett, sectionman.

The station agents at Shediac besides those whose names have been given, have been the late Albert Murray and the present one, William A. Breau. Mr. Breau's assistant is George Nickerson. The freight handlers and baggage clerks included Isaac Welling, Charles Welling and Jacob White, and the present one, Raymond Hebert.

Shediac and Point du Chene still handle heavy rail traffic, probably amounting in value of goods handled to half a million of dollars yearly, notwithstanding the transfer a dozen years ago of the Prince Edward Island traffic, in time of navigation, to Cape Tormentine.

November 21 last, was the 75th anniversary of the opening of the telegraph cable service between Cape Tormentine and Cape Traverse, Prince Edward Island, the first in America,

Train Crews of 1874

A few days ago the Truro correspondent of the Halifax Chronicle had published a personnel of the train crews of the Intercolonial railway in 1874. He writes:

"The list we are using today is taken from an old summer timetable comprising the personnel of the crews on the Western, Central and Eastern Divisions. At that time and for a number of years later the Superintendent then located at Truro had charge of the complete district from Halifax to Saint John, N.B., and the territory was divided into three Divisions. Today on the Canadian National Railways, there are many relatives of these former employees carrying on the same work, but under absolute different system. The great majority of the old-timers have since passed beyond, but there are a few remaining that can recall the early days of railroading. The old wood burners have been replaced with the most modern type of locomotive known to the North American Continent, the links and pins have also long since disappeared. Many other improvements have been made, until we find ourselves living in an age of locomotive evolution which probably was never dreamed of in the earliest history of the Intercolonial Railway.

Many of those whose names appear below have passed on, but some of them survive and are enjoying well-merited pensions. The crew lists of the various trains on the Western, Central and Eastern Divisions in the summer of 1874 are as follows, the names being listed in the order of Driver, Fireman, Conductor, Baggage-man, Brakeman:

Western Division

Halifax and Saint John Division – (1) J. Stewart, Wm. Hunter, J. H. Bartlett, N. L. McDougall, R. Rainie; (2) D. A. Sinclair, J. Golding, A. Rannie, Wm. Dana, Geo. Collan; (3) R. M. Stevens, M. Jones, J. M. Decker. A. Molick, Jacob Wilson, A. Atkinson, A. Armstrong.

Saint John and Sussex Accommodation – J. H. Moore, Geo. Storey, Wm. Kelley, J. Sproull, P. Haney.

Saint John and Shediac Freight and Accommodation – (1) Geo. Smith, C. Wright, Jas. Millican, Thos. Corbett; (2) T. Prince, W. Golding, S. Allingham, John Coffee, E. Thompson, Wm. Campbell.

Some Early Railroad Workers

Moncton and Saint John Freight – (1) R. Carr, H. Como, H. Letarte, Jas. Henderson, O. Harbell; (2) Hugh Tait, J. Irving, Geo. H. Clark, John Berry, J. McGinn, R. Disbrow, R. Fowler.

Shediac Branch – Nelson Rand, Jos. Moore, N. Cannon, Richard Johnstone, J. Lawson. Extra Ballasting: A. Donald, D. Sullivan, D. McQuarry, J. Scott, H. McDonald.

Central Division

Halifax and Saint John Express – (1) Samuel Trider, R. Dunbar, Geo. B. Trueman, J. McDonald, Z. Lockhart; (2) John Hunter, G. Kently, Geo. Donkin, F. Davidson; (3) J. McDonald, N. Armour, R. G. Duncan, W. G. Dickson; (4) J. A. Johnson, Sam Tarrio, A. Hillson, J. McLeod, W. Sutherland, W. Kingston, N. Merrill.

Moncton and Truro Freight – (1) Geo. Thomas, F. Harris, Hugh Jackson, A. McLean, J. Cameron, M. Cummins; (2) Andrew Davey, A. Bell, Angus, McLellan, D. Hunter, D. Buchanan, John Brown; (3) A. Kennedy, John Campbell, A. E. Olive, John Hughes, J. Casey, Wesley McCann.

Extra Ballasting – A. Calder, Chas. Edwards, W. H. Donkin, J. S. Fraser, J. Crow.

Springhill Coal Train – B. White, R. Bulmer, W. A. Archibald, Angus McLean, A. Taylor, J. Flooks.

Eastern Division

Halifax – Saint John Express Trains – (1) Wm. Stevens, John Ross, John Murray, Fred G. Loasby, Thos. Keating; (2) M. Tobin, W. Walsh, J. E. Geldert, J. Walker, J. E. Bolston, Jas. McDowell, Wm. Geldart, E. O'Donnell.

Truro – Pictou Passenger and Accommodation – John McDowell, W. Boyd, E. Loasby, Nath. Ross, Geo. McCully.

Truro – Halifax Freight – H. McAuley, W. McKillick, E. Davidson, Alex Phillips, W. McNutt, W. Ross, John Blanchard.

Halifax – Pictou Passenger and Accommodation – Wm. Hunt, Thos. Quinn, T. Birmingham, Wm. McEvery, J. Etter, W. Heffer.

Pictou and Halifax Passenger and Accommodation – L. Trider, W. Sproul, D. Rutherford, Geo. McLeod, W. McKenzie, Geddis.

Pictou Coal Train – J. Cameron, M. Fuller, C. J. Rhodes, Wm. Gunn, Wm. Foster, Geo. Gunn, J. Smith, W. McKinnon.

Several Lost Lives

Of this list several were killed while on duty, including Engineer Samuel Trider and Conductor Samuel Allingham, the two latter of Shediac. Richard Johnston, baggagemaster, also of Shediac, died on his train of heart failure. George and William Terry, of Shediac, are nephews. Later Norman Broad, trainman, brother of the late Willard N. Broad, retired conductor, Moncton, was killed at Amherst by a foot becoming wedged in a frog. Still later Walter Welling, former Intercolonial Railway Conductor and William Sutherland, trainman, were killed near Boston. M. R. Welling, of Moncton, retired station agent of Penobsquis, is a brother of Walter Welling. Nearly 30 years ago John Stone, Shediac, brakeman, was killed in Saint John.

William Jackson, formerly of Shediac, retired Intercolonial Railway and C.P.R. engineer, is living in Sydney, N.S. Richard Smith, formerly of Shediac, is an engineer on the C.P.R. and William Atkinson, another Shediac boy is a C.N.R. engineer in Nova Scotia. Ernest Moore is C.N.R. conductor.

Dow Gay, also formerly of this town, is C.N.R. trainman on the Saint John – Moncton division. James W. Coles, retired C.N.R. Conductor of Moncton, formerly lived here. His first wife was a daughter of Engineer George Smith, and a sister of Richard Smith. Thomas Sutherland formerly of Shediac Cape, is Boston and Maine trainmaster, Boston, and Francis Pelletier, formerly of Shediac, is Boston and Maine yardmaster, at Worcester, Massachusetts. Clifford Cannon and Edgar A. Cannon, sons of the late Conductor Cannon, of Shediac are in the train operating service in the West. Harry Atkinson, also formerly of this town is railroading out of Boston. Arthur E. Elliott, a native of Shediac Cape, is engine man in the Moncton yards. George Milne, a Shediac native, who was C.N.R. and I.C.R. driver for many years, died in Saint John last year. Joseph Moore, born in Shediac, Fred Welling, who lived at Shediac Cape and Owen McGinity, a native of Point du Chene, are among the retired railroad men living in Moncton. Other Shediac natives are William Coffey and James Stewart, retired and both residing in Saint John.

The first railroad in Canada was the Champlain and St. Lawrence, completed in 1836. The Montreal – Portland, Maine, line was completed in 1853, a Montreal – Brockville line in 1855, to Toronto in 1856, and a line to Riviere-du-Loup in the same year. The complete Intercolonial was opened in 1876, according to the confederation agreement. Today the Canadian National Railway system operates 22,677 miles and is the largest on the American continent.

H. H. Melanson, General Passenger Traffic Manager, is a native of Scoudouc, Shediac parish. Fred H. Kinnear, General Purchasing Agent of the Atlantic Region, was born in Shediac.

GIBSON IN ASHES

Contributed By: Mary Rosevear, retyped by Dave Rand

Editors Note: this information is from NB Museum Vertical Files on Microfilm at the Provincial Archives (RS184 #11084).

The Enterprising Village Meets with a Severe Loss.

Eighty Dwellings, Six Stores, Two
Churches and Railway Station
Burned.

One Hundred and Twenty-Five Families Rendered
Homeless.

(Special to the Sun.) 1893?

Fredericton, June 20, - Eighty dwellings, six grocery and general stores, two churches, Gibson station and round house, about one hundred and thirty families burned out in the streets and fields, many of these with absolutely nothing but the clothes they wore, is the record shortly put of the fire that swept the village of Gibson this afternoon. A short time before two o'clock fire was discovered in A. H. Sewell's barn, which occupies the site upon which formerly the residence of John Neill stood, and which also was burned some years ago.

Today's fire it is said was started by Mr. Sewell's little boy, who was at play with a toy pistol and matches in his father's barn. This may or may not be true, but such was the report just after the worst of the fire was over.

At the time a strong, dry northwest wind blew directly down the river. Every roof and building was perfectly dry and served as tinder to start the flames. It was not half an hour after the first alarm was given till the whole village was burning at different points between Sewell's and the mouth of the Nashwaak, half a mile below. Between Sewell's house and the main road, were three small tenements. These quickly caught, and from then the fire sprang across the road into one of the Neil cottages, and then it was but a few minutes till almost every building to the Nashwaak point was on fire. The only buildings not burned in this section were Babbitt's saw mill, a dwelling belonging to W. H. White and the Methodist church on Macklin street and the Canada Eastern station and workshops, and the old Gibson tannery. The wind carried the sparks from the tannery building. W. A. Barker's barn and another building was burned below the Nashwaak.

It is impossible to get a list of the families burned out, but the following is a fairly complete list of the buildings.

Baptist church (new)
Free Baptist church (new)
A. H. Sewall, residence and three tenements.
Hirman, Brewer dwelling

Malcolm Brown, grocery store and building.
Abraham Ridout
Mrs. Michael Rideout
Mrs. Fred. Titus
Five tenements of the Neill estate.
Alex. Heron, furniture
Peter McFarlane, dwelling
F. A. Logan, two-story dwelling and shop.
C. Parlee, dwelling and blacksmith shop
George Bailey, dwelling and store
Henry Steel, dwelling
James Merrithew, dwelling and store
Charles Webb, dwelling
George Sherwood, dwelling
Benjamin Close, two dwellings
Mrs Zebulon Currie, dwelling
G. Gill, dwelling
Wm. Johnston, dwelling
Mrs. Moora, dwelling and contents
Thos. Babbit, dwelling add contents
Dan. Babbit, dwelling and furniture
Benj. A. Babbitt, dwelling, store and furniture
Robert Macklin, farm residence, barns and contents.
James Gordon, dwelling house and store.
Charles Morgan, furniture.
Wm. Wallace, furniture.
Charles Morgan, furniture
George I. Peters, dwelling and contents.
Thomas H. Hoben, dwelling and contents.
Alex. Gibson, two dwellings.
Mrs. A. S. McLauchlan, four dwellings.
Turney Estabrooks, furniture
Rainsford Estabrooks, furniture
Michael Rideout, furniture
Hartly Smith, furniture
Alex. Grant, furniture
Wm. A. Bradley, blacksmith shop and stock
Chris. Robinson, dwelling
Lewis Belyea, dwelling, shop and contents.
Everett Johnston, dwelling and contents.
John Kyle, dwelling, store and contents.
Mrs. Jos. Wallace, dwelling and contents.
W. H. White, hotel and stables.
David Evans, dwelling and contents.
Chas. Sterling, furniture
R. Frodsham, dwelling
Sherwood Yerxa, dwelling and contents
David Coombs, dwelling
Fred. Pond, dwelling.
Mrs. John Taylor, dwelling
Mrs. J. F. McMurray, double dwelling
Mrs. Byram, dwellings
John Boyd, dwelling.
Edward Johnston, dwelling

GIBSON IN ASHES

Moses White, dwelling and contents.
Charles Titus, dwelling, barns and contents.
James Ruel, dwelling, barns and contents
F. A. Logan, dwelling
Rev. J. Parkinson, furniture, etc.
A. D. Yerxa, recorder of deeds, residence and contents.
Harry Pickard, dwelling and contents.
Alex. Gibson, four tenements.
John F. Miles, farm dwelling, barn and contents
James Pickard, dwelling and contents
C.P.R. station at Gibson, round house and carsheds.

A large portion of the male population of the village are mechanics and laborers. Many of them work in the city, some at Marysville and others at the booms, and consequently left the families in many cases without male help.

When the fire started the people in the lower part of the village ran to assist their neighbours, and before they knew it their own dwellings were in flames. Many lost everything they had. Some of the furniture was carried out, only to be burned again, and pianos and organs carried from dwellings were seen burning in the gardens where they had been left. Mothers forgot their babies in the excitement, and were wild with grief until they were discovered in the care of neighbors.

Children were lost and could not be found, while the parents tortured themselves with the thought that they might be in the flames. But fortunately no human lives were lost nor has it been discovered that any animals were burned, although several horses had a narrow escape.

James Ruel was quite seriously burned in trying to save some of his personal property, and had to be taken to the hospital. It is estimated that the loss of property will amount to two hundred thousand dollars and that the insurance will amount to \$70,000 to \$90,000.

It is impossible to get particulars in the excitement tonight. The people are looking for shelter first.

A large portion of the dwellings were occupied by tenants and not one in a dozen of these were insured. These were the people that will feel the loss most severely. Many of them have absolutely nothing left.

John F. Miles is perhaps the heaviest loser. He had a fine old residence and outbuilding, and had a great many ground leases in the burned district.

Robert Macklin, the Babbitts, the Neill estate, P. A. Logan and A. D. Yerxa are also heavy losers.

This is the most disastrous fire that has occurred in this vicinity since 1850. Garden's hall and post office and contents went with the rest.

This is the sixteenth anniversary of the great fire in St. John and has witnessed the largest destruction of property in this province since that date.

The Canada Eastern railway saved all their property. The roof of the round house caught several times, but was put out. A number of the employees, however, have nothing left tonight but their wives and children.

A fire has been burning most of the afternoon in the wharf and lumber piles just below the Victoria mills.

LATER

Fredericton, June 21 - One hundred and twenty-five families were burned out and are homeless tonight. The city has sent over provisions, and Alex. Gibson also sent down several loads from Marysville. Some women and children were sent to the hotels here for the night until arrangements can be made for their care elsewhere.

The fires are still burning in the remains and present a dismal sight in the night.

Typescript supplied by the Department of Canadian History, New Brunswick Museum.

Community Place Names Gibson Now Devon

Devon: Settlement on the N side of Saint John River opposite Fredericton: Saint Marys Parish, York County: it was first called Gibson for Alexander Gibson (1819-1913), Marysville industrialist: PO *Gibson* 1892-1918: in 1898 Gibson was on the Canadian Pacific and Canada Eastern Railway and had 1 post office, 6 stores, 1 hotel, 1 sawmill, 1 planing mill, railway repair shops, several churches and a population of 500: it also included the settlement of Nashwaak Station: PO *Nashwaak Station* 1873-1891: it also included the community of St. Marys, at the N end of the highway bridge, 1 mi. W of Gibson: PO *St. Mary's Ferry* 1868-1917: in 1871 it had a population of 150: in 1904 St. Mary's Ferry was a station on the Canadian Pacific Railway and a village with 1 post office, 5 stores, 3 hotels, 1 soap factory, 1 pevee and hames factory, 1 machine shop, 1 church and a population of 1,000: also included community of North Devon: PO *North Devon* 1917-1947: also included settlement of South Devon, 1 mi. W of Barkers Point: PO *South Devon* 1917-1947: Devon was incorporated as a town in 1917 and named for Victor Christian William Cavendish (1868-1938), 9th Duke of Devonshire, governor general of Canada 1916-1921: now within city of Fredericton

A Chronology of Railway Passenger Stations in Saint John, N.B.

Doug Devine has had a life long interest in the railway. He was born into a railway family. The family used railway passes and could go anywhere in North America by train. His passion for trains and railways led to research on railways of the area. He grew up in Carleton (west Saint John) in a home that overlooked the sea. He watched passenger and freight trains coming and going into Saint John. Saint John was a major rail centre in the 1940's and 50's. It was a business centre. The winter port brought very long freight trains through the freeze-up of the St. Lawrence. At that time hundreds of people were employed. The railway has always been a part of him.

- | | |
|--------------|--|
| 1857 - 1959 | Temporary Mill Street Station near Portland Bridge (European & North American Railway) |
| 1857?- 1973? | Coldbrook Station (Rothsay Avenue near McAllister Drive) regular suburban train stop until the early 1950's.
1959 Closed as a passenger stop when the CN Gilbert's Lane "wash house was closed all Saint John CCN passenger trains became quick turn-a-round turns from Moncton. |
| 1859?-1884 | Dorchester Street Station (E & N A Ry)
1872 Inter colonial Railway |
| 1869 – 1893 | Fairville Station (Western Extension E & N A Ry) temporary passenger terminal near Mill Street West.
1871 Rodney Wharf in Carleton replaced Fairville as terminal station.
1885 New Reversing Falls railway bridge gave railway access to downtown. |
| 1893 – 1993 | CPR Fairville Station (rare witch's hat roof) at junction with Carlton West Side branch.
1970 Not a passenger station after the opening of the Denver Road station.
1993 Abandoned station demolished |
| 1871 – 1885 | Carleton Harbour Ferry Terminal Station, round house and shop (Rodney Wharf)
1878 Western Extension became the Saint John and Maine Railway Company.
1883 Saint John & Maine Railway became New Brunswick Railway controlled by CPR.
1885 Reversing Falls railway bridge opened and New Brunswick Railway Bangor passenger trains stopped using Carleton terminal. |
| 1881 – 1951? | Grand Southern Railway Carleton Station (Rodney Wharf near harbour ferry terminal)
1889 GSR became the Shoreline Railway.
1900 Railway called the South Shore Railway Company.
1901 Railway became the New Brunswick Southern Railway
1911 The NBS was taken over by the CPR.
1951? Station closed when harbour ferry service, the "Loyalist," was discontinued. |
| 1881 – 1955 | Canadian Pacific Railway Bayshore Yard Office and Shoreline Passenger Station (Sea Street).
1951? Became the passenger terminal for the Shoreline trains when harbour ferry service stopped. |
| 1884 – 1932 | Intercolonial Railway Station (Mill and Pond Street) built on fill from the 1877 Great Saint John Fire.
1885 New Reversing Falls railway bridge gave N B Ry access to downtown Mill Street.
1889 Renamed Union Depot then Union Station, ICR and CPR.
First thru CPR Montreal-Halifax passenger train arrived at Saint John June 3.
1916 ICR became Canada Government Railways.
1917 Thru CPR Montreal-Halifax passenger train was cut back to Montreal-Saint John.
1918 CGR became Canadian National Railways.
1932 Old train shed and express facilities replaced. Temporary waiting room built over new tracks 1 and 2 in new train shed, then passenger station demolished. |

A Chronology of Railway Passenger Stations in Saint John, N.B.

- 1933 – 1973 Union Station (Station Street at Mill Street) opened March 8, 1933. Owned and operated by CNR
Major tenants were CPR and the Post Office.
1959 Gilberts Lane “wash house” closed. CP train then serviced in Union Station. CN trains serviced in Moncton.
1960 Saint John-Boston “Gull” passenger train service discontinued in September.
1970 CPR passenger trains moved from Union Station and train shed removed due to highway construction. Single story express wing removed. Two story baggage section retained and considered for conversion to passenger waiting room.
1973 Union Station closed June 6, offered to the City of Saint John, declined, abandoned and then demolished. CN trains moved to new Rothesay Avenue station and service centre.
- 1970 – 1979 CP Rail Station and Regional Office Building (Dover Road) built with federal subsidy.
1979 Saint John-Montreal VIA-CP train replaced by VIA train and new VIA Station.
2003? Dever Road Station demolished by New Brunswick Southern Railway.
- 1973 – 1979 CN Station and Offices (Rothesay Avenue) opened June 7, 1973.
1977 VIA RAIL began takeover of CN passenger trains.
- 1979 – 1993 “Temporary” VIA RAIL Station (Station Street). Thru Montreal-Saint John – Halifax VIA train began with this station opening. Thru Halifax-Saint John railiner service established. Extended to Fredericton when the Montreal train was discontinued.
1993 Temporary station removed due to construction of Harbour Station civic arena.
- 1993 – 1994 New VIA Station (Station Street near Garden and Dorchester Streets)
1994 Final run of the VIA Atlantic, last regular passenger train from Saint John. Reason given being the closing of the CPR Shortline to Montreal and uncertain future under new owner. New Brunswick Southern.
- 1994 2006 Harbour Station loading platform (Station Road)
199-? Terminal for New Brunswick Southern Railway seasonal Welsford excursion trains
200-? Terminal for short lived Montreal-Greenville-Saint John luxury tour train.

THE TRAINS OF UNION STATION

At their peak, Saint John’s Union Stations hosted the following daily or daily except Sunday passenger trains. Most trains carried coaches, baggage, express and mail cars. Some carried refrigerated express cars and mail cars where mail was sorted enroute.

Canadian Pacific Railway / Maine Central Railroad

1. Two overnight trains between Saint John and Montreal with dining car and sleeping cars
2. One overnight train between Saint John and Boston with sleeping cars.
3. Suburban train service to Saint John’s western suburbs
4. Same day return service to or from Saint John and almost every town in western N.B. (and Calais, Maine).
5. Except Sunday service to or from all northwestern N.B. towns as far as Edmundston
6. Four trains daily between Saint John and Fredericton connecting via Fredericton Junction
7. Connecting service with the Digby ferry for Halifax, Yarmouth and the Annapolis Valley

Intercolonial Railway / Canadian National Railway

1. Thru sleeping car and dining service between Saint John, Quebec City and Montreal
2. Overnight sleeping car train Saint John to Halifax with Sydney connections
3. Two day trains with dining service connecting to/from Halifax and Sydney, one with parlour car service.
4. Connecting service to or from virtually all Southeastern and Northeastern N.B. towns

A Chronology of Railway Passenger Stations in Saint John, N.B.

5. Four trains to/ from Moncton
6. Thru train to/ from Charlottetown
7. Connecting train to/ from Edmundston three days a week.

J.D.D., February 9, 2006

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Misc. PUBLIC TIMETABLES, CNR AND CPR.

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Accidents In New Brunswick

Contributed By: Mary Rosevear

Note: these are from "Journals of the legislative Assembly of the Province of New Brunswick" from the 7th of March to the 20th of April, 1912.

Oct. 6th **Gilbert Crawford**- Employed at the Christie Woodworking Company, St. John, N.B. Right hand cut off on circular saw.

Oct. 18th **William Williamson** – Employed at the St. John Iron Works. Left hand badly cut on buzz planer.

Jan. 4th **Ralph Preston** – Employed at T. S. Simms & Company, Ltd. St. John. Hand crushed on cutting machine

Jan 5th **Mr. Mack** – Employed at Mann Axe and Tool Works, St. Stephen. Lost his right hand in connection with machinery.

May 6th **Walter Scott** – Employed at the James Pender & Company, Ltd. Nail Works, St. John. Arm broken by being caught between wire and block.

May 17th **Georgina LeBlanc** – This woman was employed at the Dominion Textile Company, Moncton. Palm of hand cut on machine.

May 19th **Henry Hyslip** –Employed in T. S. Simms & Co., Ltd. St. John. Right hand cut on saw.

May 25th **John Riley**- Employed at J. R. Warner Saw Mill, St. John. Cut over eye by being struck by a slab from the gang.

June 9th **John McFarlane** – Employed at Haley Bros., St. John. Hand cut on Circular Saw.

June 13th **Henry Little**- Employed at the Christie Woodworking Company, St. John. End of thumb of left hand cut off on circular saw.

July 1st. **James Fitzpatrick**- Employed at T. McAvity and Sons, St. John. Right hand bruised while grinding castings.

August 1st **Edward Sherwood**- Employed at T. McAvity and Sons, St. John. Hand injured by being caught between belt and pulley.

August 15th **A. Carey**- Employed at Stetson & Cutler saw mill, St.. John. Forefinger of right hand cut on circular saw.

Used Genealogy Books For Sale

Note: Most of these are used books, postage will be extra. You can purchase these books by contacting:

*Julie Ottewell
416 253-2297
jottewell@sympatico.ca*

Research

1. NB Genealogical Society - 1999 Search List
Compiled by Ken Kanner and Stan Balch
2. Researching Your Ancestors in NB Canada
by Robert F Fellows
3. Recording Your Family by William Fletcher
4. In Search of Your Roots by Angus Baxter

Cemeteries

1. Yesteryear, Index to Death Roll of the St. John Globe 1897-1926 by Ruby M Cusack
2. We Hardly Knew Ye: St. Mary's Cemetery, An Enduring Process St. John by Mary Kilfoil Mc Devitt
3. A Library of Stone Pages (Wesleyan Burial Ground)
by Graeme F Somerville

Miscellaneous

1. A Wing of the Raven - A Search for the Descendants of James Corbett and Jane Breakey **** These are brand new \$20.00 each 17 copies available****
by Richard Wm. Corbett

Marriages

1. Cumulative Index I Marriages 1882-1901
Extracted from RS 141: Vital Statistics Branch Records
Compiled by - Dorothy Wiggs for the Provincial Archives of NB Issued Dec 1997
3 Volume Set: Vol. I - A-G, Vol. II - H-O, Vol. III - P-Z
2. Saint John marriages Vol. E 1853-1859
Extracted from RS 156 on Microfilm F16243
Compiled by - Dorothy Wiggs Jan 1999
3. Saint John County Marriages Vol. F 1859-1863 (2 copies) Extracted from RS156 on Microfilm F 16244
Compiled by - Dorothy Wiggs April 1999
4. Queen's County, NB Marriages Vol. A 1812-1861
Transcribed by R. Wallace Hale
5. Yesteryear Marriages of Kings County Register A 1812-1844 by Ruby M Cusack
6. Yesteryear Marriages of Kings County Register B 1844-1857 by Ruby M Cusack
7. Yesteryear Marriages of Kings County Register C 1839-1847 by Ruby M Cusack

8. Yesteryear Marriages of Kings County Register D 1847-1853 by Ruby M Cusack

9. Kings County NB Marriages Register C & D
by John R. Elliot CG (c)

10. Early marriage Records of NB by B. Wood-Holt

Census

1. An Index to Irish Immigrants in the NB Census of 1851 Edited by P.M. Toner
2. 1851 Census of Kings County NB - Vol I
by Julia M. Walker and Margaret G. Duplisea
3. 1851 Census of Kings County NB - Vol II
by Julia M. Walker and Margaret G. Duplisea
4. Recensement 1861 Census Comte de Queens County, Nouveau Brunswick, New Brunswick
Compiled by - NB Genealogical Society and Provincial Archives of NB 1991
5. Index to: 1891 Census Kings County, NB
Compiled by G. Timothy Walton
6. Passengers to NB: The Custom House Records 1833, 34, 37, & 38
7. Guide to Micmac - Maliset Holdings in Archives & Special Collections, Harriet Irving Library Compiled by Shauna Clark

Places and Families

1. The History of Queens County
by E. Stone Wiggins
2. Saville - The History of a Yorkshire Family
by Elizabeth Saville
3. All Our Born Days 2 copies by Doris Calder
4. Those Days Are Gone Away - Queens County 1643-1901 by Marion Gilchrist Reicker
5. I Take My Pen in hand by Graeme F. Somerville
6. The NB Militia Commissioned Officers Visits 1787-1867 by Davis R. Facey-Crowther

Generations \$3.00 each

- | | |
|------------|------------------|
| 3 issues - | 1987 (no March) |
| 4 issues - | 1988-1991 |
| | 1992 - no issues |
| | 1993 |
| | 1994 - no issues |
| | 1995 - 2003 |

!! COSMAN FAMILY REUNION !!

Saturday, July 7, 2007

Beginning at 1:00 pm.
Forest Glen Community Hall
Forest Glen, Nova Scotia
(3 miles South of Yarmouth, Digby County Line)

5930 Hwy 340

902-761-2170 (hall number if lost!)

This will be a “pot luck” event with lots of laughter, visiting and games
This is your opportunity to meet cousins you didn’t know you had!

Please confirm your attendance to

Stephen Robie Cosman

902-761-2851

foxhole@auracom.com

OR

Peter Wayne Cosman

peter.cosman@ns.sympatico.ca

902-761-2508

ALL DESCENDANTS OF JOHANNES KAUSMAN WELCOME

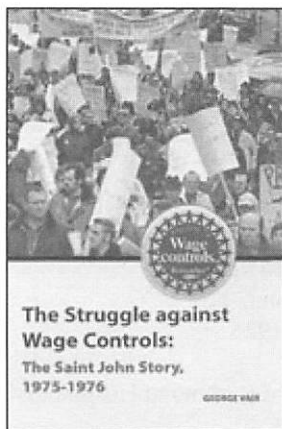
Book Review

By: Mary Rosevear

The Struggle Against Wage Controls

The Saint John Story, 1975-1976

by George Vair



In October 1976 over one million Canadian workers walked off the job to protest the wage controls imposed by the then Prime Minister Pierre Elliott Trudeau. In a memorable personal account of this historic general strike, long time Saint John labour activist George

Vair recalls how workers in Saint John mobilized to defend their collective agreements and eventually defeat the unpopular program.

Foreword by Bob White, former President of the Canadian Labour Congress and introduced by labour historian David Frank.

“A story that needs to be known all across the country”—Bob White

The book is now available at the book store in the New Brunswick Museum, Market Square or at the office of the Saint John District Labour Council 1216 Sand Cove Road (Tel:635-0391) or from George Vair (Tel:672-1412). Or it can be ordered online from the Canadian Committee on Labour History at www.mun.ca/cclh Price: \$19.95

FREE ESSAYS! In Adobe Acrobat (pdf) format by e-mail only. TEN DOCUMENTS available, concerning family names Arbo, Mersereau, Stewart, Tracy and Wood – plus Seth Noble; pre-Revolutionary Sheffield; the Baptist Church on the Oromocto River; and an 11-generation ancestral chart. Get a list of titles and descriptions from John Wood at jasjwood@telus.net

New Brunswick Strays

Contributed By: Ken Young

If you find a person who died in New Brunswick, but is from Ontario. Please send it to:

Ken Young
OGS- Strays Co-ordinator
#522 821-20th Street North
Lethbridge, Alberta
T1H 3T6

Deaths

Savage, Donald

Place of Birth: Saint John, NB
Date of Birth: 14 Dec. 1938
Died: 17 May 2005
Place: Dawson Creek, BC
Source: The Peace River Block News, Dawson Creek, BC 24 May 2005

Cummings, Mr. Ronald

Place of Birth: New Brunswick
Date of Birth:
Died: 28 April 2006 (72 years)
Place: Thunder Bay, On
Source: Thunder Bay Chronicle-Journal 29 April 2006

Brewer, Mr. Robert

Place of Birth: Burtts Corner, NB
Date of Birth:
Died: 1 April 2006 (80 years)
Place: Thunder Bay, On
Source: Thunder Bay Chronicle-Journal 3 April 2006

Bramham, Mrs. Cindy Marie

Place of Birth: Saint John, NB
Date of Birth:
Died: 26 February 2006 (29 years)
Place: Geraldton, ON.
Source: Thunder Bay Chronicle-Journal 2 March 2006

Doucett, Mr. Thomas

Place of Birth: Saint John, NB
Date of Birth:
Died: 13 January 2006 (54 years)
Place: Thunder Bay, On.
Source: Thunder Bay Chronicle-Journal 16 January 2006

Bramham, Mrs. Cindy Marie

Place of Birth: Saint John, NB
Date of Birth:

Died: 26 February 2006 (29 years)
Place: Geraldton, ON.
Source: Thunder Bay Chronicle-Journal 2 March 2006

Stackhouse, Mr. Harold

Place of Birth: Saint John, NB
Date of Birth:
Died: 4 May 2006 (72 years)
Place: Thunder Bay, On
Source: Thunder Bay Chronicle-Journal 6 May 2206

Brewster, Mr. Sterling

Place of Birth: Coal Creek, NB
Date of Birth:
Died: 11 April 2006 (age 66)
Place: Shreveport, Louisiana
Source: Thunder Bay Chronicle-Journal 20 April 2206

Nicholson, Velma R (Wilson)

Place of Birth: Moncton, NB
Date of Birth: 1912
Died: 23 January 2005
Place: Peace Arch Hospital, White Rock BC
Source: Ottawa Citizen 1/25/05

Hersey, Frank

Place of Birth: Fredericton, NB
Date of Birth: 6 Aug 1905
Died: 1 Jan 2006
Place: Elmvale, Ontario
Source: Globe and Mail 2 Mar 2006 Obituary, page S7

King, Mrs. Alfreda

Place of Birth: Moncton, NB
Date of Birth:
Died: 2 January 2006 (age 94)
Place: Thunder Bay, Ontario
Source: Thunder Bay Chronicle-Journal, 4 Jan 2006

Nugent, Michael James

Place of Birth: Saint John, NB
Date of Birth: 30 July 1925
Died: 8 March 2005
Place: Palliative ward of Richmond Hospital, BC
Source: Ottawa Citizen

Byron, Edward Mooney

Place of Birth: Saint John NB
Date of Birth:
Died: 5 April 2005 (age 73)

New Brunswick Strays

Place: At his home, Ottawa, Ontario
Source: Ottawa Citizen (04/07/05)

Cook, Stanley (Stan) Reynolds

Place of Birth: Upper Sackville, NB
Date of Birth: 5 May 1937
Died: 4 March 2005 (age 67)
Place: Red Deer Regional Hospital Centre
Source: Newspaper article Red Deer, Alberta

Reimer, Lauda

Place of Birth: Claire Fontaine, NB
Date of Birth: 12 May 1948
Died: 3 October 2005
Place: Red Deer
Source: Newspaper article Red Deer, Alberta

Crawford, Doris Hannah

Place of Birth: Oseola, NB
Date of Birth: 1912
Died: October 2005
Place: Prince George, BC
Source: Newspaper article Prince George, BC

Caron, Serge Normand

Place of Birth: Edmundston, NB
Date of Birth:
Died: 20 October 2005
Place: Red Deer
Source: Newspaper article Red Deer, Alberta

Harvey, Joshua Paul

Place of Birth: Moncton, NB
Date of Birth: 12 August 1986
Died: 11 October 2005
Place: Bowden, Alberta
Source: Alberta Newspaper

Coughlan, E. R. (Jim)

Place of Birth: Saint John, NB
Date of Birth: 15 August 1920
Died: 28 December 2005 (age 85)
Place: Red Deer
Source: Newspaper article Red Deer, Alberta

Aitken, Kenneth Byron

Place of Birth: Bathurst, NB
Date of Birth: 29 Sept 1952
Died: 4 Feb 2005
Place: Ottawa, Ontario
Source: Ottawa Citizen (03/24/05)

Dunn, Lilian Bernice

Place of Birth: Dorchester, NB

Date of Birth:
Died: 11 March 2005
Place: Vancouver, BC
Source: Ottawa Citizen (04/02/05)

Gibson, Albert James

Place of Birth: New Brunswick
Date of Birth:
Died: 19 August 1942
Place: France
Source: Ontario Deaths Overseas 701986-1942

Chase, Robert Fleming

Place of Birth: New Brunswick
Date of Birth:
Died: 17 September 1942
Place: Overseas
Source: Ontario Deaths Overseas 702065-1942

King, Bliss Dunford

Place of Birth: New Brunswick
Date of Birth:
Died: 15 December 1942
Place: Overseas
Source: Ontario Deaths Overseas 702902-1942

Reimer, Lauda

Place of Birth: Claire Fontaine, NB
Date of Birth: 12 May 1948
Died: 3 October 2005
Place: Red Deer
Source: Newspaper article Red Deer, Alberta

Astle, Tyler Levite

Place of Birth: New Brunswick
Date of Birth:
Died: 19 August 1942
Place: France
Source: Ontario Deaths Overseas 702951-1942

Schnipper, Mrs. Blanche

Place of Birth: Pacquetteville, NB
Date of Birth:
Died: 2 August 2005 (age 56)
Place: Thunder Bay, On
Source: Thunder Bay Chronicle Journal, 4 August 2005

Donald, Robert Alexander

Place of Birth: New Brunswick
Date of Birth:
Died: 14 December 1943
Place: Italy
Source: Ontario Deaths Overseas 703314-1943

New Brunswick Strays

Aiken, David

Place of Birth: New Brunswick
Date of Birth:
Died: 26 June 1943
Place: Germany
Source: Ontario Deaths Overseas 703009-1943

Milne, William J

Place of Birth: Saint John, NB
Date of Birth: 3 Jun 1928
Died: 3 Mar 2006
Place: Farm Point, Quebec
Source: Globe and Mail, 8 Mar 2006

Ross, Elizabeth Rosaline (nee ?)

Place of Birth: Nackawick, NB
Date of Birth:
Died: 25 Mar 2006
Place: Toronto, Ontario
Source: Globe and Mail 27 Mar 2006

Patterson, Patricia "Pat" (nee Fitzgerald)

Place of Birth: New Brunswick
Date of Birth:
Died: 17 Feb 2006 (age 86)
Place: Toronto, Ontario
Source: Toronto Star, 23 Feb 2006

Barnes, Roland Roy

Place of Birth: New Brunswick
Date of Birth:
Died: 28 January 1943
Place: Newfoundland
Source: Ontario Deaths Overseas 702904-1943

Andrews, Roy Bertram

Place of Birth: New Brunswick
Date of Birth:
Died: 23 October 1943
Place: Italy
Source: Ontario Deaths Overseas 7029661-1943

Dorion, Mr. Roland

Place of Birth: New Brunswick
Date of Birth:
Died: 9 September 2005 (age 72)
Place: Thunder Bay, Ontario
Source: Thunder Bay Chronicle Journal 13 September 2005

Fralick, Mrs. Phyllis

Place of Birth: Hartland, NB
Date of Birth:
Died: 10 December 2005

Place: Thunber Bay, Ontario
Source: Thunder Bay Chronicle Journal 14 December 2005

Leger, Jean Adrien

Place of Birth: Richibucto, NB
Date of Birth:
Died: 28 December 2004 (age 87)
Place: Ottawa, Ont
Source: Ottawa Citizen (01/02/05)

Doull, Lloyd

Place of Birth: Atholville, NB
Date of Birth:
Died: 10 January 2005
Place: St. Mary's of the lark Hospital, Kingston, ON
Source: Ottawa Citizen (01/11/05)

Gilks, Roberta Jean

Place of Birth: Millerton, NB
Date of Birth:
Died: 2 Dec 2005 (age 84)
Place: Toronto, Ontario
Source: Toronto Star, 6 Dec 2005

Owens, Rev. Joseph

Place of Birth: Saint John, NB
Date of Birth: 17 April 1908
Died: 30 Oct 2005
Place: Toronto, Ontario
Source: Globe and Mail 1 Nov 2005

Jones, Marjorie Leona (nee Gould)

Place of Birth: Woodstock, NB
Date of Birth: 25 Feb 1918
Died: 11 Nov 2005
Place: Toronto, Ontario
Source: Toronto Star, 13 Nov 2005

MacWilliam, C. R. "Bob"

Place of Birth: Salisbury, NB
Date of Birth: 26 Oct 1937
Died: 22 Jul 2005
Place: Toronto, Ontario
Source: Globe and Mail 4 Nov 2005

Larson, Rowena Pearl (nee Hendricksen)

Place of Birth: New Denmark
Date of Birth: 3 Aug 1931
Died: 11 Dec 2005
Place: Toronto, Ontario
Source: Toronto Star, 12 Dec 2005

Happy Reunions

By Judy Vautour
NBGS Miramichi Branch

A happy reunion was held one hundred years ago at the MacKenzie home in Steeves Settlement. A family photograph was taken to preserve the memory. In the photo are:



Back row (left to right): Will, John, Ben, Nelson, mother Sarah Steeves MacKenzie, Manly, grandmother Ann Steeves Campbell, Earle, father Robert W. MacKenzie and Alexander.
Front row (left to right): Aggie, Percy, Peter, and Mary.

STEEVES SETTLEMENT NOTES

1907—A FAMILY REUNION.

Steeves Settlement, July 12.—Special)—A very pleasing event took place at the home of Mr. and Mrs. Robt. MacKenzie on July 1st, when a reunion of a family, nine boys and two girls, were present, also wives and grand-children. The grandmother at the ripe age of 84, sat out on the lawn, which was beautifully decorated with potted plants and had her picture taken with the family, R. W. MacKenzie, residing in Sunny Brae; Sandy, St. John; Early and John, Sackville; Ben and Nelson, Steeves Sett.; Aggie, Moncton; Manley and Percy, Peter and Mary residing at home.

Mr. and Mrs. Hiram Stultz returned Saturday from St. John where they were visiting their son, W. H. Stultz.

Mrs. Sandy MacKenzie and little daughter, Zelda May, who have been visiting friends and relatives, have returned to their home.

Miss Hazel Whitcner was the guest of Mrs. R. MacKenzie on Sunday.

The many friends of Mr. Allen Kilbain were pleased to see him out again.

Blanche, the little child of Mr. and Mrs. W. H. Steeves, had the misfortune to have her arm broken by a vicious cow. The little one is suffering badly from the injury.

Miss Mary Gourley spent Sunday with her mother, Mrs. Wm. Gourley.

Sarah was in the habit of saving newspaper clippings in a scrapbook, which now belongs to her granddaughter, Audrey Gray Coleman. Aunt Audrey loaned the book to me.

One hundred years later, *Generations* published a query (Q4857) from Terry Eustis of New Hampshire who was looking for information about her ancestors, the Steeves-MacKenzie family. (Her ancestor is Percy in the photo). As an NBGS member and great-granddaughter of the family, I happily responded to the query. A flurry of emails followed as we shared information and photos.

Terry had the photo; I had the clipping. Another happy reunion.

Thanks, *Generations*.

Website to keep a page of N.B. history

Middle Sackville's Campbell Carriage Factory Museum goes online this fall with story of historic business

BY YVON GAUVIN
TIMES & TRANSCRIPT STAFF
(From Times & Transcript March 30, 2007)

SACKVILLE — Campbell Carriage Factory Museum in Middle Sackville is going virtual on the Internet this fall as part of a combined historical and educational-based project to spotlight a page of history for all to see.

The carriage factory built in the late 1830s was closed in the late 1940s bowing out to the automobiles. The owners, the Campbell family went from building horse-drawn hearses at the time to opening a funeral home.

The building and contents were donated in 1996 to the local historical group Tantramar Heritage Trust and opened up to the public a couple of years ago as a monument to the bygone era where horse power was supreme and when the company was an extremely important local industry and Middle Sackville the hub of the region, says the trust administrator.

Adele Hempel said the trust recently received just under \$30,000 to help prepare a virtual tour of the factory and many of its 6,000 artifacts for viewing on the Virtual Museums of Canada website operated by the federal government which will make the museum and items inside available in cyberspace for the world to see.

The second aspect of the project dubbed The Carriage Factory Built on Horsepower is to create an education tool. School teachers and students will be able to access the museum site through the Internet and learn about local history and the pre-modern era when horses and made-to-order carriages, wagons and buggies were the norm. The area was a going concern through the decades with the marshes an important supply of hay some of which was exported into the United States, said Hempel.

The factory was intact when the doors were closed in the 1940s. All of the contents including artifacts dating well into the 1800s were saved and can be displayed. It's the oldest intact carriage factory in Canada and the most complete factory in North America, she said. Before the factory, it was a tannery.

School districts 1 (French-speaking) and 2 (English-speaking) encompassing most schools in the southeast region will have input into the project by helping evaluate and tailor the information to fit the classrooms and teaching programs. The school teachers will be able to prepare different activities for their classes from the virtual site, said Hempel.

Louise Filiatrault, associate director general with the Department of Canadian Heritage, said the project was an ideal way to share the Campbell Carriage Factory Museum with Canadians. There is no other museum quite like this in all of Canada, she agreed. The project is part of Canada's strategy to create and promote Canadian cultural content in cyberspace.

The museum only has provincial historical recognition.

"The good news," said trust president Paul Bogaard is that the project "will infuse considerable new monies into Sackville because all phases will be completed here in our own community - including artistic layout and design, photography, sound recordings, animation, translation, and mounting of the modules online."

Trust staff and volunteers have begun drafting story lines for the five modules: its unique location overlooking the Tantramar marshes; the range of horse-drawn vehicles required to meet local needs; the layout of work in a pre-industrial factory setting; the mechanics of hooking up horsepower, and research methods for extrapolating information from primary material.

Book For Sale

Cemeteries of Westmorland County: Moncton Parish" published by the Southeastern Branch NBGS. ISBN 978-0-9782223-1-4. Comb binding, 371 pages fully indexed by surname and maiden name (if available). Listing 35 cemeteries or burial grounds throughout Moncton Parish. *Excludes: Lady of Calvary Cemetery (coming soon), Fair Haven Memorial Gardens and Elmwood Cemetery.*

Price is \$42.00 + \$12.00 shipping and handling. Available at Southeastern Branch meetings or by mail at Southeastern Branch NBGS, P.O. Box 7102, Riverview, NB E1B 4T8; for further details email: falkjare@nbnet.nb.ca

Obituaries

A year ago, the world of genealogy lost a dear friend!

I would like to pay homage to a dear friend and a most respected gentleman. A year ago, on June 7th 2006, Donald W. MacLean passed away peacefully at Windsor Court in Fredericton, after enduring a lengthy struggle with Parkinson's disease.

Don was born on June 13, 1920 in Black Point, Restigouche County, N.B., the only child of Wilford MacLean and Grace MacKinnon. His early education was in a one-room schoolhouse. With the help of his well-educated mother, he nevertheless went to University, despite the prior death of a father he greatly loved. He had a distinguished career in forestry research. In later years, he much enjoyed his association with Politicians in another form of public service.

One of his love and favorite pastime was genealogy. He wrote a few books/documents on Restigouche County pioneer families and always enjoyed helping others with their research and sharing the fruit of his own efforts. He was an avid researcher and a reliable source of information on our Restigouche County history. He loved his New Brunswick and Scottish heritage. One of his cherished memory was his visit to the Island of Arran, Scotland and to walk his ancestors homeland.

Above all, Don loved his family. He married Jean Macey of Minnedosa, Manitoba on August 5, 1945 and had only one child, Neil C. M. MacLean (wife Julie A.) of Saint John, NB. He is survived also by one grandson (I. Matthew MacLean of Toronto, Ontario) and one grand daughter (K. Alexa Gauthier) and one great grandson, R. Cole Gauthier of Saint John.

A memorial service was held on June 10th 2006 from the Zion United Church, New Mills, NB and burial in the New Mills Cemetery. Don is dearly missed by his many friends and family members. Suzanne Blaquiére

GREENOUGH, Alta E.

Alta E. (MURPHY) GREENOUGH, 74, a resident of Jaclen Towers, Beverly, died April 5, 2007, at the home of her daughter, following an extended illness. She was the wife of the late Richard W. GREENOUGH, who died in March 1982. Born in New Brunswick, Canada, October 8, 1932, she was the daughter of the late James and Ruby (TREVORS) MURPHY.

She had resided in Beverly most of her life. She was a member of the Beverly T.O.P.S., where she was once crowned queen. She was also an avid bingo player.

Mrs. GREENOUGH is survived by a daughter, Cynthia L. KNUDSON; three grandchildren, Melony L., Brandon S. and Nathaniel W. KNUDSON all of Beverly; three sisters, Mona MATTHEWS, Jessie HOWARD and Betty FORREST; two brothers, Robert and Randall MURPHY, all of New Brunswick, Canada; and several nieces and nephews.

Her funeral services will be held Wednesday, April 11, at 10 a.m. in the Grondin Funeral Home, 376 Cabot St., Beverly. Relatives and friends are cordially invited to attend. There are no visiting hours. Interment will be in Pine Hill Cemetery, Tewksbury.

Expressions of sympathy may be made in her memory to the Vista Care Hospice, 690 Canton St., Westwood, MA 02090. Condolences may be sent at www.grondinfuneralservices.com.

Beverly Citizen, Beverly, MA, USA, April 10, 2007

WAYE, Wilson George

The death of Wilson George WAYE, of Moose Jaw, Sask., occurred on April 8, 2007, at the age of 67. Born in Wayerton, NB, he was the son of the late John and Annie (ASHTON) WAYE, of Wayerton, NB.

He is survived by one sister, Alice DOIRON, of Nipigon, ON; two brothers, Byron, of Wayerton, NB, and Arthur, of Chaplin Island Road, Miramichi. Wilson was predeceased by sisters, Della McKNIGHT and Mary SEARS, and brothers: Harold, Vincent, Clayton, and Thomas. A memorial service has taken place in Moose Jaw, Sask.

Burial will follow in Wesley United Church Cemetery in Trout Brook, NB at a later date.

Arrangements were in care of Davidson's Funeral Home. Telephone 622-7464 -- your family-owned, family-operated funeral home.

Miramichi Leader, April 16, 2007

I remember aprons Do you?

I don't think our kids know what an apron is.

The principal use of Grandma's apron was to protect the dress underneath, but along with that, it served as a potholder for removing hot pans from the oven.

It was wonderful for drying children's tears, and on occasion was even used for cleaning out dirty ears.

From the chicken coop, the apron was used for carrying eggs, fussy chicks, and sometimes half-hatched eggs to be finished in the warming oven.

When company came, those aprons were ideal hiding places for shy kids.

And when the weather was cold, grandma wrapped it around her arms.

Those big old aprons wiped many a perspiring brow, bent over the hot wood stove.

Chips and kindling wood were brought into the kitchen in that apron.

From the garden, it carried all sorts of vegetables. After the peas had been shelled, it carried out the hulls.

In the fall, the apron was used to bring in apples that had fallen from the trees.

When unexpected company drove up the road, it was surprising how much furniture that old apron could dust in a matter of seconds.

When dinner was ready, Grandma walked out onto the porch, waved her apron, and the men knew it was time to come in from the fields to dinner.

It will be a long time before someone invents something that will replace that "old-time apron" that served so many purposes.