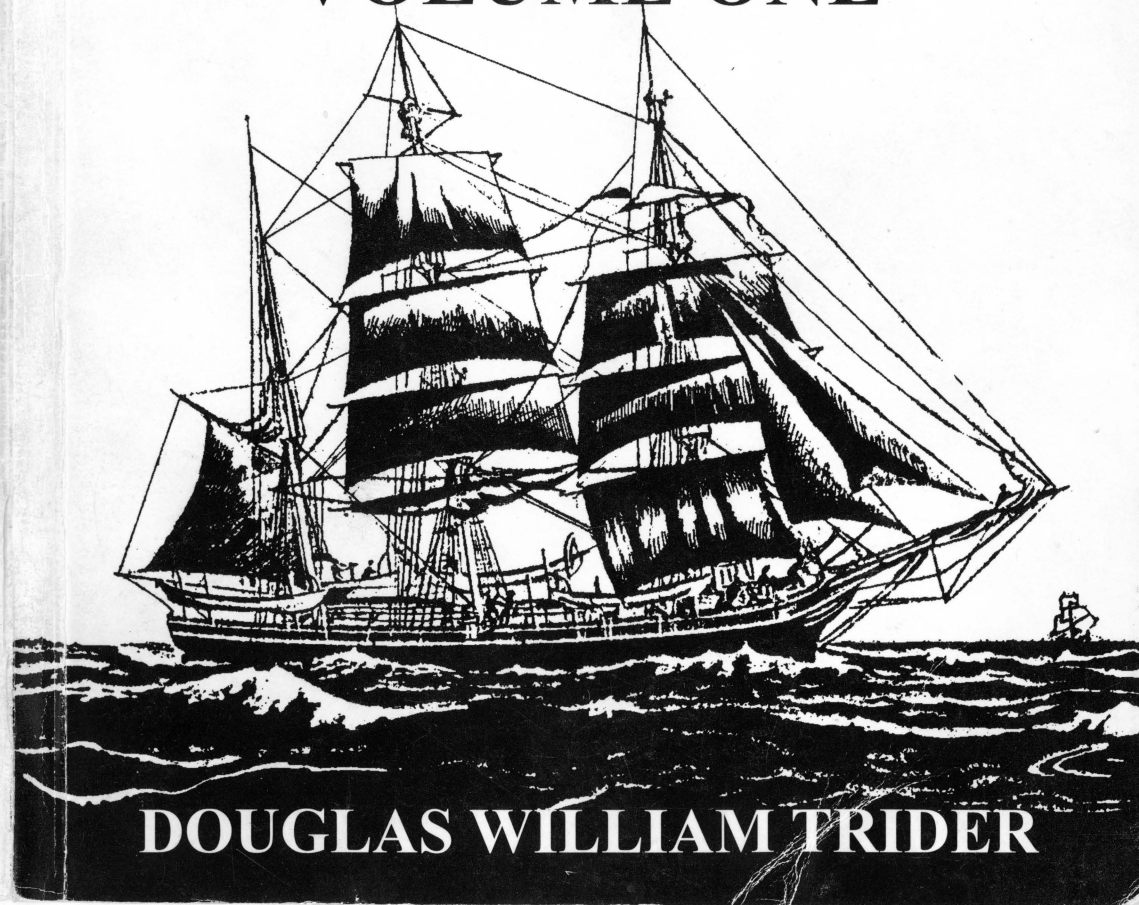


# HISTORY OF DARTMOUTH AND HALIFAX HARBOUR

1415 to 1800  
VOLUME ONE



DOUGLAS WILLIAM TRIDER

TRIDER

HISTORY OF DARTMOUTH AND HALIFAX HARBOUR

1415 TO 1800 VOLUME ONE

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**History of  
Dartmouth  
and  
Halifax Harbour**

**1415 to 1800**

**VOLUME ONE**

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Volume I of this series is dedicated to Robert "Buddy" Myra. His contribution to amateur sport and unselfish dedication to help others is the most noble example of having a social conscience that is so necessary for the survival of mankind.



# **History of Dartmouth & Halifax Harbour**

## **Nova Scotia**

### **Volume I**

**1415 to 1800**

### **Forward**

The documented proof required to lay claim to the honour and prestige of being the first settlers in Dartmouth is not available, as of this writing.

The most obvious question to ask is, why should anybody settle in Dartmouth, or Nova Scotia, or Canada, or North America? What was the reason and why invest so much time, money and organization?

One excellent reason was that England, whose strength and economic future depended on merchant ships to help support her population. To protect these merchant ships you would have fighting ships under the guidance and leadership of professional and well trained people. This organization became known as the Royal Navy.

It took centuries to develop this professional Royal Navy and it provided the, “wooden walls of defence” that preserved the English people and their way of life.

This way of life included fishing fleets, merchant ships, trading vessels, etc., and this required protection at sea and around the sea ports.

Historians have said that the Royal Navy was borne in the year 1416. This was after King Henry V defeated the French at the Battle of Agincourt in 1415. The English had to build up a powerful fleet of ships to drive their enemies, including the Genoese, from the English Channel, to ensure safety. King Henry V was the first monarch to realize the importance of a naval force that would protect the Island Kingdom of England.

The Tudor days of Henry VII continued the slow and cautious development of the service to eventually be called “The Royal Navy”. At his death in 1509 he had created a Clerk of Ships and the first Lord Admiral. Henry VIII was to be awarded the title “Father of the Navy” because he established the first permanent administration of the navy.

By the year 1539 the Keeper of the Storehouses at Erith, Deptford and Portsmouth was entrusted with £500 to spend on naval administration. He would be the paymaster of the navy.

By letter Patent of April 20, 1546 the Admiralty was established but became known as the Navy Board later on.

During the reign of Queen Elizabeth I the Treasurer was awarded an “ordinary”, or regular annual sum to cover the cost of standing charges such as the 320 Shipwrights employed in the three naval Dockyards at Deptford, Woolwich and Portsmouth. Chatham also became well established and the victualling of the fleet was under the wing of General Surveyor of Victuals for the Seas.

In July of 1588 England was about to be invaded by a so called Invincible Armada from Spain. It had 130 vessels and was manned by 8,000 sailors and 20,000 soldiers. It was to link up with another 30,000 soldiers at Flanders. The united armies were to invade England.

The only protection England had were mainly her “wooden walls of defence,” referred to as her Royal Navy. The English fleet was much smaller but better suited for a stormy sea than the Spanish Armada. The English, “sea dogs” were able to sail twice as fast and serve their guns four times as quickly.

When the “*Invincible Armada*” was seen off Plymouth in the English Channel, it had the form of a crescent which extended seven miles from end to end. All the Royal Navy could do was to hang upon the enemy’s rear and look for the chance to damage any stragglers.

When the Spanish fleet anchored at Calais the English fitted out 8 small vessels as fire ships. These fire ships then drifted on the enemy’s ships at anchor. The Spanish were panic stricken and cut their anchor cable to avoid colliding and eventual destruction by fire at sea. The English ships then sailed into the harbour and the battle raged for six hours. Not one English ship was lost but 16 Spanish ships were destroyed and from 4 to 5 thousand men were killed. The battle ended when the British ran out of shot and ammunition. The Spanish fleet then sailed to the north around the coast of Scotland. Storms ravaged the fleet and of the 130 vessels, only 53 ever returned to Spain.

The English monarchy and Admiralty realized that this experience taught a valuable lesson, which was the need for a powerful navy. The “wooden walls of defence” required a naval timber resource which was needed to build the ships. The land in England was mostly privately owned but could supply sufficient timber for a limited number of naval and commercial vessels. The Baltic Sea ports were used by other European nations and couldn’t be relied on when these nations were at war. A blockade of ships could prevent any naval timber from the Baltic Sea ports so a better more dependable source had to be available.

This source came from the North American continent. Long before Columbus and Cabot charted their discoveries of North America, the fishing fleets of the European countries were making annual visits to this continent during the spring season and then return in the fall. On numerous occasions these vessels were damaged at sea and were forced to make repairs at the nearest harbour or inlet. The naval authorities eventually realized that this source of naval timber must have had potential because the French, Spanish, Dutch, Portuguese, and Italian fishermen and whalers, were also repairing their damaged vessels.

The question of what potential the vast forests had for naval timber was given to the Plymouth Company of London to answer. In 1607 just 3 months after the founding of Jamestown, Virginia, 2 British ships anchored at the mouth of the Kennebec River in what is now called the state of Maine. The Plymouth Company sent 120 men hopefully, to establish Britain’s second permanent colony in North America.

They built a fort called Fort St. George and then started to build a permanent settlement. This included a church, a storehouse and a dozen dwelling houses. The next thing to be built was the framework of a sleek pinnacle which was a small lightweight coastal vessel. When completed, it weighed 30 tons. It was named the *Virginia*, and it was the first sailing ship to be built by the British in North America. Although it wasn't designed for rough deep water voyages it was so strongly constructed that it weathered a passage from Maine back to England with a load of furs and sassafras roots. On the return voyage it began to survey the coasts, as well as, trade with the Indians.

The winter weather was too much for these colonists, who along with scurvy and poor diets from a lack of fresh food, began to desert the colony. By the year 1608 all had returned to England on the *Virginia*.

The Dutch had similar designs on the forests of North America, and in 1614 on Manhattan Island, they launched the first completely decked-over ship to be built in North America. It was called the *Onrust*.

This was enough to convince the Admiralty in England of the potential for naval timber resources. In 1620 the Plymouth Company of London was given a land grant. This included all the coastal land to be called New England, from latitude 40° to latitude 48° and 75° longitude to 55° longitude. This is referred to as New England and comprised of the states of Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire and Maine. Also Nova Scotia, New Brunswick, Prince Edward Island, and part of Newfoundland.

A white pine belt for masts was established and other sources of naval timber were surveyed as well. Also in 1620 more British shipwrights arrived in Jamestown, Virginia. They intended to build deepwater vessels for a successful ship building business. A few Shallops were built but, long voyages were done in Dutch or English built ships.

The Pilgrims that came from England in 1620 on the *Mayflower*, succeeded in establishing Britain's second permanent colony called Plymouth in North America. They needed vessels of their own and in 1624 sent for a ship carpenter. This man built several Shallops and two "Ketches," small two masted vessels. He died of fever and the Pilgrims sent for more shipwrights. One of their carpenters in 1626 sawed one of the Shallops in two parts across the middle and put in planks to lengthen it by 6 feet. Then he strengthened it with timber, built it up and laid a deck on. It served the Pilgrims for the next 7 years.

In 1629 the founders at Salem Massachusetts offered land and other favors to 6 master ship carpenters to settle there. Salem succeeded and the town became an early center for shipbuilding.

In the year 1631 the Puritan shipwrights at a town called Medford, built a 30 ton armed merchant vessel. With the launching of this vessel a true shipbuilding industry began on the North American continent.

At this point in history, shipbuilding in North America was confined with few exceptions to merchant or local vessels.



The Royal Navy preferred its masts, spars, and bowsprits to come from the Baltic Sea coast. Generations of trial and error had taught the English shipbuilders that certain qualities were required, especially for masts. These were straightness, suppleness, elasticity, and retention of resin or tree sap. The northern European fir tree had these qualities. In the northern regions of Europe the fir trees had too little resin to be durable in a spar. Below the southern limit the fir trees matured too rapidly to develop a tight grain and lost its resin when felled.

This “fir” designation is actually a pine and often referred to as “scotch pine.” The Admiralty’s second choice of mast timber was the North American white pine or, “*pinus strobus*.” The first shipload of pine masts were sent home from Jamestown in 1609 and another shipload from Penobscot Bay in 1634. Although the white pine was inferior in strength to the baltic fir it offered a saving of weight by  $\frac{1}{4}$ .

The third choice of a mast tree was the spruce tree. It had proven to make good topmasts and yards. They were found to be coarse grained and lacked toughness. However, the arrival of the North American white pines was a boom to the seventeenth century English shipwrights, because a single stick could make a lower mast for the largest warship. By the end of the century the great ships of the line grew larger. A first-rate warship (100 guns) of the eighteenth century required lower masts measuring 36 inches in diameter at the head and 120 feet long. Its bowsprit measured 38 inches at the head and 75 feet long.

The New England coastline became heavily involved in building vessels. The forests reaching to the water’s edge had stout oak trees for the hull and also the tall straight white pines for masts, spars, and bowsprits.

These early New England boat yards produced a variety of small coastal light-sailing vessels for short trips. Most vessels were called broad-beamed ships, single masted, not long, but wide at the middle. These were used for trading, fishing, ferrying, and transporting lumber and firewood.

In 1641 the Massachusetts colony passed a law calling for inspection of all work on ships of over 30 tons, and to correct any work badly done. This law stated, “... the building of ships is a business of great importance for the common good ...” The reason for this act was that shipbuilding was now a major New England industry. This year also had the first American deepwater merchantman, that is a cargo vessel of 300 tons. This was the largest ship for some time.

In 1642 a Boston shipyard built another 300 ton ocean going cargo vessel called the “Welcome.” A slightly smaller 200 ton ocean going vessel called the *Trial*, was also built. It had a sailing life of 15 years whereas the others would usually only last for 10 years.

The race was on now for bigger and better vessels. In 1645 the 400 ton *Seaforth* was built in Boston. Other New England shipbuilding centers included Salem, Dorchester, Hingham, Scituate, Plymouth, and other Massachusetts coastal villages. In Rhode Island there was Newport and Warwick. There were several in New York State, Pennsylvania, New Hampshire and Connecticut. The vessels were trading with the West Indies, Canary Islands, Maderia, and Europe.

In England the annual fishing fleets worked the lucrative fishing grounds off Iceland and the Grand Banks of Newfoundland. There were more than 300 fishing vessels and they required the protection of the Royal Navy from the privateers of other countries. Domestic ship timber requirements were 100 shiploads of Baltic masts and naval stores annually. Also what was to be a potential disaster, was that commercial competition with the Dutch had grown to the breaking point.

England shut out Dutch carriers by the Navigation Act of 1651. This act essentially forbade importation of goods into England and her colonies, except in English ships or ships of the producer country. Immediately the Dutch Navy proposed to attack England as well as shut out English ships from the Baltic Sea ports. England then awoke to the crises of her timber supplies. She had no control over the Baltic Sea ports and couldn't depend on getting naval timber for her shipbuilding or naval maintenance. There were many ships in English sea ports waiting for replacement timber and requiring careening yard services. A naval blockade of British sea ports would spell disaster to England's mercantile economic system.

On the eve of the First Dutch War (1652–4) the Admiralty considered a plan to develop a North American source of ship timber and naval stores. The plan was rejected except for masts. The occasional shipload of New England masts that arrived in the English Dockyards before 1650 had bailed the Admiralty out of a critical shortage more than once. The pine trees were light in weight and easy to work. Most transports were dispatched by the Admiralty to New England in 1652. The return in the following season marked the beginning of an annual trade in New England mast timber, that lasted until the American Revolution, a century and a quarter later.

Another consideration of North American forests were the wood by-products such as tar, pitch, and turpentine. However, there was the risk of being wiped out by savages who were controlled by the French. On the plus side the foothold in the wilderness had 50 years of accomplishment. Also the fact that Henry Hudson had cut a new foremast for his ship "Half Moon," in Penobscot Bay in 1609 proved a success. In 1634 a mast shipment from Penobscot Bay was recorded and proved worthy of the venture. To send directly for mast logs was a yearly expenditure for a ship's charter, ship's crew, timber cutting crew, and armed guard. There was no guaranty of safety from Indians, pirates or even rival belligerents, not to mention the stormy Atlantic Ocean.

Regardless of these potential threats and perils the British Admiralty sent out mast ships for annual shipments back to England in 1652. The best trees were sought out because the industry demanded undamaged delivery to specified shipping locations. It took great skill in felling the tree and then in the over land or water delivery of the logs.

The masts of New England were considered as free enterprise in 1652. It began a thriving business with a trained labor force, wood technology, and holding facilities in the sea ports. Sawmills followed the loggers and took a growing share of the felled pines for conversion of merchantable boards, joists, and other structural timber.

The Admiralty Contracts also included supplying the naval dockyards at Antigua and Jamaica as well as all the British dockyards and shipyards. An extended mast trade with the French colonies in the Sugar Islands and the Spanish shipbuilders were not ignored by New England merchants.

A sound dressed log for a mast was worth more than £100 (pounds) sterling throughout this period. Another market was created for wide boards from the rejected logs unsuitable for masts, and a wholesale colonial lumber industry began to flourish.

By the year 1685 the colonial merchandising of New England white pines reached the point where the Admiralty felt strong measures required a protection of the remaining mast trees of the forests.

In Maine, a Surveyor of Pines and Timber was appointed by the crown to oversee the Admiralty's mast interests in all of New England. His commission called for a survey of the Maine woods within 10 miles of any navigable river or waterway and to mark the potential mast trees with what became known as a "broad arrow," (a three legged letter "A") without the horizontal bar "/\." This was known as the King's mark and it was the first step in the formation of a Colonial Forest Policy.

This policy was imperative to the Mother Country, England, because it ensured a continuous supply of essential naval timber. A war with Spain was concluded in 1660 a second war with the Dutch in 1667 and a third war with the Dutch in 1674. The great fire of London in 1666 created a demand for all types of lumber for its reconstruction. Naval construction was increased due to an oncoming struggle with France and the growing hostility of Sweden when it threatened to close the passage between Sweden and the Baltic Sea ports.

Parliament was forced to protect its supply of masts and naval stores from the colonies. The concern was also to prevent destruction by most entrepreneurs, shingle splitters, and numerous sawmill operators. It was also felt that the colonials would focus on the export of raw materials and not develop their own finished products for export. To accomplish this aim the Broad Arrow Policy would have laws enacted piecemeal between 1691–1729. It governed New England and later Nova Scotian land rights until the American Revolution in 1775. It was carried to Nova Scotia with the American Loyalists but, previous settlement by both national and private grant holders were required to save a percentage of the land grant for naval timber purposes.

With this new concern for naval timber in the colonies, William Penn started a shipbuilding business on the Delaware River in 1682. It became very prosperous and other southern colonies built navy vessels. In 1690 a private shipyard in Portsmouth, New Hampshire, contracted with the British Admiralty to build a man-of-war ship. This was very unusual because never before had a British naval vessel been built outside the British Isles or in a private shipyard. The Admiralty reasoned that its purpose was to cruise the waters of New England and it should be maintained there on a year round basis.

The Admiralty supplied the Portsmouth shipbuilder with the plan, or as it was called, the “contract design.” British shipwrights from the dockyards of England were sent to Portsmouth. Within one year the *Falkland* was launched and made her first patrol of American waters. This led the way for many other Royal Navy warships being constructed in the colonies. Some of the British trained shipwrights stayed in America and passed on their skills to colonial workers. It is interesting to note that by the middle 1720’s the British shipbuilders complained that the Crown was favoring colonial American shipbuilders. There was very little work in England but plenty in the colonies because large numbers of British shipwrights were migrating there.

The British Government was concerned mainly with the fact that shipping was England’s lifeline. After all, she was now the most powerful Maritime Nation and preferred that, “Britannia ruled the waves.”

The American colonists could construct as many vessels as they pleased provided these vessels flew the British flags. Several acts were passed to maintain this control. The *Act of 1704* encouraged importation of naval stores from America by paying bounties to the importing merchants. Also the Royal Navy was to have first choice of all articles within 20 days of their arrival in Britain. The *Act of 1705* referred to naval stores by forbidding the cutting of small “pitch pine and tar trees,” not enclosed and under the growth of 12 inches in diameter.

In 1711 an Act was passed that gave the surveyor of Pines and Timber authority in all colonies from Maine to New Jersey. Ten years later his power was declared inadequate because the merchants found ways to ship most timber to buyers in other countries. The wood cutters knew how to elude the Surveyor and his crew of deputies.

The *Act of 1721* extended restrictions and stated, “... any white Pine Trees not growing within any Township or boundaries.” The Act, however, renewed the bounties and removed duties on all forms of American trees, now called lumber, tradeable only with England. This also extended to Nova Scotia and Scotland to encourage the industry in the forests.

The *Act of 1729* was a blanket act over the provisions which had established the Broad Arrow Policy for the colonies. The bounties on masts and hemp were kept the same but those on tar, pitch, and turpentine were lowered. This act remained in force until the American Revolution in 1775.

The Massachusetts colony along with Maine and Nova Scotia also included the whole shoreline from Cape Cod to Newfoundland, with the exception of New Hampshire which was governed by a separate charter.

It was believed that one of the causes of the American Revolution was over the policies that favored the merchants loyal to England. Laws to enforce this favoritism were impossible to enforce. After all, surveyors with a few deputies could not mark all the eligible pine trees. Virgin growth timber was a resource. It troubled second generation settlers to have Agents of the Crown interfere with property rights and to commandeer their best trees. Back door lumbering of the King’s mast trees was even practical throughout New England by prominent

citizens. After all, trade is trade and the profit from naval stores should have extended to the colonists as well as the merchants. The Broad Arrow policy only served one side, the merchants, but it undermined New England property rights to the point of rebellion of the colonists.

Another reason for the colonists to rebel was the Policy of the King's Surveyor. This officer, with only four deputies, had too large an area to cover effectively. The office was badly paid and the trees disappeared to those who sold them privately. Even the colonial courts sided with the violators as the Revolution became a strong solid reality.

The Admiralty's avenues for purchasing ship timber had always been rank with politics, graft, and private monopoly gained by the contractors. The King's masts from North America were no exception. Portsmouth, New Hampshire became the center of the mast trade. Governor Benning Wentworth of New Hampshire became the Surveyor General, while his brother Mark Hunking Wentworth was the Mast Agent. They had powerful ties with the Navy Board in England as well.

During Benning Wentworth's administration from 1743 to 1766 the Broad Arrow Policy was soft-pedalled while townships were sold under the authority of the Governor. The marked timber was selectively merchandised by his brother. These brothers also exercised their control in the pine forests of Connecticut, the upper reaches of the Hudson River and the old Gorges patent in Maine. Benning Wentworth's nephew John Wentworth, succeeded him into the Governorship and the Surveyor General's Office in 1766. John Wentworth put the administration of the Broad Arrow Policy back into a consistent enforcement. The office was severely hampered in 1761 and 1762 when forest fires destroyed the pine forests for 50 miles. The mast loggers had to move down the coastline to Machias in Maine. Portland, Maine, then called Falmouth, controlled the main volume of mast exports by the year 1772.

The American Revolution in 1775 ended the Broad Arrow Policy in New England. The Battles of Lexington and Bunker Hill stopped any more shipments of masts to the King. Mast cargoes were seized by the rebels at Portsmouth, Falmouth, and Georgetown.

Mast logging, as a marine trade, continued to be cut and shipped by Yankee traders to France and whoever could pay the price. After the American Revolution England continued to buy some naval timber, but the Admiralty had other trees in North America. The Broad Arrow Policy moved to Nova Scotia which then included what is now New Brunswick.

The King's depot at the Halifax Dockyard and the mast yard at Dartmouth serviced the great mast reserves of the Merimachi and St. John River. The administrator of the Broad Arrow Policy in Canada would be the former New Hampshire Governor, John Wentworth, Loyalist.

## **New England Expansion to New Scotland**

The name acceptable to Europeans for what was thought to be New Scotland, later Nova Scotia, was actually Arcadia. This name is probably a derivative of the Latin word "Arcanum," which means a hidden thing, a mystery or a profound secret. It was mapped by Italian explorers and cartographers, such as Columbus, Vespucci, Cabot and Verranzano. In 1557 Ramusio published a collection of geographical narratives and documents. He collected material from Andre Novagero, Cardinal Pictro Bembo, and cartographer Giacomo Gastaldi. Also the fishing fleets came to North America long before records were kept. They would follow a west to east way over to North America, but return north to south with the Gulf Stream.

Year round habitation of North America such as English colonies in Virginia and French colonies in Quebec were impeded by the disease called "Scurvy." It was the terror and plague of all companies and crews sailing overseas in the interest of Commerce, Colonization or Science. It was caused by the absence of fresh vegetables or vitamins. There were European remedies but, it was a remedy used by the Abnaki tribe that enabled the European settlers to survive the long winters. Prior to the introduction of the bark of the white spruce tree, called "Annedda," or "tree of life," huge quantities of wine were brought over but, when the wine was all consumed the Scurvy would set in.

This was to counter the bitter taste of salted meat. For the first time European settlers could survive the winter by making a medicinal potion with the bark of the white spruce tree. This took place in Quebec at the head of the river Canada (actually St. Lawrence) and instead of leaving behind a cemetery they actually started a colony. Jacques Cartier preferred to explore this river Canada which extended in land to this undeveloped continent.

Sixty years later Samuel de Champlain wrote a journal of his voyages and discoveries of what would become Nova Scotia, between 1604–1607. One of his surveyed areas that was along the coast was called "Sesambre," now "Sambro," which was a bay, unobstructed, seven or eight leagues in extent, with no islands except at the extremity, where is the mouth of a small river but contains little but water. This "unobstructed bay" was to become the future Halifax harbour which would be the only English Naval Dockyard on the Atlantic Coast of North America.

Before Halifax harbour would be chosen for its future Naval Dockyard there would be a series of battles and treaties between the French, Indians, and the English, regarding proof of ownership of the area. The English claimed title when Jean Cabot made his discovery in 1497. The French laid claim when Jacques Cartier claimed both the north and south side of the Canada River.

The Plymouth Land Grant in 1621 included Nova Scotia. Also King James I gave the land as a grant to Sir William Alexander. This included part of the state of Maine, part of Quebec, but not Newfoundland.

In 1625 Charles I confirmed the Grant to Sir William Alexander and he established the Baronets of Nova Scotia. Each baronet on payment of £150 would receive an allotment of 18 square miles of land.

However, in 1632 by the Treaty of St. Germain-en-Large, King Charles I bartered away half of the continent of North America to the King of France for £250,000.00. Only the Latin name of New Scotland (Nova Scotia) remained of the grant to Sir William Alexander. Despite this, English and French colonists continued to build settlements along the coastline. This was despite the limitations of lacking a good fur trade potential and agriculture in a heavily timbered country did not appeal to men unaccustomed to the levelling of forests. The inshore fishing, called sedimentary fishing, did show potential but, the deep sea fishing only appealed to the migratory fishermen who would usually return to Europe in the autumn.

The timber potential appealed to Nicholas Denys as he established a colony at Port Rossignol (Liverpool). He and his brother took a load of timber and cod to the Azores Islands at Oporto. Later they sent both cod and timber on vessels to the Maderias Islands and even the West Indies.

The French were more interested in the farming potential of the marshlands around the Bay of Fundy. This upset the New England merchants who considered their presence a threat to their fishery around Newfoundland. They appealed to the English Crown to build permanent settlements at Canso and in Port Royal. In 1640 the English established themselves at both Canso and in Port Royal, but the Treaty of Breda in 1667 returned any land grants in Acadia to France. This was supposed to make a distinction between Acadia and Nova Scotia but it only caused further disputes. In 1671 the French took a census of all of Acadia and found 440 people in the entire province. Apparently, even the privateer vessels would come ashore and do as much damage as possible. This was unofficial war and it was designed to harass the settlers and encourage them to relocate. The Lords Commissioners of Trade and Plantation received a report from Colonel Dudley, the Governor of New England, at Boston, on November 5, 1710. This related to the imports to Nova Scotia and it concerned the mast fleet coming back to New England. He requested armed forces to be sent next spring to Canada and to Port Royal. The intention was to capture those areas once and for all time. He argued that this expedition would put Her Majesty into possession of all of North America, with "... the invaluable treasure of all the Fishery, masts, lumber and naval stores whatsoever ..."

This expedition captured Port Royal but it was too late in the season to make a serious attempt to capture Quebec. The English changed the name of Port Royal to Annapolis Royal and it has retained this name since then.

Colonel Vetch, the Governor of Annapolis Royal, wrote to the Secretary, Mr. Popple, in June of 1711 regarding the products of the country. He stated, "... I caused to cut twenty masts for a Tryall (trial) from 18 inches to 25 inches, which now lie ready here, but when an opportunity will present to send them home to be made tryall of, I cannot tell. There are some much larger size but, they being more remote from the water, would occasion a greater expense than I am willing to venture without positive orders and directions where to be reimbursed..."

In 1712 Colonel Vetch informed the Trades and Plantation Commissioners about the fertility of the soil, the vast quantities of minerals, masts, and naval stores to be had, in plenty of which he had his assistants cut from 18 inches to 20 inches

thick. They were near the riverside where it was less expensive than the larger ones which grew at a greater distance. These were destroyed by the French during the last blockade. He also praised the Fishery potential, both inshore and offshore. Vetch then suggested the most effectual way to make this a prosperous colony was to give encouragement to all of His Majesty's Protestant subjects, by giving land grants with all tools required, as well as, one year of free provisions. He suggested these settlers come over from England and Europe on the empty mast ships that are always escorted by the Royal Navy.

On April 1, 1713 instructions to Governor Francis Nicholson, Governor of Nova Scotia, from the Court of St. James, in No. 3 stated, "... that foreign vessels may contract with ships to bring only masts, timber and other naval stores for our service from the colonies to this Kingdom."

No. 22 stated "... you will hereafter receive copies of Acts of Parliament including an Act for encouraging the importation of naval stores from Her Majesty's Plantations in America."

On January 15, 1715 a memorial was sent to the Colonial office in the form of a memorial from Colonel Vetch. This was about the nature of the soil and the product of that land, with a scheme for settling and improving the same to the advantage of the Kingdom, by the fishery and the production of naval stores in this land.

Another report to the monarchy in March of 1715 made reference to Nova Scotia being made advantageous to the Kingdom by the production of naval stores which may be had in great quantity there, and by a plentiful fishery along the coast. The report also requested a surveyor to survey the coast for the protection of the fishery. It also requested another person well skilled in naval stores be appointed to survey the woods and the inland country for what trees are proper for timber, for masts, and the making of tar.

On July of 1715 in a letter to Major Caulfield and Lt. Governor of Annapolis, again requesting an account by the first opportunity of the present state of the province and garrison under his care, and also what quantities of trees there are fit for masts, timber, for making pitch and tar, and how these trees might be situated with regard to rivers or the sea for water carriage, particularly from Cape Sable to the Gulf of Canso.

On January 12, 1716 Major Caulfield replied that masting could be had with difficulty, but pitch had frequently been made and was good. There were great quantities of timber for building vessels and reputed to be good.

In Chebucto, he reported that masting may be had here, but the best areas were the St. John River and two others in what would become the province of New Brunswick. The trees could provide great quantities of masts of all sizes and were as good as any in America. He elaborated on Chebucto saying he was credibly informed that it could produce good masting with water carriage convenient for the same. He further wrote, "... There are but few inhabitants in any of the rivers and are accounted good harbours where the fishermen of New England and those of this part (Annapolis Royal) resort to on all occasions and there are places very capable



of improvement. This would include La Have and Port Roseway, along with Chebucto, the most convenient for trade and fortification, and masts worthy of his Lordship's consideration."

On February 28, 1716 a memorial from Captain Armstrong to the Board of Trade and Plantations that there is great quantities of all sorts of timber for building houses or shipping, and very good masts are more convenient, and nearer to the waterside then generally in New England where the masts are brought some miles through the woods with greater charge.

On March 5, 1717 at the Court of St. James in London, in an order of Council, was received a petition of William Armstrong and several others, late officers and soldiers, praying for a settlement for themselves and families. A copy of this petition was given to the Lords Commissioners for Trade and Plantations, to examine and report to the court, what they conceive as fit for His Majesty to do therein.

The petition was signed by 33 people who had served King William and Queen Anne many years as soldiers in the late wars. Their request was, they may be able to serve Her Majesty and their country by applying themselves to raise naval stores there for the supply of this Kingdom without it entirely depending on foreigners for the same. The report was very favorable and stated, "...the land has many safe harbours and navigable rivers that were proper for hemp and flax, in the middle of a temperate zone and for health no place exceeds it and few equal it." The report further stated, "... it is bounding with all sorts of timber for shipping and proper for masts, tar, pitch, resin, and all other naval stores."

On August 9, 1717 there was a petition from Alexander Cairns and Douglas and Joshua Ger, praying for a tract of land in Nova Scotia. They stated it might be made a great advantage to this Kingdom by the Fishery and also by raising hemp, producing pitch and tar, masts, and all other ships timber as well as a trade in furs. The petitions further stated they were willing to undertake such a settlement and to proceed not only upon the fishery, but also upon raising and the manufacturing of several species of naval stores which, they reasoned, may induce others. This would employ great numbers of people who would consume considerable quantities of British manufacturies, and without any expense to the Crown. The land grant that was requested was 5 leagues to the south west, 5 leagues to the north east of the river and harbour of Chiboutou (Chebucto), and 10 leagues deep into the country.

On September 18, 1717 there was a proposal from Alexander Cairns, et al, for making a settlement on the river Chiboutou of 200 people in 3 years. They said they would build a small town stockaded round for settling and securing people. These people would be employed in planting hemp, manufacturing tar, cutting down timber, and making barrels and pipe stoves. They would undertake to erect a fort provided it be a place not already built upon. Those who undertook this hope to introduce a considerable and make improvement in all naval stores in which respect it, will be of more advantage to England than to Newfoundland.

On September 26, 1717 the Board recommended the following, "... we have no objection why His Majesty may not be graciously pleased to grant the petitioners request upon the conditions of aforementioned..."

On April 29, 1718 there was a memorial sent to the Board from Colonel Phillips relating to Nova Scotia. There was no mention of naval stores and the only topic was the fishery. He stressed the need for a Royal Navy Frigate to protect the fishery, along with the difficulty in allowing fish stages along the coastline.

On May 30, 1718 the Lords Commissioners of Trade and Plantations, referred to as the "Board", wrote their answer to His Majesty from Whitehall in London. They said, "regarding the memorial of Governor Phillips of Nova Scotia, we recommend the fishery at Newfoundland move to Nova Scotia." They complained there was too much trading with New England instead of Great Britain. The Board further recommended that two forts be built at Annapolis Royal, one at Chebucto, one at La Have, a redoubt at Sable Island, and a redoubt at Canso. All these forts to be garrisoned by a detachment from Annapolis Royal. An Engineer should be sent to view the harbours off the coast and then recommend the most convenient places for the forts, etc.

Another recommendation was that, "... it will also be for Your Majesty's service that another person well skilled in naval stores, should be appointed to survey the woods and inland country, that Your Majesty may have a perfect account of what trees there are proper for timber, for masts, and the making of tar, and what land there is proper for raising hemp..." This was signed by the Board at Whitehall in London, on May 30, 1718.

The delays of decision making were numerous and on December 18, 1718 at the Council Chambers at Whitehall, they acknowledged the land grant on Nova Scotia proposed by Alexander Cairns, et al. The Board ordered a report from the Lords of the Committee for Plantation Affairs. There was a further delay, but in the meantime on February 05, 1719 a Mr. William Pople at Whitehall wrote to Jacob Ackworth, who was the Surveyor of the Navy. It stated, "... There being a petition for a grant of land in Nova Scotia, the Lords Commissioners for Trade and Plantations have commanded me to desire you would let them know whether the Commissioners of the Navy do not think it proper there should be a clause in the Grant, reserving such trees to the Crown as are proper for masts and of such oak and other trees as may be fit for the Royal Navy, in which case they further desire you would send them the Draught of a Clause for that purpose, as the Commissioners of the Navy shall approve of..."

On February 12, 1719 the Board wrote that exceptions and reservations that were proposed by Mr. Ackworth, Surveyor of the Navy, and approved by the "Board," be made in the grant proposal desired by Alexander Cairns, et al. of lands in Nova Scotia.

On June 4, 1719 a report was sent to the Right Honorable Lords of Committee for Hearing Appeals. It stated the following, "... re: the preservation of the timber and production of naval stores in the new colony. We would propose that in this, and all other future grants to be made of any land in Nova Scotia, one full twentieth (20th) part of the land granted shall be reserved to His Majesty, His heirs and successors as a nursery for masts and timber for the Royal Navy. The said 20th part to be marked out by His Majesty's Surveyor General of the Woods in America, in one or more parcels in parts most adjacent to navigable rivers, wherein no person

whatsoever shall be permitted to cut down any trees, under the highest penalty the law can inflict... Also, that all pine and fir trees of the diameter of 24 inches and upwards of 12 inches from the ground growing in any other part of the premises to be granted, shall be reserved to His Majesty. The said trees to be marked by the Surveyor of the Woods, or in his absence by some person to be appointed by him for that purpose. That the Patentees (Petitioners) be restrained from reporting to any foreign parts out of His Majesty's Dominions, any masts, planks, deals, ship timber, hemp, pitch, tar, or other naval stores whatsoever, under the restrictions and penalties or is the case of the enumerated goods for the Plantations. Also, that His Majesty's Surveyor General of the Woods or a proper person deputed by him be present at the laying out of the lands to be granted in the manner above mentioned, until which time, the Patentees shall not be permitted to take possession thereof..."

On June 19, 1719 instructions were sent to Colonel Phillips to be Governor of Nova Scotia. One such instruction was that, "... reservations should be made for lands set apart for production and preservation of timber for use of the Royal Navy. No grants to be made until the country has been surveyed. The Surveyor General of the Woods on the continent of America have directions forthwith to repair to Nova Scotia and mark out such parts thereof as are proper to be reserved . . ."

Instruction No. 18 "... You are to encourage the growth and production of timber, masts, tar, hemp and other naval stores in Nova Scotia, and you are to enquire what trees in said province fit for masts for the use of the Royal Navy and in what parts of the country they grow, at which distance they are from any rivers whereby they may be brought down in order to be shipped for this Kingdom."

No. 19 "... You are to signify His Majesty's express will and pleasure to all inhabitants that now are or hereafter shall come to settle there, and to take care that no trees fit for masts for the future, of the diameter of 24 inches and upward at 12 inches from the ground, be cut without His Majesty's particular Licence..."

No. 20 "... You are to get a survey made of the province of Nova Scotia as soon as conveniently may be..."

No. 21 "... You are to send an account of the nature of the soil, what swamps, and if they produce mast trees, etc..."

No. 28 "... You are not to grant any land upon survey found to be most proper for producing masts and other timber for use of the Royal Navy to be reserved for His Majesty's service."

On September 16, 1719 an Order in Council read that instructions be given to have lands surveyed by the Surveyor General of the Woods on the Continent of America, and to repair to Nova Scotia to mark out such parts as are proper to be reserved for that purpose.

This resulted in a letter being written to the Board, from Colonel Phillips, at Boston on July 14, 1720. He said he was told that the Surveyor should have immediate orders to attend the service of Nova Scotia for marking out the King's Woods. This is a work of time and expense and he must have the use of a sloop.

On September 15, 1720 Colonel Phillips requested His Excellency to send an able person to make a survey and exact maps of all the several colonies from north to south, regarding the dispute over title of the Islands of Canso and the dispute with the French over the Fishery.

Further delays on the petition by Alexander Cairns, et al., for a grant of land in Nova Scotia by a report of the Committee of His Majesty's Privy Council on January 10, 1721. It stated, "... hereby referred to the consideration of the Lords Commissioners of His Majesty's Treasury, who are desired to report their opinion thereupon to this Board. A like order was made to the Lords of the Admiralty to consider this affair and report their opinion thereof..."

On May 10, 1722 the Committee of Lords Commissioners, etc., sent a letter to Lord Carterat. This referred to article No. 28 of the instructions to Governor Phillips. It said that until His Majesty's Surveyor shall have set apart 200,000 acres of woodland for the service of the Royal Navy, Mr. Phillips can make no grants of land and consequently nobody can or will settle in Nova Scotia. They recommend Governor Phillips be empowered by a new instruction to set apart 200,000 acres of woodland, according to directions given by the instructions for the use of the Royal Navy, and may grant small parcels of land to such people as shall be disposed to settle in Nova Scotia under the Quit Rents and Restrictions provided for by other parts of his instructions.

On June 6, 1722 the Board wrote to Governor Phillips saying they noted his letter of October 1, 1721 regarding "...the great inconveniences that arise from the want of a surveyor to set out tracts of woodland for furnishing His Majesty's Navy. Wherefore, we have proposed to His Majesty that you may be empowered to set out the said land for his service. That you may afterwards be at liberty to grant lands under the restrictions mentioned in your instructions to such persons as shall be disposed to settle there..."

On September 4, 1723 there was a petition presented to settle land near La Have. This was for 400 families in the space of three years.

Almost a year later, July 1st, 1724 a reply was sent to the Lords of the Committee of His Majesty's Privy Council relating to conditions in the Grant of Lands to Colonel Vetch, et al . . . "One condition stated that one full twentieth part of the lands granted shall be reserved to His Majesty as a nursery for masts and timber for the Royal Navy. The said twentieth part be marked out by His Majesty's Surveyor General of the Woods in America or any other officer appointed by His Majesty..."

On June 7, 1727 a report was sent to the Lords of the Committee of His Majesty's Most Honorable Privy Council. It stated, re: your order of February 15 "... we have had under our consideration the methods for encouraging His Majesty's subjects to settle in Nova Scotia for establishing the form of a Civil Government there, and likewise for the preservation of His Majesty's woods in that province."

It is proposed that the Surveyor General be directed to lay out these woods and that the government may afterwards be at liberty to grant land under proper restrictions. The report also mentioned how the French were building sawmills and are daily destroying the timber, etc.

The result of this report meant new instructions being issued by the Board on July 16, 1727. No. 10 stated, "... You shall encourage the growth and production of timber, masts, tar, hemp and all other naval stores in Nova Scotia and you are to enquire what trees are in the said province, fit for masts for the use of the Royal Navy, and in what parts of the country they grow, at what distance they are from any rivers, whereby they may be more commodiously brought down in order to be shipped to this Kingdom..."

No. 19 stated, "...you are to signify to all inhabitants that no trees fit for masts for the future, of the diameter of 24 inches and upwards of 12 inches from the ground be cut without His Majesty's particular license."

No. 20 stated, "... Give all assistance to the Surveyor General of His Majesty's Woods in North America, and assistants, to better secure and preserve such timber and punish offenders, etc."

No. 29 stated, "... you are not to grant any land until such tracts are marked out and set apart, not amounting to less than 200,000 acres, once determined by survey to produce masts lying contiguous to the sea coast or navigable rivers..."

On May 14, 1729 there was a memorial from David Durbar, His Majesty's Surveyor General of the Woods in America, in relation to settle several Protestant families of free land in Nova Scotia, and 500 families from the Palatine district near Switzerland, who are willing to transport themselves to America, on the east side of the Kennebec River.

The reply sent out was that Colonel Durbar should be directed to set apart a sufficient quantity of woodland for the service of His Majesty's Navy, not amounting to less than 100,000 acres near navigable rivers in which no person should presume to cut any trees without the Surveyors Licence.

On March 23, 1730 the decision was no settlement until surveyed and then set out 200,000 acres of land. Also 100,000 acres lying between Penobscot River and St. Croix River, or 12 miles square. Then to build a town on 100 dwelling houses and to each of these houses shall be annexed a town lot of 40 acres in townships or districts that they may be better able to defend and assist each other.

On November 24, 1730 Sir William Strickland, His Majesty's Secretary at War received word that Colonel Durbar, Surveyor General of the Woods of America, should be protected in the execution of his duty for a detachment of 40 men from Colonel Phillips Regiment. Durbar had been appointed Surveyor General of His Majesty's lands within the province of Nova Scotia on March 28, 1728. He was to mark out 200,000 acres of land to be set apart for masts and timber for the use of the Royal Navy.

On February 9, 1731 in a report to His Majesty the King, the Board wrote that they recommended an alteration in instructions because the former instructions would be a great discouragement to the settlement. They stated that, "The lands for use of the Royal Navy be first marked out and lands not fit for navy use be provided for settlement may at the same time go forward."

On February 14, 1731 Colonel Durbar received a report from the Board. This caused further delays as it referred to the instruction that said people who want to settle in Nova Scotia have to wait until the 300,000 acres proposed to reserved for the service of the Royal Navy should have been marked out and set apart by you for that use.

On April 22, 1731 instructions were sent from Whitehall to the Right Honorable Lords of Committee of Council, saying, "... your Lordships have directed us to prepare a draught of instructions to the Governor of Nova Scotia and the Surveyor of Woods that as soon as the land for the Royal Navy was surveyed, they are to set out a survey for land not fit for that service or at least an equal amount of land..."

In 1732 a deputy of David Durbar, as His Majesty's Surveyor General of Woods, arrived at Annapolis Royal to make his survey of lands starting with the Annapolis River. The Lords of Trade and Plantations had finally got the official sanction for members of His Majesty's Council to permit grants of land be given, provided of course, that an equal quantity of woodland for the King's service be laid out at the same time.

This did not please the New England merchants because they considered private ownership of the land where they fished would interfere with their rather lucrative business operations. At the same time, however, these merchants and fishermen had repeatedly requested naval protection only, but the Admiralty had their own agenda regarding the fishing grounds of Nova Scotia and Newfoundland. The privateers from both England and France were a threat but not with the naval vessels in the area.

Governor Armstrong at Annapolis Royal was aware of this conflict of interest when he wrote his report to the Board on October 29, 1733. He described the Whale Fishery being carried on from Canso. These vessels were fitted out from New England. On September 20 there were 70 sloops that had put in at Canso deeply loaded with whales and they were in expectation of another 100 sloops from the Grand Banks off Newfoundland where a great number of whales were reported. The cod fishery at Canso was the most considerable of any in America. Every year there were about 90 vessels from New England and Europe for this fishery.

Reports of the successful fishery in the area of Canso were sent each year from 1735 until 1740. They generally stated the amount of tuns of whale oil, pounds of bone, number of men, whales and vessels, etc. They mentioned Sack ships from Great Britain and New England which will load up for Spain, Portugal and Italy. This was often a two way arrangement whereby the fish, oil and whalebone are purchased with woolen and other manufactured goods from these countries and sent to New England at a very considerable value. The report in 1740 was actually a petition from several merchants. They mentioned the value of trading fish for manufactured goods, but also wrote about the great and very good harbours along the coastline of Nova Scotia. They stated, "...yet for want of fortifications, they serve only as a security for the ships employed in this trade in stormy weather ... the fishery for want of security has greatly diminished the last year..."

The Admiralty felt their presence was more of protection than to do what they were trained for, which is fighting the man-of-war ships of other countries. They were ordered to provide this protection since 1677 but they felt their presence involved the difference between station ship captains and fishery commodores. One vessel was to convoy only, but another to regulate and supervise the fishery itself. They also adjudicated disputes between rival fishermen and then convoy the ships home at the end of the season.

These Royal Navy officers felt their responsibility was to the Admiralty only, but the ships "on station," were responsible to local administration as well as the Admiralty. This would include the Surveyor of Woods, Courts of Vice Admiralty and Supervisors of Customs. The station ships were an important part of the colony and these station ships from New England were expected to also survey the coast for safe harbours, the potential for large land grants and make reservations of the woods for naval stores.

The merchants in New England were very persuasive and well connected with the right people, including the Lords of Trade and Plantations. The Board consented to a policy of reserving the shoreline to a depth of 60 feet for fishing stages and fish flakes for drying their catch. Their real purpose was that of permanent settlement and to also exploit the hinterland mainly for the potential of naval stores.

This concern for naval support for the New England merchants was brought into full attention in 1718 when no man-of-war ships were provided for Nova Scotia. This was also the year that Captain Thomas Coran who resided for a time in New England, applied for a grant of land in the area of Chebucto Harbour. He intended to manufacture naval stores for the Royal Navy. His proposal was similar to that of Alexander Cairnes, et al. Both proposals were given the same bureaucratic shuffle but it did not stop other interests, both official or private.

In 1721 Thomas Durell proposed a special vessel to survey the coasts of both Newfoundland and Nova Scotia. This vessel was supplied with cordage, sails, anchors and iron work from England. The vessel was built in New England and this was supposed to keep the costs down. It was first used as a supply ship and also a guard ship at Canso.

The fishing center at Canso was regarded as a key center for the New England interests, and Governor Phillips wanted to ensure permanent settlement by proposing Canso be a, "freeport," for at least 3 or 4 years.

Another reason for permanent settlement was because the French from Ile Royale, or Cape Breton, would come to Nova Scotia for timber to build their fishing vessels. The French fishery was a great rivalry to the New England merchants, the West Indies, the Azores, Europe, etc.

It wasn't until 1723 that the Admiralty decided to spare one of their ships of the line from the Newfoundland fishery to stay at Canso .

Thomas Durell made surveys and reports to the Admiralty from 1732 until 1736. He made the Admiralty fully aware of Nova Scotia's potential. One result

was the Admiralty issued orders to the convoy ships for the mast trade in New England to also provide protection for the fishery at Canso. One of the surveyed harbours was called Chebucto but now called Torrington Harbour in 1736. Its potential was shared by the other European rival, the French, who were fully aware of what a service to the Admiralty it could provide.

## French Concerns

The French presence had been for a fishery long before a report written in 1593 that stated, "...at this period, the fishery on the banks of Newfoundland were prosecuted by the French of Bretagne, the Basques, and the Portuguese." The whaling industry was also highly developed and the English shared these waters to the extent that the New England land grants could depend on this industry along with the cod fishery.

In 1607 Poutrincourt arrived in Paris to exhibit specimens of corn and wild geese from this overseas land called Acadia. These specimens were sent to Fountainbleu and they impressed the court along with King Henry IV. It was then decided to procure the services of the Jesuits to convert the Indians in L'Acadie. The King offered to allow the sum of 2,000 livres for the expenses of the missionaries.

By the year 1612 settlement was hampered by Piracy which was at its height in the North Atlantic. One example was that of Peter Easton who commanded 10 ships. At one point he took 100 men from the fishing villages at Newfoundland, but all this did was emphasize the need for protection of the fishery by fighting ships of the different European countries.

The exploration of the land mass was still active and in 1631 Champlain entered Chebucto Harbour when he visited Sambro. This was 15 leagues from La Have and he wrote, "... From Sesambre (Sambro) we passed a very safe bay (called Chebucto) ... containing seven or eight leagues where there are no islands except at the head of it where there is a small river ..."

At this time New England shared an interest in Nova Scotia and in 1690 Phillips captured the former French settlement at Port Royal. Each laid claim by right of conquest that the country belonged to them. In 1699 fishermen from France were placed at Chebucto. The English continued to fish along the coast but could not risk drying their fish along the shores. They carried passports signed by the Governor at Boston that also allowed them to trade with the French and Indians. A year before in 1698 the French placed a priest, Father Louis Peter Thurey, on McNabs Island where there was easy access to a beach for drying cod fish. He died a year later and the French abandoned their station.

In 1699 Villebon wrote from Fort St. John that the fishermen from Chebucto are now fishing at Port Razoir or Shellburn. "... Monsieur Thurey, the priest, is dead which stops his project for an Indian settlement. Mandoux takes his mission but does not know the Indian language ... Besides they cannot be induced to give up their lands to settle in one spot ..."



Monsieur de Brouillon, who was French Governor of Placentia, Newfoundland, was appointed to succeed Monsieur de Villabon as Governor of Acadia. When Brouillon landed at Chebucto he described the place as one of the finest ports that nature could form. He stated, “. . . the entrance is wide and easy. I found there two or three hundred savages ...” Brouillon then took along some Indians when he went over land to Port Royal.

Another major concern of his was about the mast potential of L’Acadie. In 1701 53 masts were sent to France by the vessel, *Gironde*. A total of 40 masts were also sent there by the “L’Avent.” There were also 11 masts kept at Port Royal. In all, there were 104 masts at the costs of 5,665 livres.

In 1702 Brouillon planned to station lookout parties at Chebucto and La Have. Monsieur De Goutin sent out twelve accounts to the Minister in France for fortifications and the costs of masts that were later cut and sent back to France. He also reported that L’Acadie could furnish as much as four cargoes of masts on a yearly basis.

In 1705 Father Felix, the almoner of the Fort of Port Royal, left for Chebucto and stayed until the King’s ship arrived at Port Royal. By then, Bonaventure became the new Governor of Port Royal. In his report regarding our settlement, he stated, “. . . I do not think the inhabitants would enjoy to settle in a place like Chebucto until they see that His Majesty has laid the foundations of a fort ...”

In 1709 the Governor of Acadia and The Royal, Subercase, placed Monsieur Morpain in charge of Port Royal. In his report to France he stated, “. . . for three years past the King’s ships had brought out no goods and most of our provisions came from captured prize vessels ... A ship from here was sent to the Island of Martinique, (called Martinico) with masts and other wood and cod fish out of these captured prizes ...”

Governor Subercase also shared the view regarding privateers. He wrote, “. . . they have desolated Boston, having captured and destroyed 35 vessels. If we had the gun ship, *Venus*, Boston would have been ruined. Subercase wanted to sail the *Venus* himself, at his own expense as a privateer ...”

In 1711 a military survey and map was made on Chebucto Harbour by Monsieur De La Bat, for the French government. There was no follow up of this survey because the French seemed to be more concerned with their inland colonies. After Port Royal was captured by the English and then granted to them by the Treaty of Aix-La-Chappel, the French government decided to make Ile Royale, now Cape Breton Island, their depot for the trade of France with Canada. They, of course, wanted to promote an extensive sedimentary fishery and this would also include shipbuilding.

The home government decided that some vessels from France should be employed in transporting colonists, and on the return voyage they could carry masts, spars, planks, and fish. This was to diminish the expenses of founding a new settlement. It would also improve the condition of seamen and, similar to the British, enable this fishery to be a nursery for the naval requirements to man their ships of the line. The soldiers for the garrison were to be artificers who would then become settlers on a permanent basis, not to mention an efficient militia when required.

The choice for this new settlement would be at a place called English Harbour. On the south side of this harbour there was to be a new town built. The name of this town would be Louisbourg in honour of the present monarch of French. The Indians of Nova Scotia were encouraged to emigrate there from L'Acadie and many of them did so. The Acadian farmers from the Chignecto, or Bay of Fundy region were also urged to re-locate. However, they were not offered property or farm lots equivalent to what they would leave behind and the vast majority remained there. The English were to be regarded as enemies to both French and Indians.

Another reason for the French to relocate to Cape Breton was that after the English captured Port Royal in 1713 the French Acadians living in Nova Scotia were given the privilege of leaving the province within two years. They could dispose of such property as they did not think proper to remove. The rest of the French inhabitants made their submission to the British Governor, Vetch, but no Oath of Fidelity was required except from those near Annapolis Royal.

In 1714 the new Governor and Commander in Chief of Nova Scotia, Nicholson, arrived in Annapolis Royal. He proposed to the Acadians that they either become British subjects and then legally retain their possessions as well as free enjoyment of their religion and language, or leave the country within one year.

The Governor of Cape Breton continued to induce them to live there but the Acadians still preferred Nova Scotia. They constantly refused to take the Oath of Allegiance to the English Monarchy.

In 1719 Colonel Phillips succeeded Nicholson as Governor of Nova Scotia. England wanted him to regulate the colony by the instructions of the Governor of Virginia. He was to choose a council to manage the civil affairs of the province until a Council could be formed. The first thing the council did was to issue a proclamation. They summoned the Acadians to take the Oath of Allegiance on the same terms as was offered by Governor Nicholson. The Acadians had refused to leave in English vessels as they preferred their own French vessels. This was a problem because it was not consistent with the Navigation Laws of England. The Navigation Laws stated that, "no foreign ship be allowed to enter a colonial harbour." This resulted in an impasse between the two groups. Colonel Phillips then obtained a leave of absence to sail for England. His design was to inform His Majesty's Ministers of these embarrassing circumstances. His instructions from the ministers were not to use any measure of severity towards them.

During the absence of Governor Phillips, his deputy, Lt. Governor Armstrong, prevailed upon the inhabitants to take the Oath of Fidelity to the English Monarch. When Governor Phillips returned to Annapolis Royal some of the Acadians complained that the oath had been extorted from them by undue measures. Phillips then persuaded about 800 persons to accept the oath. The Acadians thought it meant not to bear arms against their own countrymen and so considered themselves as neutral.

There were many Acadians who were loyal to the French cause and they continued, year after year, to bring cattle and sheep over land to Chebucto Harbour and other harbours for French vessels to take to the garrison and artificers at Louisbourg. This policy was so bad in numbers that Governor Phillips in 1731

issued a provincial proclamation against this practice. It was ignored by the French and their Indian allies because the English couldn't enforce the proclamation. There simply were not enough troops and naval support to be effective. The French and their Indian allies had made several ambush attacks against the unsuspecting New England fishermen at Liscomb Harbour and Jeddore Harbour. Most of the English were murdered but a few survived by escaping out to sea.

This was typical treatment of the ways of the French and their Indian allies. It showed just how successfully they could conduct this type of guerilla warfare on the North American continent.

The winter of (1740-41) was very severe and hard in Nova Scotia. Also the fact that they had no news from Europe or from the neighbouring New England Provinces kept them ignorant of the situation in Europe and in North America.

### **Navy Board versus The Admiralty**

Another agency that was to be a major factor in the colonization of Nova Scotia was the Navy Board of England. This agency operated independently of the Admiralty until they merged in 1832 under the Great Reform Bill. Since then, the Admiralty became the Supreme Governor and Director of the Navy. Before that, the Admiralty controlled the fleet. The Navy Board controlled the naval stores' victuals and most important, the logistics of running dockyards and where the ships at sea were to function.

An example of the Navy Board's function was in 1702 they requested that naval ships convoy the fishing fleet to Newfoundland and back to England. They would send letters to the major's office in Dartmouth, England, Tingsmouth, Devonshire, Biddeford, Lyme, Bristol, etc., stating the Lord High Admiral gives general orders for protecting the men belonging to the merchant ships bound to Newfoundland, so they may be ready to proceed with the convoy when the embargo is taken off. This letter would be made public in all these sea ports.

When these naval convoy ships arrived in Newfoundland, or in New England they were allowed to participate in privateering activities, but had to take any prizes to England to be sold, etc.

The Navy Board would order the ships to be cleaned, or careened, as well as refitted, or repaired for sea duty. By the year 1703 an Agent for Prizes was appointed for Newfoundland. The mast ships coming from New England to England were often ordered to escort the fishing vessels with them. These mast ships would carry naval stores to the continent but return with masts, bowsprits, and spars.

The Navy Board was responsible, with the Admiralty in 1729 and 1730 to make an official report regarding the cutting of masts, yards, and bowsprits in New England to have a Royal Licence.

On September 10, 1743 they recommended to the Admiralty to have a hulk, body of a decked vessel, unseaworthy or wrecked, at Boston Harbour to careen His Majesty's ships, if there should be a war with France. They requested a report and their consideration, if they should fit a hulk in England and then send it to Boston in

the spring. They also wanted to know what officers and men could establish one, and whether the men are to be sent from thence or could be procured there, as well as what careening gear, called crabbs, and if or when to send them out.

On September 23, 1743 the Navy Board sent a similar letter regarding instructions as to cleaning ships in New York Harbour and in other New England harbours beside Boston.

On January 23, 1744 the Navy Board requested a Mr. Gulston to have his mast licence to cut 200 trees at New England for the year. They also desired the Duke of Newcastle to procure this licence.

In 1744 it seemed that war would be declared soon between England and France. The Navy Board received a petition on March 15 from the merchants of Dartmouth trading to Newfoundland Fishery asking for a convoy escort. The Navy Board complied and also sent the *Ludlow Castle*, a converted hulk with stores, officers, men, guns, etc.

New England was sending masts to the West Indies with the convoy of a man-of-war ship. On May 15, 1744 a notice was sent out not to come back to England without a convoy escort. The convoy for Placentia, Canso, and Annapolis Royal was to carry provisions for their safety. Notice was sent out to the Navy Board that seven French East India ships were in Louisbourg Harbour and two more were expected. These would be convoyed by French man-of-war ships. Also the report stated that a French, 60-gun ship, built in Canada, would be sent out to Louisbourg to strengthen the convoy.

This news proved to be correct but it was too late to make the proper preparations for an all out attack. The naval force from Louisbourg captured and destroyed the fishing fleet and station at Canso. Then the French turned their forces on Fort Anne. The garrison held out until the arrival of a galley from Massachusetts, on July 5 with 70 auxiliaries, a Captain and Ensign, driving off the Indians. These Indians went to Minis Basin to await the troops from Louisbourg. Instead of troops from Louisbourg, an English privateer vessel arrived from Boston with the first of four companies of militia raised by the government of Massachusetts Bay, to reinforce the garrison of Annapolis. The French and Indians besieged the town for about two months but were unable to capture the fort. Then they retired to the Minis Basin where they again were unsuccessful.

New England was in a state of anger and indignation because they realized it was just a matter of time before the harbour and colony of Boston would be attacked. Guided by the principle that, "the best defence is a strong offense," the New England merchants and Governor Shirley wrote to the British government asking for a naval force to assist in their defence. His reasoning was that the preservation of Nova Scotia would be of considerable service to the northern colonies with the Lords of Admiralty. Consequently, in January 1745 orders were dispatched to Commodore Warren to proceed north in the spring with a sufficient force to assist Governor Shirley. To assist Warren's squadron, Shirley would provide transport, men, provisions, and other logistics required for an invasion. The land forces totalled 4070 men and officers and the colonial sea contribution was 200 cannons in 13 armed vessels. New York loaned 10 cannons of 18 pounders to the force also.

Commodore Warren had four man-of-war ships off Canso where the staging area took place. Six other navy ships joined forces, three from Newfoundland and three from England. Now Warren had four, 60-gun ships, five of 40 guns and one of 50 guns. There were also two armed sloops sent out to cut off supply to the French from the St. Lawrence River settlements.

On June 17, 1745 the French forces at Louisbourg surrendered and marched out of the fort after a siege that lasted 49 days. The French were sent to France embarked on 14 cartel vessels. By the capitulation the French soldiers, sailors, militia, and the inhabitants were not to bear arms against the British for at least 12 months. This policy was never taken seriously. The previous year on July 1744 Captain Rouse, a New England privateer, captured French fishing vessels in Newfoundland. In October 1744 Captain Spry captured a French privateer off Newfoundland. It had 16 guns and 100 men. Some of these men had been Irish Roman Catholic soldiers in Phillips Regiment that were captured at Canso. In Boston there were 360 English prisoners of war returned. The practice of returning prisoners of war was commonplace at that time of our history.

In Louisbourg, the decision to occupy was decided and Regiments from the garrison at Gibraltar would serve this purpose. This meant having provisions for 3,000 men for four months. Naval store ships would deliver hemp, masts, spars, bowsprits, cordage, chains, bedding, and medical supplies.

On November 1, 1745 a report stated that the Admiralty (and Navy Board) approved of fixing a careening place at Louisbourg. The Navy Board was to send the careening gear out with the squadron that was to sail there in the Spring.

They also ordered the Navy Board to send out the careening gear in the spring when the store ships supply the naval stations on the continent. The equipment would be carried on two vessels because of its weight. The squadron not consist of less than 12 sail of the line, some of which should have 70 guns, also two frigates, a sloop, and a fire ship. He also mentioned that Captain Durell made an exact survey of this garrison, harbour, and future careening place. He also requested spare naval stores, books, signal colors, sails, and bunting rigging. The navy obviously wanted to establish a Court of Admiralty there but the Board objected this idea. The town was in ruins and the troops were mainly militia and not that well acquainted with either discipline or obedience.

The climate was severe, the drinking water barely fit for consumption, firewood was scarce, but, the most pressing problem was rum. The over abundance of this led Warren to order all the available rum to be collected and lodged in the casements at the Citadel. A total of 64,000 gallons was collected. The successor of Warren, Admiral Knowles said, "...that so much rum escaped from open detection that 1,000 men would be drunk every day." This of course led to an unfortunate loss of men. Fever ran amuck and 1,200 men died of fever. This was at the time of Governor Shirley's departure. This was out of the 4,070 men that arrived in Louisbourg in April.

On April 05, 1746 a letter from the Admiralty was sent to the Mayors of Exeter, Poole, Dartmouth, and Plymouth, England. It alerted the fact that the convoy ship, *Rye*, will take the fishing convoy to Newfoundland by way of Plymouth, New Hampshire.

Admiral Warren was notified and he wrote to his superiors that, "... it seems to be a struggle between French and us, as to who shall be masters of this continent ... nothing can contribute more to our being so than to encourage as many people as possible from the Protestant part of Germany to settle the colonies, who make very good subjects, without draining either Great Britain or Ireland of their people." Warren was in favor of a dockyard, under proper regulation, for building ships of war. He argued that they have materials of all kinds for such a purpose. He stated, "... although their timber is not thought as durable as that of Great Britain, I am assured it would be found to last longer than our modern ships do, if proper care were taken in cutting and seasoning it ..."

He also pointed out that the French have built, and are building ships in Canada, and the Spaniards do the same in Havenna and their other colonies. When the Navy Board sent the careening equipment he requested, he wrote to the Board that it was his opinion that Louisbourg was the only place in America that His Majesty's ships can be cleaned with any dispatch and also prevent desertion for the privateering vessels. He reported that he had three Crabbs, nautical capstans, there to heave down a ship of 50 or 60 guns.

Admiral Warren left Louisbourg to return to Boston. His assistant Admiral Townsend was left in charge when a naval storekeeper was appointed there.

The war with France was the main concern now, and Warren wrote to the Board that he expected the French to land their troops, cannon, and ammunition at the Harbour of Chebucto. This harbour being very convenient for the inhabitants of Minis to join the enemy against the garrison of Annapolis Royal and Boston.

As it happened, such a force under Duc d'Anville was put together in May of 1746. This force consisted of 37 warships, 4 transport and fire ships, and manned by 6,790 officers and seamen. The Army and Marine Regiments totalled 3,150 under the command of General Pommeril. This expedition sailed from Rochelle, France, on June 22, 1746. It was doomed to failure because of contrary winds and a severe storm near Sable Island. Here were lost four ships of the line and a transport. The squadron had to disperse, and Duc d'Anville died the same day one of the ships arrived, September 19. In the afternoon Vice Admiral d'Estournelle, with three ships of the line, sailed into Chebucto Harbour.

On September 18 a Council of War decided to return to France. Many of the land forces were in the missing ships and those onboard ships in the harbour were gravely ill. Some 1,200 to 1,300 were said to have died at sea, and another 1,130 at Chebucto Harbour because of Scorbutic fever and dysentery. Their Indian allies also caught this disease and large numbers died as well.

Jonquière and other officers wanted to at least capture Annapolis Royal. The Acadian French were bringing in fresh vegetables and some of the sick were recovering. On the morning of October 13 the squadron of 30 ships, 2 snows, 2 brigs, 1 dogger, 4 schooners and 3 sloops sailed from Chebucto Harbour. They sailed toward Cape Sable but again encountered severe storms. Only two ships arrived at Annapolis Basin but made a hasty retreat when they observed English man-of-war ships at anchor.

An overland force of French and Indians consisting of 700 men reached Annapolis Royal at the end of September. They had formed a plan while in Chebucto Harbour with some Marines and regular soldiers, to make an overland assault while the naval forces would make a blockade. This French force under the control of de Ramezay encamped at some distance without making any attack. Governor Shirley had sent a reinforcement of 250 men to Annapolis Royal onboard a man-of-war of 50 guns, a frigate of 20 guns, and an ordinance supply schooner. De Ramezay heard of the French squadron withdrawal and he took his force to winter in the Minis Basin area.

The consequences of this French failure gave great encouragement to the English as well as the New England colonies. Boston was reinforced by 6,400 militia from the interior region of Massachusetts. Regular Army units from England were voted to protect Nova Scotia. For the next four years the war between France and England was mainly fought in the Bay of Fundy area and the Northumberland Strait.

On October 18, 1748 the general and definitive Treaty of Peace was concluded and signed at Aix la Chapelle. The 9th article gave the Ile Royale, called by the English, Cape Breton Island restored, to France with all the artillery and ammunition found therein on the day of its surrender.

Governor Shirley wrote numerous reports to the Duke of Bedford, who was now the Secretary of State. His main concern was of colonial interests. Governor Shirley on one occasion made reference to a survey and report by Captain Morris, who had commanded one of the six New England companies of auxiliaries. This man later became the Chief Surveyor of Nova Scotia and the ancestor of a highly respected family in Halifax. Captain Morris recommended that the principal garrison should be at Chebucto. The troops in the province should consist of 1,250 regulars and 475 Rangers. In time of war there should be 2,000 regulars. He further recommended a 40-gun ship be stationed at Canso, a 50-gun ship at Chebucto, and a 20-gun ship at Annapolis.

Governor Shirley was ordered by the King to prepare a plan of civil government for Nova Scotia. He then sent his project to the Secretary of State in a letter dated February 27, 1748.

The government in England was more concerned with the fact that the cost of taking and keeping Louisbourg was about £600,000 sterling. This was three times as much as what King Charles II had sold the port of Dunkirk to France for.

Governor Shirley had previously written to the Duke of Newcastle in January of 1745 that the conquest of all of Canada would gain control of the fur trade and cod fishery and this would mean the fishery would be a nursery for seamen for the Royal Navy.

The Duke of Newcastle wasn't convinced until he heard that the opinion of Admiral Warren, Admiral Townsend and Charles Knowles, former Governor of Louisbourg, all shared Governor Shirley's opinion—the French Province in Nova Scotia threatened the New England fisheries and the supply of masts and naval timber in New England.

The best argument was that the capture of French vessels paid for the upkeep of Louisbourg. During the first summer about £100,000 was retained for the purpose of paying port expenses. A total of 15 French vessels were captured between April 24 to June 19. On August 8 a French captured prize carried a cargo of £300,000 sterling, in gold and silver, besides other valuable cargo.

Other prize vessels captured included 277,000 Spanish dollars and 2,400 double doubloons. Another captured Spanish prize yielded 237,000 Spanish dollars and 4,800 double doubloons. The H.M.S. *Canterbury* captured prizes that yielded 237,952 Spanish dollars and 5,248 double doubloons, 7 pigs of virgin silver weighing £282, 18 bars of gold weighing £65:8 ounces, also wrought silver plate weighing £110. The H.M.S. *Princess Mary* brought in prizes that yielded 2 chests of gold worth 6,000 double doubloons and 74 chests of silver worth 218,000 Spanish dollars. Admiral Warren was cheated out of 1/8 of this value, or £53,000 sterling, because there was no Court of Vice Admiralty at Louisbourg. The nearest court was in Boston.

When Admiral Warren returned to England in 1746 he had convinced Newcastle to preserve naval superiority in Nova Scotia waters. A new squadron of 8 ships of the line were set up for this scheme, but, they were reassigned for European waters against the growing French fleet.

The careening yard facilities were unsuccessful at Annapolis Royal and it was thought that Louisbourg would have it. This along with naval storehouses would make a strategic base on the Atlantic coast of North America.

Nova Scotia was no longer just used to protect the fishery. The "sea militia" did the work of combining naval assistance with military forces that defeated the French at Louisbourg, Annapolis, and Chignecto. This established English control over the Bay of Fundy and the St. John River area. The sea militia were also privateers as well as commercial fishermen. They knew the waters better through fishing and trading along the coastline. These men knew they wouldn't be pressed into service of the Royal Navy. They would sail in familiar waters and not the distant seas. They were commanded by their own officers and the risk of desertion didn't exist. A total of 9 vessels formed this sea militia. This was probably the best argument for developing Halifax harbour as a sea base and not a military station.

The most suitable area to replace Louisbourg as a naval base, was by several recommendations, at the Harbour of Chebucto. The military would supply regular forces and not militia from New England. The settlers would be of British or Protestant foreigners from Europe. It was to strengthen the power of government, and provided a center of naval activity for staging a combined naval and army assault forces, against the French at Louisbourg, and at Quebec.

A plan was adopted to send out settlers, and the Lords of Trade and Plantations, by the King's command, published notification in March of 1749. Parliament voted £40,000 sterling for this venture. Free passage, provisions for the voyage, arms, ammunition, and the necessary tools and equipment for building homes on free grants of land were provided for. This also included free grants of land with an elected Civil Government and all the other privileges enjoyed in English colonies.



What was needed were new settlers like officers and men discharged from the army and navy and artificers that could build, farmers for animal husbandry, and of course, those trained in the building and maintenance of ships. The President of the Board of Trade and Plantations, Lord Halifax, had prepared this plan in 1748, but it wasn't made public until the Spring of 1749. The delay was due to the Admiralty probably wanting to send out artificers that would serve the Royal Navy as well as the potential for the sea militia.

The Admiralty and Navy Board were able to have some influence in what part they were to play in this new settlement. From the Deptford yard there were 8 shipwrights, 1 labourer, 10 carpenters, 2 ship smiths, 3 sawyers, 6 mariners, and 1 glazier. The Deptford store ship provided 2 mariners. From the Plymouth Yard there were 2 mariners and 1 shipwright. From Portsmouth there was 1 shipwright and 1 carpenter. The Woolwich Yard sent 1 labourer, 3 shipwrights from the frigate, *Canning*, and 2 shipwrights from the ship, *Baltimore*.

On April 29, 1749 the Colonial office sent a number of instructions with Colonel Edward Cornwallis who was gazetted as the Governor of Nova Scotia on May 9, 1749. The 4th instruction stated, "... the settlers are to be protected and it is our will that you cause a necessary part of our forces in the province be employed in erecting blockhouses and other public works necessary for their security and accommodation, taking care that they do not commit any waste or otherwise prejudice the lands to be settled."

No. 6 stated, "... It has been thought proper that settlements should be made in different parts thereof ..."

No. 7 stated, "... you are therefore authorized and required to appoint proper persons to survey and mark out townships, that is to say, that two townships containing 100,000 acres of land each be marked out at or near our Harbour of Chebucto ... you are to take particular care in laying out the said townships that they do include the best and most profitable land, and also that they do comprehend such rivers as may be at or near the said settlements and that the said townships be extended as far up into the country as conveniently may be, taking in a necessary part of the sea coast."

No. 9 stated, "... you give strict orders to surveyors to report the nature of the soil, what rivers and also what quantity of wood for the use of our Navy, to be marked out and reserved for that purpose conformable to the laws of the Kingdom for the preservation of timber for the use of our Navy and to the instructions we have given to our Surveyor General of our Woods in North America."

No. 12 stated, "... the said settlers to be immediately furnished with a proper number of tents for their accommodation until houses can be built ... also arms and ammunition in proportion to their number."

No. 14 stated, "... we have a contract with London merchants to supply people with 12 months provisions at the rate of 4½ pence per day ..."

No. 16 stated, "... You are empowered to deliver live stock for their support."

No. 19, stated, "... You are empowered to have ships remain for as long as you judge necessary and to employ them during their stay ..."

No. 20 stated, "... after arrival of said settlers at our Harbour of Chebucto to cause so many families as you shall judge proper, not exceeding 1200 persons to seat themselves in equal proportions within the townships to be by you laid out at the said harbour ... furnished with the tools and materials in proportion to their families for erecting habitations, taking care you send a sufficient armed force for their protection, also storehouses built to lodge provisions, arms, ammunition, tents, stores, and materials ..."

No. 23 stated, "... it be determined by lot or otherwise as you shall think proper what families shall be fixed at each settlement, in order to prevent any discontent which may arise on that account."

No. 25 stated, "... 50 acres of land to be granted to carpenters, shipwrights, smiths masons, joiners, bricklayers, brickmakers, and all other artificers in building or husbandry not being soldiers or seamen ... land to be parcelled out as soon as possible after their arrival at each settlement . . ."

No. 27 stated, "... A spot in each town set apart for a church, and 400 acres for a minister and 200 acres for a schoolmaster."

No. 28 stated, "... appoint surveyors for each township, etc."

No. 35 stated, "... A continued space of land on the sea coast and banks of all creeks and rivers, such a breath as you shall find necessary for building and repairing vessels, curing of fish .to be reserved and set apart for the above mentioned and all public uses whatsoever..."

No. 36 stated, "... Enquire what trees there are in our said province fit for masts for the use of our Navy, and in what parts of the country they grow, at what distance they are from any river, whereby they may be more commodiously brought down in order to be shipped to this Kingdom . . ."

No. 37 stated, "... The Harbour of Chebucto to be conveniently situated for the seat of Government, you do forthwith cause proper buildings to be erected, the towns to be by you laid out at our Harbour of Chebucto for Government and public offices ..."

No. 38 stated, "... Forts should be erected for the security of the said settlements."

No. 42 stated, "... French inhabitants have long since lapsed the time allowed by the Treaty of Utrecht for removing their effects from thence to any part of the French Dominions in North America ... they do no damage before such their removal ..."

No. 46 stated, "... No food, corn and cattle, etc., to be exported out of the province."

No. 54 stated, "... we have appointed a Surveyor General of all our woods in North America, with Deputies ... to secure and preserve for the use of our Royal Navy, such trees as shall be found proper for that service ..."

No. 56 stated, "... Send an account of the nature of the soil ... what swamps there are in it and whether those swamps do produce mast trees or by draining may be

made fit for raising hemp (rope for ships) ... what other products the country is capable of and how the same may be best improved for the advantage of this nation..."

No. 57 stated, "... no trade be carried on or manufacture set up that may interfere with the trade or manufactures of this Kingdom." (This policy was one of the main causes of the American Revolution that would take place 25 years later. It also had adverse effects with future plans for building more settlements before it was changed.)

No. 58 stated, "... Send names of people appointed by you for our council." (This would be His Majesty's Council and it would control the colony in its unofficial but legal status.)

No. 66 stated, "... Courts of judicature and public justice should be erected, such as judges, Justice of the Peace, sheriffs, etc ..."

No. 82 stated, "... You are to take care that no man's life, member, freehold or goods be taken away or harmed in our said province under your Government otherwise than by established and known Laws, not repugnant to but as near as may be agreeable to the Laws of this Kingdom, and that no persons be sent as prisoners to this Kingdom from our said province without sufficient proof of their crimes, and that proof transmitted along with the said prisoners ..."

No. 85 stated, (Regarding the Vice Admiralty Prize Court cases) "... whereas Appeals ought to be made in cases of Error from the respective courts in our said province unto you and the Council there in General Court ... if either party not rest satisfied with the judgement ... our will and pleasure is that they may then appeal unto us in our Privy Council, provided the sum does not exceed £300 sterling."

No. 86 stated, "... Whereas by our aforesaid Commission you are authorized and empowered to summon and call General Assemblies of Freeholders and Planters within our said province, you are therefore so soon as you shall see expedient to issue writs in our name directed to the sheriff or other proper officer in each township, directing them to summon the Freeholders of the said Township, and to proceed to the Election of two persons to represent them in General Assembly, which Election shall be held in each Township respectively and at such times as you shall think proper, in which said Writ the Time and Place for the meeting of the said Assembly shall be also specified ..."

No. 88 stated, "... You are to observe in the passing of all laws that the Stile or enacting the same be by the Governor, Council and Assembly You are also strictly to observe in the passing of all laws, that whatever may be requisite upon each different matter be accordingly provided for by a different law without intermixing in one and the same Act such things as have no proper relation to each other, and you are more especially to take care that no clause or clauses be inserted in or annexed to any Act which shall be foreign to what the Title of such respective act imports, and that no perpetual clause be part of any Temporary Law, and that no act whatsoever be suspended, altered, continued, revived or repealed by general words but that the Title and Date of such Act so suspended, altered, continued, revived or repealed be particularly mentioned and expressed in the enacting Part."

No. 112 stated, "... fees for the condemnation of a Prize Ship in our Courts of Admiralty in the Plantations only the same as in this Kingdom, which amount to about £10 for the condemnation of each prize according to the List of such fees."

No. 115 stated, "... you shall take special care that God Almighty be devoutly and duly served throughout your Government, the Book of Common Prayer as by law established, read each Sunday and Holiday and the Blessed Sacrament administered according to the Rites of the Church of England."

No. 122 stated, "... You are to take care that a Table of Marriages established by the Canons of the Church of England, be hung up in every Orthodox Church and duly observed, and you are to endeavor to get a Law Passed in the Assembly for the strict observance of the said Laws."

No. 134 stated, "... You shall cause a survey to be made of all the considerable landing places and harbours in our said province, and erect in them such fortifications as shall be necessary for the Security and Advantage of the said province, which shall be done at public charge..."

In clause 141, it related to the confiscation of enemy ships in time of war ... also how it referred to treaties. There were 144 articles from the Board of Trade and Plantations. Along with these instructions there was a brief historical record of Acts for the Foreign Plantations. One of these acts was for the more effectual suppression of Piracy. Another important act was for the better preservation of His Majesty's Woods in America and for the encouragement of the importation of Naval Stores from thence. Another act was for the further encouragement and regulating the manufacturers of British Sail cloth.

It should be noted that the Navigation Acts of 1733 were very much a major concern of the Board in their intention to preserve and protect the status quo of industries in the United Kingdom. Colonialism was created as a result of the rivalry between the European nations. This brought about exploration and exploitation of new lands that were derived from the single premise that each colony was entitled to any advantages its new possession offered. The needs for colonization were obvious to each of the European countries if it was to survive politically and economically. This included several requirements. (1) The need for a route to the East via a Northwest passage; (2) The utility of American bases in the war with Spain; (3) The interests of trans atlantic fishermen; (4) The possibility of finding gold or silver; (5) The support a maritime empire would give the navy, the value of outlets for unemployed people with the possibility of new markets and sources of raw materials; (6) The Christian mission to convert the heathen.

Of all the reasons, the most obvious and important for Nova Scotia was the support of a maritime empire that this would give to the Navy. Nova Scotia, as well as other colonies along the Eastern seaboard, also had as its primary objective, the economic advantage of eventually supporting a large merchant marine. Its first duty was to aid the Royal Navy. Then as producers of raw materials, they served their European masters from the dependence of competing European nations which were usually cut off during the many wars, and also the monopoly prices that were charged by competitors. Colonial products could be paid for in exported manufactures, thus saving foreign exchange, and then re-exported to other countries to help the balance of trade.

Conversely, these colonies provided markets for European exports, since they were monopolies, and thus provide employment in those industries in the Mother Country. The colonies would therefore not develop industries that competed against the Mother Country.

To curtail any competition there was a series of Navigation Acts passed that were mainly designed to restrict England's carrying trade to English ships. These acts also were intended to develop English shipping so that there would be an adequate number of auxiliary vessels available in wartime. This resulted in a form of trade protectionism.

Strict enforcement of these Navigation Laws were one of the main causes of the American Revolution. This put a dependency on Halifax harbour as being the only British Dockyard in North America. The Navigation Laws would be modified and the development of local industries would be fostered and also financed by the Mother Country.

The results of the American Revolution brought about an awareness by the Mother Country to foster the sense of participation in the total democratic process. This was not only electing representatives but also the decision making in how people could support themselves and their families. Competition was to be encouraged. The rationale of democracy was, "the greatest good for the greatest number of people," or simply put, "the majority rules." This eventually applied in both government and business.

On March 7, 1749 an advertisement appeared in the London Gazette from Whitehall. This was a proposal to establish a civil government in the province of Nova Scotia. It stated, among other things there is a proposal to establish a civil government in the province of Nova Scotia. This is for the better peopling settling the said province, extending and improving the Fishery thereof. Land would be parcelled out to the settlers as soon as possible, after their arrival.

All such persons desirous of engaging in the above settlement, should transmit by letter or personally give their names, etc., to the following officers appointed to receive and enter the same in the books opened for that purpose.

Viz: - John Powell, Esquire, Solicitor and Clerk of the Representatives of the Lords Commissioners of Trade and Plantations at their office in Whitehall, London ... John Russell, Esquire, Commissioner of His Majesty's Navy at Portsmouth.

also

Philip Vanburg, Esquire, Commissioner of His Majesty's Navy at Plymouth ... and the proper notice will be given of the said books being closed, as soon as the intended number shall be completed or at least on the 7th day of April.

It is proposed that the Transports shall be ready to receive such persons onboard on the 10th of April and be ready to sail on the 20th and that timely notice will be given of the place or places, to which persons are to repair in order to embark...Edward Cornwallis is granted full power and authority to choose, nominate and appoint such fitting and discreet persons, not exceeding twelve, to be our Council in our said province. Also granted full power and authority, with advice

and consent of our said Council, to summond and call General Assemblies of the Freeholders and Planters within your government, according to the usage of the rest of our colonies and plantations in America.

Council and Assembly should have full power and authority to make, constitute, and ordain Laws, Statutes and Ordinances for the public peace, welfare and good government of our said province and of the people and inhabitants thereof and such others as shall resort thereto and for the benefit of us, our heirs and successors, which said Laws, Statutes and Ordinances are not to be repugnant but as near as may be agreeable to the Laws and Statutes of our Kingdom of Great Britain...”

Cornwallis was also given power to give oaths, erect Courts of Judicature and Public Justice within our said province and Dominion for hearing causes as well as Criminal and Civil according to Law and Equity. Also, authorized to appoint Judges and Commissioners of Oyer and Terminer, Justices of the Peace and other necessary officers. Also authorized full power to levy, arm, muster, command and employ all persons whatsoever residing within our said province for the defence against invasion or attempts of any of our enemies ... execute martial law in time of invasion... Granted full power and authority to constitute and appoint Captains, Lieutenants, Master of Ships in time of war to execute the Law martial according to the directions of said laws as are now in force or shall hereafter be passed in Great Britain ... Granted full power to order and appoint fairs, marts, and markets as also such and so many ports, harbours, bays, havens and other places for convenience and security of shipping and for better unloading and loading of goods and merchandise.

On May 1, 1749 a report was sent to the Duke of Bedford stating that 5 ships were not properly provided with blankets.

On May 2, 1749 a letter was sent to Richard Hughes, Commissioner of His Majesty’s Navy Yard at Portsmouth. It stated that ships have arrived at Portsmouth (Navy Yard) to take onboard people who have entered their names to go to Nova Scotia ... You will also reimburse the Agent for any expenses of people coming to both Portsmouth and Plymouth (Navy Yard).

On May 7, 1749 the Board sent out a Warrant containing instructions from the Board to Ezekiel Gilman, for erecting a sawmill and a gristmill ... It said, “... you are to apply to Thomas Hancock at Boston, who will furnish money for that purpose ...”

On May 11, 1749 the Board reported to the Duke of Bedford, who was Secretary of State about the ship, *Liverpool*, 400 tons, to carry people who have entered their names to go to Nova Scotia. The Board requested the Duke to give instructions to the Admiralty to have the *Liverpool* sail to Nova Scotia when all the people who have entered (signed) to go have boarded.

On May 15, 1749 there was a near mutiny on the vessel, *Merry Jacks*, before she was to sail. The Board then ordered the emigrants to remove to other ships.

Governor Cornwallis left for Nova Scotia onboard the *Sphinx*, sloop-of-war, on May 14, 1749. About a week later the fleet of ships left the Thames River, stopped at Portsmouth, Plymouth, and then set out for Nova Scotia. There were 13

vessels that included the following: *Alexander*, 172 passengers; *Fair Lady*, 10 passengers; *Baltimore*, 225 passengers; *London*, 313 passengers; *Beaufort*, 285 passengers; *Merry Jacks*, 210 passengers; *Brotherhood*, 27 passengers; *Rochampton*, 77 passengers; *Canning*, 213 passengers; *Wilmington*, 340 passengers; *Charlton*, 213 passengers; *Winchelsea*, 305 passengers; and *Everley*, 181 passengers.

This was a total of 2,547 people that consisted of 1,174 families, 509 wives, 444 children, and 420 servants. The total number of occupations was listed at 126. The highest number of tradesmen were the 420 servants. There were also 399 mariners. The most practical for carving a civilization out of a wilderness would be tradesmen and the farmers, (Husbandmen) but this took a great deal of pain to learn this lesson the hard way. Of the 2,547 settlers there were only 144 farmers, and 57 carpenters. The other trades included 73 private soldiers, 41 smiths, 22 midshipmen, 19 shoe makers, 17 shipwrights, 16 surgeons, 18 Army Lieutenants, 15 labourers, 14 fishermen, 13 bakers, 14 bricklayers, 14 joiners, 11 gardeners, 11 butchers, 11 tailors, 10 coopers, and 1 rope maker.

Out of the number 2,547 a total of 1,185 did not settle. They refused to work, for example clear any lots, and they left the area at the first opportunity. On August 8, 1749 their names did not appear on the distribution of house lots nor on the census list taken in July of 1752.

From the point of view of the Admiralty there were sufficient immigrants to maintain the presence and justification of the expenditure for naval purposes. This would later prove their expectations when the American Revolution resulted in Halifax being the only Royal Dockyard in North America.

There were 20 tradesmen from the Deptford Yard, 11 tradesmen from the Plymouth Yard, 3 from Woolwich Yard, and 1 from the Portsmouth Yard. Their first duties would be to assist the Fishery, but eventually they were able to resume work on Royal Navy ships when Halifax established a Dockyard in 1755.

The other successful group that was in great demand were those who called themselves farmers or husbandmen. There were 144 and it was exactly what was needed for the basis of a new self supporting colony. Some of these husbandmen were foreign Protestants from Germany and Switzerland and they easily set the example on how to develop the agriculture potential for Nova Scotia.

On July 24 Cornwallis wrote to the Lords of Trade and Plantations that "...there are amongst the settlers a few Swiss who are regular, honest, and industrious men, easily governed and work heartily ... I hope your Lordship will think of a method of encouraging numbers of them to come over ... A proposal was sent to me when at Spithead, which might perhaps answer the purpose to make it known through Germany, that all husbandmen, tradesmen or soldiers, being Protestant, should have the same rights and privileges in this province as were promised on His Majesty's proclamation to his natural born subjects, besides which, at their embarking at Rotterdam or Plymouth, or at their arrival here (as your Lordship shall think proper) each man should receive 40, 50 or 10 shilling for every person in his family, they to be at the charge of their own passage..."

On May 7, 1749 the Board wrote up a draught of a Warrant containing instructions to Major Ezekiel Gilman, who was nominated to attend the settlement in Nova Scotia for the building of sawmills and other works. The warrant stated, "...that they agreed with him to erect mills for the use of the public, for which he was to be allowed 10 shillings per day. He was required to repair onboard the *Fair Lady* transport, bound for Annapolis Royal, and upon meeting any vessel on the American coast, bound for New England, he was to go onboard and make the best way to New Hampshire where he was to provide all such materials as he deemed necessary for erecting a sawmill and a gristmill. He was also required to hire a sloop for transporting the same to Nova Scotia, and if the vessel should be capable of carrying more than the requisites for the mills, you are to fill her up with boards and plank, and to defray the expense that will thereby be occasioned, you are to apply by letter to Thomas Hancock, Esquire at Boston, who will furnish you with money for that purpose. If it should so happen that you cannot quit the *Fair Lady* till your arrival at Annapolis Royal, you are to proceed from thence by the first opportunity to New England and execute these orders with the utmost dispatch from whence you are to proceed to Chebucto and erect a sawmill immediately, after which you are to erect such other mills and in such places as may be directed by the Governor or Commander in Chief, whose orders you are carefully to observe in this respect and on all other occasions, for which purpose these instructions are to serve at present, and until your meeting His Excellency in His Government you will receive a more formal warrant ..."

On May 14, 1749 Governor Cornwallis sailed in the *Sphinx*, sloop-of-war, for Nova Scotia. The settlers would embark in 13 transports about a week later. Parliament had voted £40,000 sterling for this undertaking and it was to prove a most productive investment for both the Mother Country and the Admiralty in the not to distant future.

On May 15, 1749 instructions were sent to Captain Rouse regarding, the printed warrants to issue to the Surveyor for laying out the land to the settlers and the Draughts of Grants of the land which you are to pass and sign to the said settlers when it is marked out "... There is a clause in the grant that alienation of land shall be made for a term of years from the Date of the Grant without your leave this clause was inserted to prevent inconveniences ...". It was found that in Georgia, many people who had been transported at the public expense, in a short time after arrival, sold their lands for a trifling and deserted the settlement. This is likely to happen in your settlement as soon as the term for which the settlers are to be maintained by Government expense, should expire. Another mischief to be guarded against by this provision is the purchase of those Grants by Roman Catholics or persons disaffected to the Government, which in the circumstances of your province would be of the worst consequence.

"You will therefore take care not to grant any Licences of Alienation to persons, who from want and desire, to desert the settlement make collective sales of their land before they cultivate it, nor to any person unless the purchaser shall take the Oath of Allegiance, Supremacy and Obligation, before you or some proper Officer previous to the granting such Licences ..."



There is reason to apprehend that many of the persons who go to settle in Nova Scotia, particularly the seamen, will take every opportunity of leaving the province to go to New England "... you should issue some public orders, or proclamation, forbidding any person to depart from the province without first signifying his intention of so doing at least some days before such departure..." All persons who leave within 6 months deliver up their arms, ammunition and tools, and do not commit any waste upon the land or destroy their habitation.

Signed at Portsmouth, May 15, 1749.

## The Arrival

Cornwallis and his party, on the *Sphinx*, arrived just off the coast of Nova Scotia on June 14 old style calendar. There wasn't a pilot onboard familiar with the coastline so they had to cruise along until they encountered another sloop that was sailing from Boston to Louisburg. Fortunately there were two pilots onboard and one of them took the *Sphinx* into Chebucto Harbour on a fair wind. On June 21, 1749 he arrived in what would be called, Halifax harbour.

The next day he wrote to the Board that this sea coast is, "as rich as ever they have been represented." He stated, "...They caught fish everyday since we came within forty leagues of the coast. The harbour is full of fish of all kinds. All the officers agreed that the harbour is the finest they have ever seen. The country is one continued wood. No clear spot is to be seen. The underwood is only young trees, (making it difficult to walk through) ... I have seen only a few brooks, nor have I found any navigable river that was talked of ..."

On June 27 the 13 transports appeared off the coast and by July 1 they all anchored safely. The total number of passengers was reported at 2,576 people. Later a transport vessel called the *Sarah*, with hospital stores, and another store ship called the *Union*, arrived which put the actual total around 3,000 people.

Cornwallis sent two transports to Louisburg to assist in the evacuation of the British troops and civilians on July 5. The two British Regiments stationed there were scheduled to leave on July 12 which they did, under the command of Colonel Hopson. They arrived in Chebucto Harbour. They were required to assist the settlers as everywhere the ground was covered with trees and brush. Fortunately there were plenty of tools available to clear enough land to provide temporary shelter. This would be after the surveyors, Charles Morris and Indigo Bruce could mark out the new township at the foot of a hill, which would be called Fort George or Citadel Hill.

Just after the fleet of settlers arrived, and the Regiments, including the ships *Sarah* and the *Union*, Cornwallis decided this was the time to have the settlers draw their house lots on a piece of paper out of a hat. This way it would be up to chance for one settler to get a more favourable draw than anybody else. All agreed it would be fair and the arrangements were made accordingly.

There were 126 different occupations registered but some were unfortunately, only there for the promise of a years supply of free rations. They left the area at the

first opportunity as the life of a privateer would be preferable to one of hard work and servitude. A second list of tradesmen were drawn up a year later, and we have a different picture of what this new colony would fulfill.

The number of husbandmen, 144, was the same, but of the 399 mariners listed, only 237 were on the new list. Of 17 shipwrights there were only 7. Of 57 carpenters there were only 34. Of 14 joiners there were only 8, and of 15 fishermen only 9 appeared on the new list. The highest number of tradesmen were listed as servants, at 420. This would be hard to define and what role a servant could function is not easy to describe. Other trades included 41 smiths, 16 surgeons with assistants and a pupil, 15 labourers, 14 fishermen, 13 bakers, 14 bricklayers, 11 gardeners, 11 butchers, 11 tailors, 10 coopers and 1 rope maker. Of the number given at 2,547 there was a total of 1,185 that did not settle. Their names were on the “mess list” first made up for Governor Cornwallis, but their names did not appear on the distribution house lots registered on August 8, 1749 or on the census list of July of 1752.

## The Settlements

On July 14, 1749 Cornwallis held the first meeting onboard the *Beaufort*. The Oaths of Allegiance and Loyalty was administered to Edward Howe, John Gorham, Benjamin Green Sr. as Naval Officer, John Salisbury as Registrar and Receiver of His Majesty’s Rents, Hugh Davidson as Secretary Treasurer, Otis Little as Commissary of Stores, Benjamin Ives as Captain of the Port (Naval Officer), Mr. Foy as Provost Marshal, and Mr. Hayes and Mr. Davis, joint storekeepers of the provisions and to issue them.

Another oath was mentioned in an Act passed during the first years of His Majesty’s reign entitled, “... An Act for the further security of His Majesty’s Person and Government and the succession of the Crown in the Heirs of the late Princess Sophia being Protestants and for extinguishing the Hope of the Pretended Prince of Wales and his open and secret abettors ...” They also took and subscribed the Declaration mentioned in the Act of Parliament passed in the 25th year of the Reign of King Charles II, entitled, “... an Act for Preventing Dangers which may happen from the Popish Recusants ...” His Excellency likewise subscribed the said Oaths and Declaration and then administered to the members an oath for the due exception of their place as councillors. Among other proclamations voted on, was the retailing of spirituous liquors without a licence was approved and ordered to be published in the camp.

The Surveyors, Charles Morris and Indigo Bruce, laid out the town of Halifax in blocks of 320 feet by 120 feet. Each block contained 16 house lots which were 60 feet deep and had a 40 foot front. The streets were mostly 55 feet wide. There were almost a dozen streets at first, but more were added with the addition of the New England fishermen that came to replace the deserters.

When the surveyors finished with Halifax, they came over to the “second” settlement on Chebucto Harbour. This area would eventually be called Dartmouth, after the seaport of Dartmouth in England, where Cornwallis requested fishermen. This would conform to the Admiralty and the Board of Trade and Plantation’s

request to develop both a fishery year round and also to develop the potential for naval timber reservations.

When the surveyors finished at the “other town,” there were 11 blocks; 4 of these blocks had 18 building lots and the other 7 had 16 building lots. By this time the sawmill was complete and Major Gilman made himself available to continue his career in the military. Any timber produced by this mill was sent to Boston where it was sold to the contractors. From there it was resold to the suppliers for the new settlement at Nova Scotia at double the price. This was unknown to Cornwallis at first, but the truth would be revealed at a later date.

The military, or the regular soldiers, made the blockhouses safe and ready in case of an attack by the Indians. There were numerous rumors about expected attacks, but only one took place in the vicinity of the harbour at the end of September.

Cornwallis must have arbitrarily set August 1, 1749 as the day the settlers would leave the vessels and move into their drawn lots. The supply and store vessels remained in the area and would continue to stay until the victualling stores were finished, supposedly after one year. The first Tuesday in August for Halifax, and the first Wednesday in August for the other town which was later called Dartmouth.

In 1749 those who drew lots in Dartmouth included the following:

1749	Edward Barton	K-5 mariner/ship <i>Winchelsea</i>
1749	Dr. John Baxter	D-1 and D-2
1749	Samuel Blagdon or Blackden	E-5 ship <i>Winchelsea</i>
1749	Robert Brooks	C-12
1749	Chancey Brown	D-6
1749	Daniel Budgate	A-14
1749	William Carter	G-2
1749	Captain William Clapham	K-1 and K-2
1749	Mary Clark	D-8, D-9, and D-10
1749	Walter Clark	D-11
1749	Caret Cleason	G-16
1749	Henry Cleazer	C-5
1749	Jacob Conrad	H-11
1749	William Cooper	A-10
1749	George Creighton	D-15 and D-16
1749	John Crooks	E-1
1749	Iver Davidson	Fish lot, Dartmouth Cove
1749	Dennis Doran	C-15
1749	John Donevan	A-12
1749	John Downer	B-8
1749	John Dubois	A-17 and A-18
1749	Charles Germain	F-2
1749	Joseph Goseral	L-9

1749	Wendell Grott	L-9
1749	Thomas Gunnel	L-9
1749	John Hall	D-5 ship <i>Baltimore</i> /glazier
1749	William Hall & wife	E-13 ship <i>Winchelsea</i>
1749	Thomas Hardin	B-5
1749	Jacob Hartling	L-11
1749	Michael Hartling	L-10
1749	Urbanus Hasner	L-13
1749	Reuban Hemsley	C-13
1749	Kuna Haslingen	K-9
1749	John Hill	D-8 ship <i>Charleston</i> / husbandmen
1749	William Dixon	H-4 ship <i>Charleston</i> /carpenter
1749	John Hoppy	E-11
1749	Abraham Jansen	G-15
1749	Samual Jones	A-8
1749	Lawrence James	A-3
1749	Thomas Leak	E-16
1749	John Leisterbask	K-8
1749	Joseph Masque	C-3
1749	David McKay	E-3
1749	William Moore	B-9
1749	Abraham Mozar	C-2
1749	Ralph Nesham	B-3
1749	John Orton	F-6 ship <i>Alexander</i> /husbandmen
1749	John Ord	I-11 ship <i>Baltimore</i> /mariner
1749	James Owen	E-6
1749	Robert Parkinson	K-6 ship <i>Wilmington</i> /plasterer
1749	Edward Potter	B-7
1749	Bruin Rankin	B-10
1749	John Rheinhart	H-6
1749	Peter Rheinhart	H-7
1749	Thomas Rhuart	H-7
1749	Elezar Robinson	G-5
1749	George Rock	L-12
1749	Josiah Rogerson	A-2, A-15, A-16
1749	William Ross	C-11
1749	(name unknown) Ruddles	I-10
1749	Joseph Schofield	A-6
1749	William Scragg	E-4
1749	John SeabARRIER	H-13
1749	Albert Simon	C-4
1749	Jacob Spaddle	H-10

1749	John Spade	L-14
1749	Robert Sparks	E-8
1749	Mathew Staple	B-1
1749	Edward Stevens	D-12
1749	Thomas Stevens	C-9 ship <i>Alexander</i> /joiner
1749	William Stevens	C-10 ship <i>Merry Jacks</i> /smith
1749	William Stewart	A-13
1749	Henry Sweetland	F-3
1749	Phillip Traffan	K-10
1749	Wilrie Ublay	G-4
1749	Robert Vowles	D-4 ship <i>London</i> /carpenter
1749	Abraham Walker	C-6
1749	John White	A-4 ship <i>London</i> /mariner /quarter gunner
1749	John Williams	L-6 ship <i>Beaufort</i> /Smith
1749	George Winsel	L-3
1749	Thomas Wiseman	A-7
1749	James Wolfe	L-5
1749	Joseph Wolfe	L-5
1749	Adolph Witheral	B-11
1749	James Wright	F-7
1749	John Wooden with wife and family of 8 - from the ship <i>Everley</i> , joiner and carpenter, moved into the area, but it isn't listed where he settled. Later grants of land included, sale and exchange.	
1750	On September 10 Benjamin Green, Sr., surveyed and laid out what became known as Dartmouth Point. It contained about 10 acres of land. It was also where the first blockhouse was located to help provide protection for the two supply vessels anchored in the cove. It was also part of the fort system required to protect the settlers in the area.	
1750	Josiah Rogerson	A-3 and B-3
1750	Samual Starbuck	D-6 and D-11
1750	Samual Starbuck Jr.	D-6 and D-11
1754	Timothy Folger	D-6 and D-11
1754	Iver Davidson received a fish lot that ran 330 feet to the beach and along this for 264 feet. It was mostly the inner shoreline of what became Dartmouth Cove.	
1751	James Dodley	B-10 and E-3

When the Council was chosen for Halifax and Nova Scotia, one of the requirements was they had to own property. This property was given to them on the east side of the harbour. On July 20, 1751 10 acres were given to John Salisbury. This was on a road that went through the 5 acre lots in back of the water lots for the fishery. On July 12, 1751 10 acres were given to John Gorham.

In 1751 Thomas Bourn received lots D-13 and D-14. Also that year, William Manthorn received lot B-4.

In 1753 lots were granted to Daniel Brest, lot A-5. In 1752 John Eisenhauser received lot K-4, and Nathaniel Follett received lot E-4. He was a husbandmen that had arrived in 1749 onboard the ship *Beaufort*. In 1752 Joseph Gorham received a farm lot in the southeast passage area of Chebucto Harbour.

In 1753 William Howard received lot C-1. He was a carpenter that arrived in 1749 on the ship *London*.

In 1760 Joseph Scott received B-12 and B-13. He arrived on the ship *London* also, where he was the quartermaster.

In 1762 Michael Libbard was granted lot H-12.

The next important issue for Governor Cornwallis to confront was the situation regarding the presence of the French that remained in the province. On August 1, 1749 at a Council meeting, the French Deputies were called and the Declaration of Allegiance was read to them. These deputies asked whether if they had a mind to evacuate their lands, they would have leave to sell their lands and effects. His Excellency answered that by the Treaty of Utrecht, there was one year allowed them from the surrender of the province wherein the French inhabitants might have sold their effects, but at present, those that should choose to retire, rather than be true subjects of the King of England, could not be allowed to sell or carry off anything. The French Deputies then begged leave to return to their Departments and consult with the inhabitants, upon which they were warned that whoever should not have taken the Oath of Allegiance before the 15th to 20th of October, should forfeit all their possessions and rights in this province.

The Deputies then asked leave to visit the various French Governors to see what conditions might be offered to them. Cornwallis answered that whoever should leave this province without taking the Oath of Allegiance should immediately forfeit all their rights. With that, the Deputies left the area and nothing was actually resolved.

On August 13, 1749 Cornwallis informed the Council that the Engineer and Overseers were ready to point out to each settler his chosen lot. He desired their opinion whether these lots should be given tomorrow or whether the whole number of settlers ought not to be employed for a few days to throw a line of defence around the town. It was unanimously agreed that tomorrow morning when the settlers assemble, the Overseers propose to them to employ a few days to cast up a line of defence about the town, that afterwards they may set about building their houses in security and that every man should be paid.

When the town defence was considered adequate, the men engaged themselves in building their very primitive dwellings that were called homes. This was roughly constructed logs that were placed in the vertical position. The horizontal log cabins that were developed by the northern Europeans were not popular in North America until well after the American Revolution, between 1775 and 1782. The construction was flimsy and very hazardous to the health of those who lived in them. These outside vertical logs were not airtight and even with mud or spruce gum being wedged between the logs it couldn't stop the cold wind. Inside these cabins there was no ceiling and you could see the uprights and any boarding of the roof and pole

frames. When lumber became plentiful the ceilings were built with either rough planned boards or finished wainscotted lumber.

Those who could afford it would have glass window panes in framed sashes. Most time they used oily parched paper, during the warm weather. This would admit some light and also help to keep out insects. Door hinges were not yet available because there were few blacksmith shops and no scrap iron. The metal was used to make a variety of homemade tools and weapons. Leather straps were used for hinges to hold up the rough boards that were used for making doors. A wooden latch was used to open or shut the door.

The focal point of the house would be the fireplace. This at first was in the center of the house. Until fire bricks were available, people used field stone, mortar, clay, beach stones, and sometimes rough clay bricks were made by adding straw to the clay. A brick kiln was built on the Dartmouth side when clay deposits were found throughout the area. During the first year it was estimated that 30,000 bricks, kiln dried, were made available. The fireplace was used for cooking meals, providing warmth, and the only source of light during the long cold nights. Lamps and candles were rarely used, except for certain circumstances such as company that came to visit, or even to celebrate occasions. There were two openings to this fireplace. One for the kitchen and one for the so called, "living room." The rooms were walled off to avoid wasting heat, but during the long cold winter months both fireplaces were in constant use. This was only made possible by the abundance of firewood available. Wood cutters were always busy and easily available, especially when the fishing and farming season was inactive. The Public Works Program made demands on any free time because there was just so much to do. These people had to carve a civilization out of a threatening wilderness and the hostile unpredictable climate.

When time was available, they worked on the foundation of the house. This was a post or frame sitting on a pan of flat rocks, usually about 3 feet below the ground level. At a later date when the French and Indian Wars were over, proper basements or cellars were dug under the building.

The food supply over the winter would be kept in these, "root cellars." Barrels would be used to store salted and pickled fish or meat. The dry barrels would contain, flour, corn meal, apples, and a host of different wild berries and vegetables. Rum was used not only for consumption but, as a medium of exchange. It was also stored in the root cellar.

The roof was always pitched, never flat, because of the abundant snowfalls over the long winters. Even the small sheds, chicken coops, wagon barns, etc., required a proper pitch to avoid any build up of snow and ice. Rough boards were used for wall and ceiling cover on the inside of the house. These boards would be simply butted together but the more expensive houses of the, "well to do," used wainscotting or tongue and groove.

Shingles for the exterior were used when and where available for the roof and sides. Paint was not available until well after the American Revolution and white wash was the usual sole protection from the elements. From October to May these

pioneers would have to stay close to the fireplace, while indoors. When it was possible, the upstairs or attic was converted to bedrooms. This would avoid the cold draughts of the first floor level which was responsible for sickness, plagues, and deaths. The windows would be covered with frost and ice and storm doors and windows would be a much later innovation.

In the winter months it would be too cold to go out to the outhouse. There was no such thing as indoor plumbing so people used a device called a “chamber pot,” to serve this requirement. These chamber pots would be dumped in the outhouse until the outhouse would freeze over or flood over in heavy rain conditions. Often people would then dump the contents into a gutter, a ditch, or often in Halifax and Dartmouth, they would dump it on the harbour ice.

Every dwelling wanted their own well for their water supply, but most often this wasn't available. In most cases these would be a “community” water hole, or brook that would meet the needs of the people. If it froze over in winter, the people would melt ice and snow for their water needs. During heavy rain falls, the run off would get into these community wells and serious medical problems would occur. If diseases were contagious then it became an emergency.

Inside the house the beds were often straw pallets that would attract lice, fleas, ticks, and mice. These pallets were made with linen and wool being woven together to form “linsey-woolsey.” The wives and daughters soon became proficient in weaving their homemade clothing which was very essential if you couldn't afford to buy from the local merchant. By law, you weren't supposed to make anything because the Navigation Laws of 1733 outlawed any manufactured goods whatsoever. Everything had to be manufactured in England, then shipped out to the colonies. The merchants, who were merely agents of the large merchant firms in England, could charge as much as 300% profit on anything shipped over from England, or up from the New England colonies.

The administration would always ignore it when the settlers tried to foster a policy of self-reliance. The men began to learn and develop trades such as fishermen, farmers, woodcutters, tradesmen, wharfingers (wharf builders), bakers, candle makers, tinsmiths, blacksmiths, cordwainers, (boot makers), wheel and wagon wrights, etc., and most tried to build their own furniture over the inactive long winter months. Although hardwood and softwood was easily available the problem was lack of tools.

Toolmaking was a very complex activity and also there was a great scarcity of scrap metal. Buying tools was only possible by the wealthy class. The settlers had to abide by the law, but at the same time, such things as furniture was an absolute necessity. The law was not enforced, fortunately, and the crude tools that were made somehow served the purpose.

The tradesmen who came to Nova Scotia, such as, coppersmiths, boat wrights, shipbuilders, etc., brought tools with them. Almost all these tradesmen learned their trade from their father. It had been in the family for generations. Their tools would be handed down through the times and when replaced, they would serve a very specific function. Toolmaking was usually done at the local blacksmith shop or in the boatyard where the building trades were in constant operation.



Scrap iron would often find its way to the blacksmith shop or boatyard. When privateering became so successful, the metal pots and pans were so plentiful that it would be used in each household and replace the original. Every item for the household became very easy to replace because there would be so much of these items being auctioned off at the wharves. Such things as silverware and china dishware became easy to purchase also because the smugglers from New England were always available to fishermen and townsfolk alike.

When the prisoners of war were sent to Halifax and Dartmouth, they were allowed to work outside their prison walls on "parole." They would make a variety of tools or artifacts or furniture, then sell them. Furniture became inexpensive because of so much being for sale. This included heavy items such as wagons, wagon wheels, sleighs, ploughshares, farm equipment, etc., who could work at these trades, even in the winter.

The cordwainers or boot and shoe makers had to do all their own tanning of leather, curing of hides, and butchering of the animals. There were no tanneries until well after the American Revolution.

By far the most active settlers, or pioneers, were the women folk and their daughters. They actually ran small domestic factories mainly because they were expected to and nobody else would or could do this. Along with the cooking and preparation of meals, they prepared all the baked goods, preserves, and things like butter, cheese, starch, yeast, cider, spruce beer, apple butter, soap, and candles. Their tasks were endless and their work was never finished. They made all the clothes for the family, and thanks to the successful privateers who captured numerous vessels with cargoes of bolted cloth, etc., the women could make a variety of clothes for all the family.

In the summertime the women tended the vegetable garden, nursed the livestock and her family members when ill. The medicine was almost always homemade and every community had a midwife and someone who was knowledgeable in homemade medicine.

In between time, the women would weave the flax plants and wool then bleach the cloth and dye it. Before this, the flax fibre and wool had to be carded and cleaned before the spinning wheel operation. By sheer endurance and know how, these homespun clothes were made and in constant use.

The men wore the linsey-woolsey shirts and long trousers. On Sunday they would wear shirts with the ruffed collars and cuffs. The women wore woolseys and petticoats, aprons and a loose jacket. The wealthy class women wore dresses with stays, corsets made of whale bone. These would be imported at great expense. Most of the people didn't wear shoes in summer months except on Sunday while at church. The women didn't wear hats or caps usually and they spent time fixing their hair into a type of crown on the top.

On Sunday, the women dressed in silk and calicos, with long ruffles. Again thanks to so many successful privateers, the women attending church or public meetings had their fans. This included all females from kitchen maid to the mistress. The women of Halifax and Dartmouth were eventually as well dressed as those in New England or Europe.

Smuggling, very soon, became a natural way of life for all these pioneers and if you needed anything at all, it could be had. Smuggling liquor, usually rum, became so plentiful that on August 28, 1749 Cornwallis ordered a proclamation to be published against such as sellers of retail spirituous liquors without a licence, and that a penalty be added for each offence to be paid to the informers. Also the retailers of liquor sales not to entertain any company after nine at night. It took only a short time for the administration to learn that the "Yankee fishermen" neglected, on purpose, to report all their catch, and that lumber mills would be quickly set up or dismantled when and where it was profitable. The New England fishermen knew every cove, river mouth, and beach for fish flakes to dry their catch.

The barter system was the answer to the scarcity of money and so the monopoly of the merchants in England was sneered at by the so called, "newlanders."

The most serious threat to the new colony was not the French and Indian problem, it was health. Sickness and epidemics were always present due mainly to the lack of awareness on how to avoid this problem. Soap was scarce and therefore there was little bathing. This created problems like the "itch." People would often concoct homemade remedies of salves and liquids from a combination of salts, roots, bark, grass, etc. It may have helped to some extent, but generally speaking, there was no substitute for bathing and clean clothes.

The fleas and lice were rampant because they inhabited every part of the home, clothes and furniture, if any. Infections left scars and permanent disfigurement. The lack of a proper diet during the winter months brought about scurvy. The only known way to avoid this was to have people collect a variety of herbs and roots to make a homemade brew with spring water or wine, or even spruce beer that was required for the soldiers to take. The fishermen and families, if any, used cod liver oil.

The night air was considered bad for the health, except during very warm days and nights in summer. The rest of the year the house was shut as tight as possible. For young ladies it was the practice to avoid sunshine. They were usually pallid and pale and were susceptible to consumption. Unsanitary conditions created child bed fever or puerperal fever and the population was almost held in check. The women living on small farms, outside the stockade were able to raise the large families needed to operate the farm and this was because of their contact with the outdoors and a better diet of home grown food and preserves.

The most pressing problem for the men and boys was the easy availability of rum. On the average, Halifax distilled about 90,000 gallons per year. It was found everywhere. Each household had a good supply because wages were paid in rum, and goods and services were "traded" in kind, or in rum. Money was scarce, but every merchant whose business was usually at the head of a wharf, would offer a mug of free rum to every customer. A large cask, or tun, was placed in the middle of the storehouse and every customer was allowed to help themselves. It became the vice of the age and soon the population became addicted to this, what is called now as, alcoholism. During the long dreary winter months the garrison, fishermen, and tradesmen would drink themselves insensible to avoid the cold, boredom, and general all round activity. Church groups offered an alternative and those who

refused to work were forced to go to the “poor house.” This poor house would be filled in winter, but empty in the summer, except for the orphans.

Governor Cornwallis called for his weekly meetings onboard the *Beaufort*, regardless of the difficulties in carving a civilization out of a new wilderness. On July 17, 1749 William Steele was appointed a seat in council and sworn in. Settlers were forbidden to leave the province without permission. Another law enacted was against anyone who would sell liquor, without a licence would forfeit his supply and be punished as the council might direct.

On July 18 Cornwallis appointed John Brewse, Robert Ewer, John Collier, and John Duport as Justices of the Peace for the township of Halifax. On August 7, 1749 a proclamation was issued by Governor Cornwallis. It confirmed his orders from the Board regarding allotments in the town, now called Halifax. This was for Tuesday, August 18 and all the heads of families that are settlers were required to assemble at seven o'clock in the morning with their overseers. The single men were to form themselves into families, four to a family. Each family to choose one to draw a lot for them. The plan was then sent to the Duke of Bedford. On Wednesday, the first Wednesday in August, was celebrated as Natal Day in Dartmouth until the 1980's. Those who drew lots in Dartmouth would have come over the next day with the Surveyor to confirm and register their lots. A blockhouse would have to be built as per instructions from the Board. The sawmill, under the supervision of Ezekiel Gillman was under way, but as to how many boards for the two settlements at Chebucto Harbour were ever produced, is a total mystery. Governor Cornwallis complained to the Board that he never saw any finished lumber from this mill and he was required to pay very high prices from the contractors and special interest merchants in Boston. This was a way of doing business but it was not accepted by Cornwallis. His private staff, or councillors, were quite the opposite.

There were a total of 18 licences to sell liquors issued by the Government between July and December. A tax of one guinea a month for the use of the poor was paid by these licences. Another motion passed by the council in August was to have the settlers cast up a line of defence around the town. They were to be paid one shilling and six pence per day until the completion.

On August 30 two more ships arrived from Liverpool, England with 116 new settlers. Two more streets were added to the surveyed lots for the new arrivals. By the end of August the total victualled was 1,574.

On August 31, 1749 a mariner called Peter Cartel was convicted of murder of a “boatswains” mate and was sentenced to be hanged on September 2 of 1749. The following week the deputies from the French districts appeared before Council with a letter of address signed by 1,000 people. They said they were resolved to withdraw from the country if, “His Majesty has annulled our oath which we took to General Phillips ...” Cornwallis had to point out that by the terms of the Treaty of Utrecht, those who stayed in the country became at once, subjects of the King of Great Britain. Even the King of France declared that in that treaty, all French who should remain in these provinces should be subjects of His Majesty. It would be contrary to common sense to suppose that one could dwell in a province and possess houses and land there, without being subjects of the sovereign of the province.

Cornwallis also asked the deputies to send 50 men here within 10 days to help the poor in building their houses. They were to be paid in cash and receive the King's rations.

The other major problem for the settlers was the unpredictable behaviour of the Indians. They were being led by a priest called Le Loutre, who, acting with knowledge of the clergy in Quebec, began to organize a series of Indian attacks on the British settlements at Canso and in the Bay of Fundy region.

On Saturday, September 30 these Mic Mac Indians attacked six English men at the sawmill in what would later be called the town of Dartmouth. The English were without weapons as they were cutting trees for the sawmill. Four of these men were killed, one taken prisoner, and the other escaped. The consequences were that they decided not to declare war on the Indians, but to consider them as, "banditti ruffians." Later, the policy was to offer rewards for Indian prisoners and for Indian scalps. Major Gillman was to raise another company of 100 men and Captain William Clapham, with a company of volunteers, then search the entire area around Chebucto Bay. Gillman went to Piscataqua in New Hampshire to enlist his company of 100 men and he was to return by December.

By the third week of October there were 300 houses covered in the town, with two blockhouses or forts, and a barricade of logs around the town. There were 30 French inhabitants who came for employment, and when they finished the houses, they cut a road from the head of Bedford Basin to the new town.

By the month of December the settlers were well acquainted with Nova Scotia winters. The fevers began to take their toll to such an extent that on December 27 a proclamation was issued stating that all housekeepers were ordered to notify deaths within 24 hours to one of the clergymen, under pain of fine or imprisonment. Persons refusing to attend a corpse to the grave, when ordered by Justice of the Peace, to be sent to prison. Vernon, the carpenter, was ordered to mark the initial letters of the deceased upon his coffin.

## 1750

Correspondence continued between Governor Cornwallis and the Board of Trade and Plantations. The reality of his Council members and their true loyalties began to "rise to the surface," and this caused undue stress on Cornwallis. He was obviously a man with a "social conscience," and there is no evidence of him ever compromising on his personal integrity.

On July 10, 1750 he informed the Lords of Trade and Plantations that the sawmill has hither to been rendered ineffectual partly by the Indians and also by Mr. Gilman's poor management "... I have sold the sawmill to Mr. Clapham, and hope at last to reap some benefit from it, but by no means to answer the demands there will be for some time for these boards and planks etc ... nobody here has begun to make the clapboards or shingles. He further mentioned that the "Kings Yard," which would be the Dockyard, will be ready to receive them ... 30,000 bricks have been (made), burnt, that have proved to be very good ... the search for limestone continues ... The Germans, French Protestants and 300 English of the better sort, that your Lordships propose to send to this colony, during the summer, will be a very valuable acquisition to the colony ..."

On July 16 in a letter from Boston, written by Hugh Davidson, mentioned that Governor Cornwallis had reduced the two companies of Clapham and Gilman. This was passed on to London in a dispatch on July 26. He also mentioned a serious problem with the French and the priest Le Loutre, and the MicMac Indians ... This caused the Alderney settlers and others to stay in the Chebucto Harbour area. The Chignecto area (which he hoped to settle) would have to wait because the Alderney arrived so late, with 353 settlers and this distressed Cornwallis. He reported, "...their coming so late distresses me much. But I shall do everything in my power to make them as easy as possible, and useful to the settlement ..."

This report verified a similar report from Hugh Davidson to the Board on June 16, 1750. He stated, "... when I left Halifax there were 3,000 quintals of the best fish curred and ready for exportation, ..." they expect to have this season about 20,000 quintals. The month of May the fish were as good quality as the Marblehead (Mass.) fish caught in May—upon the most moderate computation it is said that £1000 sterling of clear gain will return to England this year from the Halifax fishery ..."

In a letter from Cornwallis to the Earl of Halifax on August 31 he stated, "... The *Alderney* did not arrive until August 24 which will make it impractical to set them down at Chignecto this year, now I hear on the first of September two more vessels are to come."

It would appear obvious that the fishermen and families from Dartmouth, England, onboard the *Alderney* would establish that fishery on the east side of Halifax harbour. For many generations the fishermen from Dartmouth, England would have their seasonal fishing on the coast of North America. They would arrive in the spring, by escort of the Royal Navy, then return in the fall season, also by escort. The west part of England had several towns and communities that carried the fishery year round. They were also efficient in maintaining the various fishing vessels required for their profession. The other outports, such as the Minis Basin area, had been in charge of Captain Barelo who had raised his company of 100 men at Halifax ... This was the result of Cornwallis having reduced the two companies of Clapham and Gilman.

One of the worst problems for the area was the selling of rum, legal or otherwise. Cornwallis complained to the Board in a letter of September 16, 1750 ... "The publicans, numerous as they are, pay one Guinea per month for licences. Thirty are now licenced before not so many who pay a Guinea per month, this is paid into the hands of Mr. Nesbitt, the Clerk of the General Court, and distributed by the Clergymen of the Parish to objects of charity ... This is done by the approbation of the Governor and Council ... Also it was necessary to issue bread instead of flower (flour). How could the settlers bake this with so few ovens ..."

On September 22 Cornwallis sent an account to the Board. This account was of medicines paid to several surgeons, apothecaries and their mates in the service of the government. This amounted to £896:7:6½. This was excepting £12:10:0 which was part of a sum paid to Mrs. Medlicot, the midwife.

In another report on September 22 he stated, "... I am honored with your Lordship by the arrival of the ship *Ann*. It is absolutely impossible to send the

Germans to the other side of the Province so late in the season. It would be attended with infinite danger at a very great charge. Nor can they be sent without provisions sufficient for the winter, and there are not in the stores one month of provisions for this settlement alone. (The three month provisions have not yet arrived . . . I shall do everything in my power to make them as easy as possible for this winter ...”

On September 22 one hundred dollars was paid to Captain Spurrier who was the Captain of the “Ann.”

On September 30 Cornwallis requested from the Board a naval force to be stationed at Chebucto Harbour for the defence of the Province. Chauncy Townsend contracted for 3,000 settlers. The previous year, 1749 there were 15,000 people being victualled for six months.

On November 27 Cornwallis reported to the Board, that Captain Roux captured a French brigantine loaded with supplies for the Indians in the St. John River area. He further stated that the fortifying and security of George’s Island has been his care this year. It is heavy work, and “...I now have seven pieces (cannon) of 32–pounders mounted ... I am carrying a work around of palisades to prevent an enemy possessing it ...”

“The settlers this year, I have disposed of in the best manner I could for this winter. Many Germans were sickly and many were dead ... they were in general, old miserable wretches who complained about their passage and not being paid as the Swiss were ... Your Lordships must settle with Mr. Dick ... I have employed them in the public works and they are to work their passage...”

“The Swiss that came over are in general, good, industrious people ... I sent a dozen of them to Pisiquid to see the country and it is very fine. They returned well pleased and I hope, have made a good report to their families ... the more of them we have the better ... I have great hopes of having people from the west of England next year for the fishery ... Mr. Holsworth of Dartmouth, England, sent people here this year. They have cleared ground to begin the Fishery next year.”

At a council meeting in January, officers were appointed for the militia and to order guards in case of surprise attacks. Anxiety was expressed about the store ship “Duke of Bedford,” lying at anchor in Dartmouth Cove may become froze in. On January 10 the governor ordered all settlers between 16 and 60 to be formed into companies of militia of 60–70 men each. A captain and two lieutenants for each company was then appointed. A militia guard of one officer and 30 men were to assemble every evening, “at sunset upon the gun, firing with arms and to keep guard until sunrise.”

Every company was to exercise for one hour on Sunday morning before church services. The other proclamation stated that whatever person or persons shall be convicted of stealing or destroying oxen, cows, sheep, goats, hogs, or fowl, shall be punished according to the utmost rigor of the laws of England.

On February 2, 1750 Cornwallis read a report to the council from the captain of the port. There was a necessity of the “Duke of Bedford” store ship, to anchor in Dartmouth Cove because her cables and anchors were not in good enough condition to ride in the harbour. One of the armed sloops was sent to anchor next to the store

ship. Both vessels were well armed and manned and within gun shot of the fort at the sawmill. The port captain investigated and reported the ice was broken everyday around these vessels and they were perfectly safe from attack. For the next few months, Cornwallis directed his attention to military affairs throughout the province. His report to the Board in the previous October stated, the source of the trouble here was from the French. He wrote that with two more Regiments, he would make Nova Scotia, "... His Majesty's to all intents and purposes great and more flourishing than any part of North America ... You are in possession of a valuable treasure, that nothing but superior force can take from you ..."

The main concern of the Board by now, was the expense of the colony. On one hand, the Board promised to send more foreign Protestants, but then they also urged economy because the grant of Parliament had been exceeded. The board suggested a reduction in the number of paid surgeons and apothecaries, and the dismissal of an officer at the sawmill. They also questioned the heavy expense for rum and molasses. There were things that Governor Cornwallis couldn't be held responsible for, such as, when Captain Gorham brought in two schooners that were hired by Governor Shirley, but were under the direction of the man-of-war stationed upon the coast. These were expensive, along with the whale boats. Cornwallis asked the Board to refer to Governor Shirley for further particulars. This man-of-war was necessary for the protection of the fishing schooners that left for the Grand Banks in March.

The total number of militia was about 840 men. The other needs of the new colony began to slowly be fulfilled, such as, having a frame put up for a hospital. The sick on the hospital ship never exceeded the total of 25 at one time. A school house for orphaned children was built and they would be cared for until they were fit to be apprenticed to fishermen. The frame of the church was soon expected from New England. The plan was the same as that of Marybone or Marylebone Chapel in England.

With this general prosperity came other problems. The most urgent problem was the number of houses that sell spirituous liquors without licence. The Grand Jury counted 40 such houses. Suggestions offered, were to pay informers, impose heavy fines, and also a corporal punishment be inflicted on the retailers. This would be, as a first offence, made to sit in the pillory or stocks for one hour. The second offence was to receive 20 lashes. Another resolution was that no tavern whatever shall entertain company or sell spirits on Sundays. The penalty for this offence to be the same as above.

The next urgent business for the new colony was to build wharves. By now there were more merchant and fishing vessels coming and going, but also, a Court of Vice Admiralty was established. To accommodate the marine affairs of the new colony the council held a discussion on building wharves. It was resolved that it would benefit the settlement to build wharves under the following conditions: (1) The wharfage rate be regulated by Governor and Council; (2) Those who build wharves, to follow the regulations of the Governor and Council; (3) The King's Right is always reserved to do where it shall be judged proper and reasonable satisfaction to be made to the owners of private wharves for the charges they made; (4) No person build storehouses upon wharves in front of the town; (5) No person to build a wharf or key without permission of the Governor or Commander in Chief.

The Court of Vice Admiralty could now adjudicate their trials on a proper legal basis. Edward Howe was appointed Judge and Benjamin Green Sr. was appointed Surrogate Judge of this court. Their first case had been heard on October 5, 1749. This was between a mariner and the captain of the ship, *Baltimore*. The case had to be held in the unfinished home of Benjamin Green Sr. The court costs were £3:9:0.

The second case was against the contraband goods coming into Halifax harbour from Louisburg. The Marshall of the Court, William Clapham for this port, seized the schooner *Sea Flower*. A total of 57 casks of claret (wine) were seized and a copy of the Warrant was affixed to the main mast. The 57 casks were first forfeited to the Crown, then sold at public auction. The vessel *Sea Flower* was also sold at public auction, but it was anchored out in the harbour. All the vessel's tackle, apparel, furniture and appurtances and cargo were sold, but there wasn't any wharf available. Only a few people could examine the goods because they couldn't get out to where it was anchored.

On November 30 the auction took place and Robert Perth bid for 19 hogs of wine, Major Little got 19 hogs of wine, and Joseph Fairbanks got 19 hogs of wine. The schooner and appurtances were sold to a merchant, John Webb for £96 sterling. The judge ordered the following distribution: one-third part, £102, to the informer; one-third part, £102, to the Governor; one-third part, £102, for the use of His Majesty, out of which charges were divided to advocate fees, £12. The Warrant of Appraisement to the Judge, £3; the Registrar, £6 condemnation fees, (5%) or £15; Poundage, £15; marshals account, £20. The three appraisers each got £20 and that left a total of £47 for His Majesty.

The third case in 1749 was for wages. Between December 1749 and March of 1750 the schooner *Sea Flower*, was arrested twice or seized for illicit cargo. Charges were also brought against the sloop *London* and its cargo. There was a trial held onboard the *Prince Edward*. Then a case of seizure against the brig, *St. Francis*.

Another collision case followed by another seizure and once again, the schooner *Sea Flower*, was on trial. All the trials were not on contraband goods as there was a collision and charges of damages between the captain of the schooner *Dolphin*, and the ship *Baltimore*. Jonathan Cook, the master of the *Dolphin*, sued for £50 damage. The *Dolphin* was safely anchored in the harbour when he was ordered by the Port Captain to remove his vessel. There was very little wind when he weighed anchor and then the mainsail collided with the *Baltimore*. This prevented the schooner from continuing on a fishing voyage. Cook then sued the ship *Baltimore* for the sum of £50.

At the trial, held in February of 1750 a witness, Charles King, said that they had offered a tow rope to the *Dolphin* before the collision. He also said he saw a man on the bowsprit of the *Baltimore* cut the mainsail of the schooner and that the mainsail was ripped before the man cut the sail, which rip he supposed to be in the seam of the sail. Another witness said the *Baltimore* bowsprit went through the mainsail. "... we begged the men of the *Baltimore* not to cut, and that one of the men aboard the *Baltimore* said that if he did not cut it, he would heave him overboard. Then this same person cut the mainsail with the help of another man."



The court then asked the witness whether the *Baltimore*'s men did not call out that this was a King's ship, and if they came onboard they would be cut to pieces. The court was then told that they said they were a King's ship and a hospital ship and to keep off. When we tried to go aboard they said they would cut the sail to pieces. The court then asked if any "warp" was carried out. This is to move a vessel into another position by hauling upon a rope or a hawser that would be attached to posts of a wharf.

Another question was if the harbour was clogged with ice. Benjamin Green then ordered a panel of 5 men to go aboard the *Dolphin* to examine and report on their evaluation. This report was submitted to the court and the ruling was for the defendant, Ephrain Cook, of the *Baltimore*, to pay the plaintiff of the *Dolphin*, £6:15:0 damages and also the defendant to pay court costs.

The defendant demanded an appeal. This was granted upon the condition that within 14 days he give bond to the value of £300 sterling to abide by the judgements, and pay treble costs to the plaintiff if the judgement be affirmed.

The Board sent a report to Cornwallis on April 23, 1750. They said that they received a letter from a Mr. Oxenford and Company to enter into a contract for transporting persons to Nova Scotia. A Mr. Heyleiger, the person mentioned by Oxenford, proposes to transport settlers and victual them for 5 guineas per head. He proposes each of the 300 persons shall be allowed 1½ tons of shipping in his vessel the *Alderney*. This was lately brought from the Government. It weighs 504 tons, it is a commodious airy ship, 6 feet between decks. He would victual them with good and sound provisions during their passage, according to the 7 weekly accounts, annexed, and transport them as cheaply as any person whatsoever and he is ready to receive them onboard at Gravesend in one month. He hopes, as he has shipped about 15,000 foreign Protestants to His Majesty's Plantations within 18 years, he may have the preference and has actually 3 ships employed in that service, but also is able to procure any number of them shall be wanted from Germany for Nova Scotia or any other of His Majesty's colonies. He now has a ship loading with Paletines in the river for America, part of which if desired may be sent to Nova Scotia, as well as near 1,000 more coming down the Rhine River.

His report also stated that the *Alderney* had been lately, one of His Majesty's 20-gun ships. Ventilation equipment was installed for the convenience of the crew and passengers. His list of victualling requirements for 7 days, for 300 men was as follows: Biscuits in pounds, 2,100; Beer, about 131 gallons or Brandy of ½ pint equal to 1 gallon of beer; Beef, 150 in 4 pound pieces; Flour, 600 pounds; Pork, 300 pounds in 2 pound pieces; Peas, 9 bushels and 3 gallons; Oatmeal, 112½ gallons; Butter, 112½ and cheese, 225 pounds.

Governor Cornwallis sent a report to the Board that he has established a court system similar to that of the colony of Virginia, as opposed to the system in Massachusetts. In January all the French workers left the town. Fear of an Indian attack was the cause of this. A Mr. Le Corne has made the inhabitants of Chignecto take the Oath of Allegiance to the King of France. The priest, Le Loutre, visited the French at Cobequid, accompanied by savages at the church door, in the presence of 2 priests he forbid any inhabitants to pass the Shubenacaia River on pain of death.

This prevented the Deputies or elected members of the French community to come to Halifax to make peace or swear allegiance to England. Le Loutre also made prisoners of the “couriers.”

He further stated that he has made no distribution of land yet “... I will distribute land on the peninsula in small lots for gardens and meadow grounds ... there isn’t more than 300 acres. The town and suburbs stand on 800 acres and there must be a common (land trust) of at least 150 acres . . . I believe the settlement on the opposite side of the harbour would be preferable to one at a distance. It would greatly add to the defence and strength of the harbour. The situation would be good especially for the Fishery. It would be under the eye of government, easily helped, easily supplied and protected. While there is any danger from Indians, the more compact we are the better . . .”

The next report sent to the Board on March 19, 1750 stated that, “Cornwallis was informed in a letter from Boston that a great number of Indians, joined by 600 French, were to make an expedition against Chebucto Harbour ...”

On March 5 a letter was written to Cornwallis from Mr. Hugh Davidson, the Secretary of Nova Scotia, in London at Spring Garden. This letter was written by the direction of the Board, or the Lords Commissioners for Trade and Plantations. There were several complaints about various accounts. One of these complaints stated, “...the important article of the sawmill you have never thought proper to mention and the “Board” thinks they have greater reason to complain of Mr. Gilman, for if he had performed his agreement, the expense of Boards from New England could never have rose to what it has. And as a friend I advise you to be more full in your letter for the future.”

On April 30 Cornwallis explained to the Board his reason for the so called high expense. Referring to the sawmill he said, “we never had one board from it. It has been my constant plague from the beginning—thirty men have been constantly kept there since the affair of the Indians. Gilman has behaved so ill that I shall entirely dismiss him all service. He has taken up in New England without orders from me. I had laid in a quantity of lumber in the King’s yard this spring season at a reasonable price.”

Robert Curtis shipped himself onboard the *Alderney* on May 30. This was for him to proceed from London to Nova Scotia and thence to Virginia and thence back to London again at the rate of 25 shillings per month. He was ill onboard the *Alderney*. He then entered himself onboard H.M.S. *America* on the 11th instant, and declares that there is due to him the sum of £4:7:6. The said master refuses to pay. John Owen shipped himself onboard the *Alderney* to proceed on the same voyage, at the same monthly pay, but by means of ill treatment he also entered onboard the H.M.S. *America*. There is due to him the sum of £3:0:15 which he says the master refuses to pay. The said, Thomas Phillips, shipped himself onboard the *Alderney* on the same voyage on May 23 at the same monthly pay of 25 shillings per month, but by means of ill treatment he also left the *Alderney* and entered himself onboard the H.M.S. *America*, on the 17th instant. He demanded £5 sterling but the master refuses to pay.

On July 6 John Kinselagh wrote a letter to the Right Honourable Lords Commissioners for Trade and Plantations from Plymouth, England, onboard the *Alderney*. The ship left London, after getting a number of Swiss and Germans in Rotterdam. Passengers were from Dartmouth, England, mainly for the Fishery, and the two groups were heading for Nova Scotia.

The letter says, "... My Lords, I beg leave to acquaint your Lordships that finding the winds like to hold contrary and our having expended good provisions and water, I thought it advisable for us to come in here yesterday to recruit, which we have done by filling all our water and the buying of bread, beef and beer, with some other necessaries for the ship to the amount of £60 or thereabouts for which sum the captain has drawn on his owner, but having no letter of credit, people did not care to supply the money without I endorsed the bills. I hope your Lordship's will be so good as to order Mr. Kilby's to pay the grocery bill in case Mr. Hyleger refuses and deduct it out of his last payment.

... We are now all ready and shall embrace the first opportunity. We have buried one Swiss woman who died by her husband's side in the night. Unknown to him she was subject to fits.

... Several complained of different disorders, chiefly women and children but mostly occasioned by seasick men. I am very sorry to say we have several troublesome people onboard who occasion divisions disputes amongst the settlers in so much that they have come to blows, which we have been obliged to suppress by putting those we found the greatest offenders in irons, the particulars of which I am loath to trouble your Lordship's but shall acquaint Governor Cornwallis with the whole being very much indisposed as she says.

... He desires to go on shore, which I have the readily complied (with) as they are both very troublesome people, expecting more attendance and respect then is reasonable. He abused Dr. Baxter three days ago in the heaving of all the cabin passengers and myself, without any Provocations, for he only laughed at an Expression of the Contempt which was asking her husband why he did not demand respect equal to his title.

I humbly beg leave to mention to your Lordships that I do think him a very unfit person for a new colony that is so near to a declared enemy whose service he has been and by all appearance would be glad to serve if a convenient opportunity should offer."

I am with great submission  
My Lords your Lordships  
Most Obedient and Most Humble  
Servant

The Rt. Honorable the Lords  
Commissioners for Trade and Plantations."

J. M. O. Kinselagh

On July 10 Cornwallis wrote to the Duke of Bedford who was in charge of the Board. He said that he proposed to the Board to have another settlement directly opposite to this on the other side of the harbour.

“There are many necessary works carried on here ... I have begun to clear George’s Island. I propose to have some Blockhouses upon it and a good Battery ... The sawmill has hitherto been rendered ineffectual partly by the Indians, partly by Mr. Gilman’s bad management. I have left it to one Mr. Clapham and hope at last to reap some benefit from it, but by no means to answer the demands there will be for some time for Boards, Planks, etc. Nobody here has begun to make clapboards or shingles.

“I know that great quantities of lumber and other materials were made away with in winter, notwithstanding every precaution that could be taken and till lately the King’s yard was ready to receive them, it could not be expected that any storekeeper could be accountable for them. There are 30,000 bricks made but we desperately need lime stone—a merchant has been engaged to furnish this ...

The Germans, French Protestants and 300 English of the better sort that your Lordship’s proposes to send this summer will be a valuable acquisition to the colony. Halifax increases in number of houses and settlers every day ... The Fishery now has 10,000 quintals ready for exportation ...”

The fishery was in the process of being developed from the very beginning. In an extract of a letter from Nova Scotia, dated at Halifax, on August 21, 1749 from a London magazine stated the following, “... as to this town, there is not its fellow in the world, for a man may catch as much fish in two hours as will serve 6 or 7 people for a whole week, such as cod, halibut, turbot, salmon, skait, haddock, herrings, mackerel, smelts and lobsters, and they lie as thick as stones in cheap side, so that Billingsgate is but a fish stall in comparison of it: and as to fruit, we have plenty of limes, peaches, apricots, raspberries, and strawberries, all wild. We have good rum at 3 shillings per gallon, and red and white port at a shilling a bottle; but there is one thing wanting, which is a pot of good London porter or purl.”

This optimism for the future of the colony was enough to make the settlers overlook the fact that when a shipment of shoes were brought to Halifax, most of the settlers paid in work for their issue of these badly needed articles.

In a letter from Hugh Davidson, the Secretary to Governor Cornwallis, to Viscount Dupplin on June 10, 1750 he mentioned that, “... a common thing here is for people to lay out all their money for land, only to sell it later. When I left Halifax there were 3,000 quintal of the best fish cured and ready for exportation, they expect to have 20,000 this season, (they say £10,000 sterling clear gain will return to England this year from the Halifax fishery)...”

On August 24 the *Alderney* entered Halifax harbour. Governor Cornwallis immediately called the Council to meet and discuss where to place them. The Council was to consider the most proper way of disposing the 353 settlers that were on the *Alderney*. Several places were proposed, La Have, Merlegish, the Northwest River, the head of the bay (Bedford Basin), the sawmill or the other side of the harbour against George’s Island. The latter would in all circumstances considered be most proper, and Captain Morris the Surveyor, who was sent for and examined said the land there was extremely good.

The Council was aware of great difficulties in settling them at any distant place, especially so late in the season. It seemed to Council that the opposite side of the

harbour, over against George's Island would in all circumstances be considered most proper. This would be a great encouragement to fishermen to establish themselves on that side which they have always represented as but for that purpose.

It was resolved that the surveyor be directed to survey that side and report their opinions as soon as possible, as to the most proper spot for the town ...

It would only seem natural that the choice could only be in what is now Dartmouth Cove, near the sawmill. This is because there was at least one blockhouse there, manned by 30 men and the protection problem was upper most in the minds of the Council. This concern was reinforced on August 29 1750 at the Court of Vice Admiralty. This was the condemnation of the sloop *London*, for illicit trade. Otis Little was the Advocate General for His Majesty. The master of H.M. Sloop, *Fryac*, was Edward Le Cras. He informed the court that on August 8, 1750 he seized and took possession of the sloop *London*, burthen about 60 tons, near the harbour called "Ramsheck."

It had a cargo of trade items and 100 pieces of French and Spanish silver coins. Included in the trade items were gun powder, lead bullets and shot, hooks, sythes, and axes. The vessel is not the property of any of His Majesty's subjects nor her master, nor three fourths of the crew. The vessel was concerned with carrying a clandestine and illicit trade from Quebec, or New France, imported from thence into the said province of Nova Scotia to supply His Majesty's Indian enemies, contrary to the statute and to the solemn treaties of peace and commerce subsisting between His Majesty and the French King.

William Clapham, marshal, then posted a written advertisement in different public places of Halifax and on the mast of the sloop. The proclamation was for any person who had a claim against the sloop *London*, to appear and claim the same. The court then ordered the defendant Jacque Julian to give Bond with Surety of £30 sterling, to answer and pay the court charges upon his defending the cause, in case the sloop should be condemned.

On August 29 the court met again. Captain Mauger, at the request of the claimer was sworn to interpret the court. On August 30 the court made a proclamation of a letter from Monsieur Le Loutre to the French Intendant, Monsieur Bigot. This was shown to the master of the sloop, *London*, to identify. It was the same and it was delivered to him by Le Loutre and it was to be carried to Bigot. He also agreed to the invoice of the goods that were seized. Also there were English deserters onboard. Those goods were to be sent to Le Loutre and his Indian allies as presents. It was then revealed that the Indians who have been on the Road to Chebucto have taken letters from the English, who had written to people in Minis and as far as Annapolis Royal. Bigot was informed also that the English are resolved and actually preparing to make a settlement at Chignecto. The outcome of this trial was that Cornwallis could not send people to Chignecto this year. A state of undeclared war now at hand.

The Court ruling was that the vessel and cargo be forfeited and condemned and sold by the marshal on the public parade in Halifax. This would go to the highest bidder. The money would be divided after court charges, one third to His Majesty, his heirs and successors to be placed in the hands of the Governor. Another one—

third to Governor Cornwallis and the remaining one-third to Captain Le Cras, master of the sloop H.M.S. *Tryal* for being the seizer of the sloop, *London*. The captain was expected to share his one-third with the crew.

On September 2 Cornwallis acquainted the Council that 300 Germans had arrived on the ship, *Ann*. The Council was pleased to have the exorbitant price of labor now reduced. Besides rum and beer the artificers were paid more than labourers, to be used for the King's Works to pay their costs of victualling and freight. They were to be victualled at government expense.

On September 8 the value of the sloop was placed at over £118 sterling. It was sold to Joshua Mauger at the highest bid of £175. Ephraim Cook paid £17 for the merchandise or cargo of the vessel.

On September 11 the Council recommended discontinuing provisions, except for those who lately arrived.

On September 15 Benjamin Green Sr., held a litigation for salvage. Michael Bowden, master of the schooner *Night Hawk*, 60 tons, and John Patten, master of the schooner, *Salisbury*, 60 tons, both sailed out of Marblehead, in New England. They were on a fishing voyage on the Bankquero on August 31 when they met with a large French ship, *Judith*, which was in distress. It had lost her bowsprit, foremast, topmast sails and rigging, carried away was the rudder and so it became exposed to the violence and rage of the weather. The captain of the *Judith* applied to Bowden and Patten for relief with the promise of any apparel, tackle, furniture or lading they could save and secure for themselves, provided they would take onboard the captain and crew and bring them to the port of Canso. The complainants took them onboard and proceeded to save as much of the said vessels' gear and cargo as, "lay in their power." When they landed, the French commander forbid their further proceeding. Also the French drilled auger holes in the bottom of the *Judith*, which caused it to sink. Also they proceeded to have it blown up. The cargo that floated away included 10 casks of brandy, 4 casks of vinegar, and 4 casks of butter. These were picked up and then brought to Halifax. At a public auction the goods were sold under the direction of marshall William Clapham. The total received was £310:19:8. Benjamin Green Sr. was allowed £28 for court costs.

On September 16 Cornwallis complained about a Mr. Hugh Davidson, Secretary of the Province. A committee was then appointed to examine his accounts. The committee consisted of Benjamin Green, John Salisbury, and William Steele. Another major concern for Cornwallis, as he informed London as being the most serious problem of them all, was the "want of dollars." The merchants in Boston refused to send any and nobody would purchase the "Bills" that were sent by Parliament in England. The Bills were not honoured at par value by neither the Boston merchants or the Halifax merchants. The Governor became desperate and when a vessel from Boston entered Halifax harbour in distress, Cornwallis persuaded the master of the vessel, James Bunker, to give him 2,540 dollars, and also 800 dollars from a passenger named Thomas Wade. They insisted on a Bill on Cornwallis's Agent which he was obliged to give. Cornwallis then pleaded with the Board in London to honour this transaction.

Another problem for the administration was that the agent, Davidson, brought up 50 more settlers from Boston. Every vessel now entering the harbour tried to sell

the cargo to the general public and the merchants, instead to Cornwallis for the needs of the settlers.

On September 18 Paddock Neal was cited to appear at nine o'clock to hear the charges. Neal did not appear, even after three calls. The Court ordered Neal to pay and also pay the court costs. Neal paid the fines and court costs by a bill of exchange on his partner.

On September 19 Benjamin Green heard the charge of "Libel" against Pendock Neal, master of the *Alderney*. This was made by Robert Curtis, John Owen, and Thomas Phillips, all mariners.

On September 29 they had received so many complaints about the victualling policy that Council stated their opinion that all persons now here or that shall arrive before December 1 next, be victualled for one year from the time of their names being entered on the records. This is provided they duly comply with the terms that were required of settlers, but not to extend to persons who only come here to work for themselves for a short time, and then return.

On October 1 the Governor was informed that no beef, pork or butter had arrived. He was then forced to buy these victuals from the merchants at a very high price. There were now about 3,000 people in the general area.

On October 9 a proclamation was ordered concerning licences for public houses. All licences had to have official renewal instead of being taken for granted. Everyone granted a licence was to give security with one sufficient bondsman for his good behaviour. Also due compliance with the regulations and pay £6 per annum to the use of the poor of this settlement, and to be paid quarterly.

On October 11 the public was advised that the penalty for selling spirituous liquors without a licence to pay £10 sterling, one half to the informer and the other half to the poor of the settlement, also publicly whipped 30 stripes or 3 months in jail.

On October 17, 1750 the snow, *Prince Edward*, was taken into custody for Libel, Samuel Jennings as master. A parcel of cordage was imported into Halifax, but it was not laden in Great Britain. It was imported from Ireland and this was contrary to the statutes. The master, Jennings, and the mate swore that the cordage was taken onboard in London. Jennings appeared in court and desired the court grant him a reasonable time to produce his certificate from the Custom House at London for shipping of the cordage in that port and praying that a 12 month time might be allowed. This was granted upon condition that he give Bond with security to pay the sum of £100 sterling forfeited by Act of Parliament in case he did not produce the certificate in the time limited and pay the costs of court or otherwise execution to issue for the forfeiture.

On October 19 there was a charge laid against the brig, *St. Francis*, for illicit and contraband trade. Captain John Rouse of the sloop *Albany* seized and brought into port the brig, *St. Francis*. It was captured near Cape Sable. Certificates showed imported goods, merchandise, and stores of war into this province. These goods were manufactured and produced in Europe. The vessel was not owned by any of His Majesty's subjects, nor 3/4 of the crew or master was a British subject.

Therefore, all stores, goods, and merchandise became forfeited pursuant to the terms of the statutes. These goods and military supplies were destined for the French and Indians in the St. John River area. The court ruled that everything be forfeited and sold by the marshal of the Court, at the public parade in Halifax. The goods were valued at over £1,094 but the auction brought in £1,231. John Rouse and his crew received £615.

On October 25, 1750 a proclamation was to be issued that required all persons to bury their carcasses (dead animals) belonging to them, on penalty of 12 shillings for each offence, one-half to the informer and the other half to the poor of the parish.

On November 13, 1750 the vessel, *Halifax*, was found adrift due to a broken cable and a severe wind. It landed on the Dartmouth shore just north of the sawmill.

On December 5, 1750 the schooner, *Albany*, Captain John Rouse, captured and brought into Halifax harbour the schooner, *Catherine*, Thomas Power, Captain.

At the Court of Vice Admiralty, the charge against Captain Power, and the cargo was for clandestine and illicit trade between Halifax and Louisburg. The cargo was Brandy and wine, sugar, and silk stockings. Captain Power was ordered to stand trial. On behalf of Captain Power and a Mr. Poor, who was one of the local merchants who owned the vessel. In a long dissertation on behalf of the owner by Joshua Mauger, the court ordered an appraisal be made of the schooner, *Catherine* and her equipment. The value was placed at £110. The result was as follows, "... our interlocutory decree is that the said schooner *Catherine* be released to the defendant, Captain Power, upon condition of his forthwith giving bond with two sureties or securities to the acceptance of the court to abide by such final judgement of the court as shall be given and pronounced upon the case, within the term of 12 months from the date hereof ... We have determined to transmit the case with the evidence, pleas and memorial to the Honorable Board of Trade and High Court of Admiralty and pray advise thereon." This may have been the first example of special interest interfering with the law and the governing of the province. It set a dangerous precedent that would always exist and become a blight on the democratic method of government rule.

On December 19, 1750 in an effort to prevent contraband trade in Nova Scotia, Captain Rouse and the crew of the *Albany* boarded the schooner, *Sea Flower*, with Elias Carel as master. The goods found onboard the *Sea Flower* were prohibited by an Act of Parliament. Governor Cornwallis ordered a warrant to be issued to the marshal of the Court of Admiralty to take the schooner into custody. Benjamin Green wrote the warrant to William Clapham, the marshal of the Prize Court. Charles Morris was Registrar of said court. One copy was served to the master, Elias Carel and another copy was nailed to the main mast of the schooner, *Sea Flower*. When it was caught in Ketch Harbour by the *Albany*, 19 hogsheads of rum was transferred to the *Albany*. The testimony by the defendants was always sworn on the "Holy Evangelist."

There were several Acts of Parliament passed over the years regarding Prize Court procedures and practices. It did very little in curtailing all the smuggling of whatever was in demand, but, it rewarded certain people who had the influence to attain a very lucrative supplement to their salaries. In this instance the Prize Court



ruled that the schooner and cargo be forfeited and sold by the marshal of the Court to the highest bidder at the public parade in Halifax. The committee had appraised the value at over £255 sterling. The committee also charged 2% for services. That left £83 for the Governor's one-third part, £83 for Captain Rouse and his crew, and £83 for the use of His Majesty.

Governor Cornwallis sent his monthly report to the Board on November 27, 1750. He mentioned the fear and apprehension the settlers experienced when the news of Captain Rouse, on the *Albany*, had captured a French brigantine off Cape Sable that was loaded with war supplies from Quebec for the St. John River Indians. "This was clearly a violation of the treaty. It justified Cornwallis having George's Island fortified and secured with seven, 32-pounders in the palisades that circled the island. Some of the German settlers were very sickly, some had died and many were too old to work. They constantly complained because they had to work to pay for their passage to Nova Scotia. The Swiss did not have to pay for their passage."

From the beginning, the Swiss were in general good industrious people. Cornwallis had sent a dozen of them to the Pisiquid area to see the country and they returned well pleased. "... I hope they have made a good report to their friends and the more of them we have the better ... The French have sent about 8 or 10 vessels to the Bay Verte and the St. John River with provisions and war like stores ... Since I sent Hugh Davidson to England to give an account of his transactions I have appointed Mr. Benjamin Green Sr. as the Treasurer." Also mentioned was that "...stress is too much for one person ..." regarding the duties of Cornwallis.

He also mentioned that "... the Fishery has done well for the first year, actually better in proportion than New England or Newfoundland. It having failed greatly everywhere, I told your Lordships that 30,000 quintals I thought would be made, but it turns out about 25,000 quintals. I have great hopes of having people from the west of England next year for this Fishery ... Mr. Holsworth of Dartmouth sent people here this year. They have cleared ground to begin upon the Fishery next..."

The Fishery was a grave concern for the Administration. Iver Davidson was given a "Fish lot" in the Dartmouth Cove area which began at the Mill River then 300 feet southeast to the beach, and then 264 feet to the north.

There were a number of complaints against the Government's policy of issuing the victualling supplies not being adequate to the residents of Dartmouth and the matter was investigated. The experience of the previous winter also made everybody aware of the danger of being unprepared for an Indian attack. The administration was aware that the Indians sent an order to the Acadian French, forbidding them from acting as couriers for the English, or assisting them in any way, on pain of death.

Cornwallis gave the following order in December, "... whereas it has been represented to His Excellency that several persons who have lots in Dartmouth do reside on this side of the water and whereas a watch is absolutely necessary for the safety of the place, notice is hereby given to such persons that if they do not pay one shilling for each guard as it comes their turn, they shall forfeit their lots in Dartmouth..."

In December, a ferry boat was established between Halifax and Dartmouth. John Connor was appointed as the ferryman by an order in Council.

In the year 1751 the correspondence between Cornwallis to the Duke of Bedford and the Lords of Trade and Plantations, referred to as the “Board” included a letter on January 30. It stated, “... Mr. Dick entered into a contract to send over 1,000 settlers to embark in this spring ... The passage and subsistence are to be defrayed for 300 (people) from age 20 to 40, by being employed as labourers in the Public Works Program at the rate of one shilling per day per person ...”

Cornwallis pointed out to the Board that objection of land ownership might also extend to inheriting or obtaining land, and he suggested that this should be remedied by enactment. He was very much concerned about merchants dealing with the French—this led to a constant struggle with those merchants who did their best to get around the payment of duties on imported goods.

The French at Louisburg received 12,000 barrels of flour shipped from New York and was contracted for by their friends and agents in New York. Four vessels had been seized during the spring, but Cornwallis knew that 150 vessels were trading with the French that year. Their goods were bartered with the French for rum and molasses and took their returns back to the American colonies without one-tenth of them paying a shilling of duty. These merchants used Dartmouth Cove on several occasions to dispose of and store illegal trade goods.

This led to open warfare between Joshua Mauger and the Governor that continued until Cornwallis returned to England. The merchants would stop at nothing to perpetuate their trading interests, legal or otherwise. Mauger was a merchant and a distiller who in 1751 became an agent victualler in Halifax. These merchants had very powerful friends and connections in England and would use them for their mutual gain. This abuse of political patronage would be a constant threat and impediment to the growth of the colony and this evil seemed to always prevail then, even now and for how long will be determined by future historians.

The potential for the fishery was such that the Board and the Governor still wanted to promote it regardless of the “rum economy” that was thriving. Employment in the Public Works Program appealed to tradesmen even from New England but there was still the great potential for farming and animal husbandry. The greatest employer was still the Fishery and this was reflected in a letter from Halifax to London that stated, “... as to this town, there is not its fellow in the world, for a man may catch as much fish in 2 hours as will serve 6 or 7 people for a week, such as cod, halibut, turbot salmon, skait, haddock, herrings, mackeral, smelts and lobsters, and they lie as thick as stows in Cheapside so that Billingsgate is but a fish stall in comparison of it ... and as to fresh fruit we have plenty of limes, peaches, apricots, wild raspberries and strawberries ... we have got good rum at 3 shillings per bottle, but there is one thing wanting, which is a pot of good London porter...”

On January 14, 1751 the Governor and Council began to pass ordinances. A series of regulations to govern the proceedings of the General Court and of the County Court was ordered to be published by the Provost marshal, by reading the same, after the drum beat throughout the settlement, and on the first day of the next

General and County Court session. Many rules of practice in civil actions in the County Court were prescribed.

On January 25, 1751 the Inferior Court of Common Pleas ordered Thomas Leake of Dartmouth, to pay £8 to Reuben Hemsley of Halifax, by the first Tuesday in March of 1751. This was for failure to meet the requirements of a promissory note that was signed in January, 1750.

Regulations were recommended in consideration of the memorial of the Justices of the County of Halifax. This included private property and the necessity of a Common Land Trust grant. Also was a regulation regarding the fraudulently taking any materials for building or firewood or other effects, the property of another person, from a part of the beach, streets, wharves, of this town and suburb, or from any lot of land granted to any person in any place about the harbour provided the same be inclosed or uninclosed after warning given by proprietor.

The offender is to pay fourfold, or in case of refusal or inability to pay, shall be publicly whipped a number of stripes not exceeding forty as shall be ordered by the Sessions of the Peace. Also Civil Officers to have jurisdiction in any part of the province. The town divided into 8 wards and town officers were to be chosen annually as: 8 town overseers; 1 town clerk; 16 constables; 8 scavengers.

On February 16 Stephen Adams and Thomas Keys were found guilty of having reported falseness to the prejudice of this settlement, and scandalous lies of his Excellency the Governor. It was ordered that they be whipped each 20 stripes.

On February 29 the Governor ordered that a Sergeant and 10 or 12 men of the military force at Dartmouth should mount guard at night in the blockhouses and be visited from time to time by the Lieutenant on duty.

There were more complaints received that the people of Dartmouth had not been duly victualled. The Governor ordered Otis Little, who was the Commissary of Stores and Provisions, to proceed to Dartmouth to enquire and report on the subject.

The regular rations of one year's, free victualling consisted of the following: 5 pounds of bread or flour; 3 pounds of beef, then 2 pounds of beef with 2 pounds of pork; and 3/4 of a pound of butter. 1 pint of peas(dried), 1/4 pint of vinegar, a 1/4 pint of oatmeal, 1/2 pint of molasses, and 1/2 pint of rum.

What was to come out at the enquiry was that these provisions were being illegally sold to the New England fishermen. There were several people involved including Otis Little and his chief storekeeper, Hayes. Both of these men were dismissed for their "shameless irregularities." The provisions were even sold in their original containers.

This year the main concern of the Board was to send the foreign Protestants to Nova Scotia to establish it as a permanent year round colony. On January 30, 1751 Lord Bedford informed the Board that His Majesty recommended 1,000 foreign Protestants be embarked for Nova Scotia early in the spring, and accepted the proposal by Governor Cornwallis for engaging 300 industrious, laboring, foreign Protestants from the age of 20 to 40 years, whose passage and subsistence are to be

defrayed by their being employed as labourers in the Public Works Program, at the rate of one shilling per day per person.

On April 16, 1751 the Board received a letter from John Dick at Rotterdam that said he is ready to ship 220–230 settlers to Nova Scotia.

At Rotterdam, on April 27, 1751 John Dick wrote to the Board that the, *Speedwell*, will leave for Nova Scotia with 230 people, Joseph Wilson, master. The ventilators will be fixed and they are waiting for a person to fix them. The list of victuals were included on a weekly chart. The passengers agreed to work for the Governor at the rate of 18 pence per day until all their expenses were paid. Extra care and precautions were taken for the voyage because 19 people died the previous year who sailed on the ship *Ann*. The ship *Gale*, left Rotterdam with 254 people on June 4. The ship, *Murdock*, left June 19 with 211 passengers. Two other ships, the *Pearl* with 263, and the *Jenny*, also left for Nova Scotia in 1751.

On April 29 a memorial was presented to Council for a bounty on fish caught near the province. It was then resolved that a bounty of 6 pence per quintal, out of the public treasury be paid for every quintal of fish salted and dried within the province that was fit for exportation; A bounty of 12 pence per barrel for every barrel of pickled fish caught and pickled within the province. Also a bounty of 2 shillings and 6 pence per barrel for every barrel of whale, seal or any kind of fish oyl made within the province. The said bounty to be the sole benefit of the persons who shall have caught the said fish so dried or pickled, or from which the said oyl was produced ... “to be paid to such persons as they shall appoint to receive the same for them, upon the shipping thereof for exportation out of the province ...” The person receiving the said bounty first make oath to the quantity so shipped ... “and that the fish was dried or first pickled within the province or that the oyl was made here, and that the bounty has not already been paid thereon, nor any part thereof.” This bounty would be paid from a duty put on spirituous liquors, a duty of 6 pence sold by retail in the province. The cost of licence, 2 shillings to sell liquor, and a surety bond of £10 upon oath.

It was further resolved that “any person convicted after the publication hereof, of stealing any fish from any of the fish flakes, or stocks within the settlement shall pay fourfold the value of the fish stolen, with the costs of prosecution, and shall be whipped around the fish flakes at the discretion of the court ...” The Council began to fix the prices on fresh fish, the price of flour, and some other commodities.

On May 3 four men and two women were convicted of selling liquor by retail without licence. Each had to pay a 10 pound fine but the whipping was remitted.

On May 18, 1751 John Dick reported to the Board that the *Speedwell* departed Rotterdam for Nova Scotia. He also stated that, “... it would be highly necessary for my Lord Commissioners to empower me to promise a certain number of acres over and above the common proportion to the German Clergymen ... to the end that the people might have the consolation of being supplied with able and virtuous teachers...” Apparently the clergy would attend to educating the children in the area as well as provide the spiritual needs of the adults.

On May 30 the Court of Vice Admiralty heard the case for salvage between Daniel Lauder and Peter Brawnne. Lauder was master of the snow, *Earl of Halifax*

He was on a trip between London, England and Halifax, when he was hailed by Peter Brawnie, master of the French ship *St. Peter*, about 160 tons. Brawnie made a distress signal by “hoisting a wiff,” at her mizzen peak. Lauder took the *Earl of Halifax* near by and heave to. He was informed by Brawnie that a leak was sprung about 4 days ago and his vessel was in danger of floundering. He prayed that he and his crew of 24 men, be taken aboard the *Earl of Halifax*. Lauder and his crew then salvaged all the equipment they could, such as rigging, cables, sail, etc. Lauder now claims this equipment as salvage. The court ordered an appraisal and found it to be over £111. The salvaged goods actually raised £105 at a public auction. This was paid by Joshua Mauger for the equipment. The court decreed that Lauder was entitled to have part in compensation for salvage and expenses. The court fees were £12 and Lauder received £80 at the expense of the owners and mariners of the *St. Peter*.

On June 3 the snow *Peggy*,”master Henry Dunn from Philadelphia, was charged with importing illegal goods that were manufactured in Ireland. These goods were seized in Halifax. The snow *Peggy* made an attempt to run away but the crews of the British man-of-war ships rowed over and boarded the vessel. They captured the master and put him onboard the *Albany*, under Captain Rouse. The court then issued a warrant to commit the *Peggy*’s master, Henry Dunn.

The vessel and cargo was condemned for publication. An inventory was ordered by a committee and the value was set at £164. Joshua Mauger bought the vessel for £136. John Salter bought the goods for £29. The Commission received 2 percent or £3:5:9. His Majesty got one-third or £43:11:2. Another one-third went to the Governor and the informer got the other one-third share. This was a total of £130:13:6.

In June, Cornwallis complained to the Board in his report that, although we are surrounded with trees, the inhabitants have to pay from 14 to 16 shillings per cord of firewood. The Foreign Protestants agreed to work for the Governor at 18 pence per day until their expenses were paid. Every settler is now employed in the fishery or clearing their land by ploughing or sowing in as good soil as could be found in Europe. “... I tried to recruit a company of Rangers in New England. The number of Indians make it difficult to go out of the settlement without parties of soldiers.”

The reason for this fear of leaving the settlement was that a massacre took place in the village of Dartmouth in June of 1751. A war party of Mic Mac Indians, led by the French, assaulted the settlement in the early hours of daylight. One group surrounded the blockhouses while others ran from house to house yelling their war hoops in an attempt to panic the settlers into leaving their shelter. The Europeans were put into a state of hysteria and some fled in every direction. They were murdered with deliberate execution. Those settlers who were wise enough to barricade their doors and windows had the house frames pulled down or set fire to. A Sergeant who was awakened by the noise rushed out to try to help the neighbours. He was pursued, scalped, and had his left arm cut off. Not even women and children were spared as witnessed by a little baby was found lying by its father and mother and all three were scalped. Some victims had their hands cut off, bellies ripped open, and their brains smashed. About 8 people were killed this way and it was estimated that 60 Indians were in the attack. About 14 prisoners were marched off

on a trail that follows what is now the Old Ferry Road. From there, the trail led over to Lake Charles and then eventually along the two shores of Lake Charles and Lake William to the Shubenacadie River. This would eventually be part of the Truro Post road. It was surveyed and mapped by Theophilous Chamberlain, a provincial surveyor during the 1780's.

There was another report made by Edward Wisdom, who was cutting lumber for house frames. He crossed the harbour from Halifax with his work party before daybreak. He started to cut lumber near what would eventually be the Old Ferry road and decided to return to Halifax for some provisions. The noise of rifle shots and screams forced him to return to his work camp, rally his workers and set out for the village. A colored man was left in charge.

When the Indians retreated, Wisdom returned with his men only to find the Indians had taken the colored man prisoner. Also all their working equipment was missing from their camp. A burial party was detailed by the regular soldiers when they arrived from the Halifax garrison. They found a number of people killed and seriously wounded. One man, John Hall, was captured, scalped and left for dead, in an area that is now Maynards Lake and Prince Arthur School. He survived and later returned to England, permanently disfigured. The casualties mounted each day for about a month. Some died early but others suffered a lingering agony from wounds and shock. The records for St. Paul's Anglican Church in Halifax list the burials for May and June of 1751 as follows:

May 13, 1751	Joseph Searle
May 13, 1751	James Ferguson (soldier), Joseph Philipson (soldier), Joseph Guillingham (soldier), James Brimer (soldier), Thomas Prestedge
May 14, 1751	Isaac Denham, Abraham Pyke, William Hays (son of William and Ann Hayes)
May 15, 1751	Robert Carney, Jane Parquire (wife of Joh Parquire)
May 16, 1751	James Cross, Alice Watson
May 18, 1751	James Hughes
May 22, 1751	James Bean, Francis Griffin
May 23, 1751	John McDonald, Thomas Hill
May 24, 1751	John Lone
May 25, 1751	Neal McLean, John Russell, Benjamin Murell
May 26, 1751	Neal Duff, Thomas Baily
May 27, 1751	Thomas Newman, Thomas Lincoln
June 4, 1751	William Hoxcom
June 8, 1751	Mary(daughter of Edward and Mary Le Cross) also, infants Mary Wood and Marienne Pasquire
June 10, 1751	George Sitson
June 13, 1751	Louis Gosbee (son of John and Mary Gosbee)
June 14, 1751	George Creighton
June 15, 1751	Anne Marie Halpish

There was a great panic and the administration tried to stem the hue and cry on both sides of the harbour. A court martial was ordered to enquire into the conduct of the regular army personnel who had the responsibility of the lives and safety of the settlers. There were 60 regulars but adequate protection was not provided. There was also a Company of Rangers present and their Sergeant stood for their court martial but nothing resulted in these hearings.

Cornwallis reported this to the Board and spoke of ships soon to arrive with families onboard. His great hopes and expectation was for the arrival of Commodore Pye with 5 British ships of war. They would bring all the military implements needed to defend themselves. The attack, he stated, "... was so violent on the general public that I wonder what the French can say, their old plea, that it is the Indians but if it can be proven the Government of Canada gives them a reward for every prisoner and every scalp they bring of the English that ceases. This is so unnatural and inhuman that one cannot conceive a civilized nation to be guilty of it ... It is my misfortune to be an eye witness to their treachery therefore, ... unless there is peace the settlers cannot build up the colony ... war is not the time to settle inhabitants ..."

It was also reported that 8 French man-of-war ships were carrying on the forts, especially at Louisburg—no English man-of-war ships were stationed at Halifax. The 2 sloops of war were patrolling the Bay of Fundy area.

Cornwallis requested 1,000 more soldiers, not settlers, but the Board refused to change their plans. This was in spite of a letter from Governor Phillips of Massachusetts reporting that the Governor of Canada having sent a belt of wampum to the St. Francis Indians to go against the English in Nova Scotia.

The French had also sent a courier around to the French Acadians not to act as couriers to the English or assist them in any way upon pain of death. This was the reasoning that Cornwallis tried to persuade the Board for fortifying the harbour and the settlements, "... in my humble opinion this would compensate for Louisburg, make a good Fishery and secure the best harbour in North America in case of war..."

On July 10 a shipload of Foreign Protestants arrived on the *Speedwell*. The Council decided to place them, for the present, at Dartmouth and employ them in picketing the back of the village.

On July 31 another shipload of foreign Protestants landed from the ship *Gale*. They were placed around the harbour, the North West Arm area, and Bedford Basin. They were to be employed to work out their passage from Rotterdam to Nova Scotia.

At a Council meeting that day, consideration was given for a "bounty" for encouraging the building of vessels within the province. It was then resolved, that a bounty of 10 shillings be paid out of the Treasury of the Province, to the owner of every vessel or boat which shall be built within the province, upon the said vessel being fitted for the sea, and the boats for service. It was resolved that these remain in force for 3 years.

On September 4, 1751 Cornwallis reported to the Board that, the Fishery will be as good as last year—records were sent every quarter— ... "we have given a

bounty from a duty collected on spirituous liquors, also we put a bounty on building vessels and many have started to build them . . . There is a great quantity of land cleared around the town ... and again asked the Board to send man-of-war ships to be stationed here.”

On October 12 a case was heard at the Supreme Court, J. A. Hoffman versus Walter Clark, Innkeeper from Dartmouth. The charges were as follows:

1. Walter Clark, tavern keeper and overseer had struck German people without proper reason.
2. He had obliged the German people to work for him on Sabbath Day.
3. He had obliged the German people to shingle his house on Sabbath Day.
4. He employed German carpenters to finish his house, and promised them they should be put for such work upon the lists as the other people in King’s Works, and they should be paid by the King, as it was work done for the King.
5. He had sold liquor on Sabbath Day.
6. The Constable, John Hoffins, has found, last Sunday, his son cutting pickets before his house.

On October 15 said Constable found several people who were obliged last Sunday to work for Captain Clapham, and likewise 3 people had been cutting pickets for him. An authorization was signed and Hoffman was ordered to go to Dartmouth on the Sabbath to watch and enquire about breaking the Holy Sabbath Day, and also apprehend such persons and bring them before His Majesty’s Peace to be dealt with accordingly.

When Mr. Hoffman went over to Dartmouth he also had to enquire into a felony committed by Francis Hamilton, a Corporal in Captain Proctor’s Company. This was to clear the matter before it was given over to the Gentlemen of the Grand Jury. When he arrived he intended to deliver a letter from Ephraim Cook to a Mr. Geldart. Hoffman gave the letter for Mr. Geldart to a man to deliver it to him. This Geldart then called out to Mr. Hoffman to stop. Hoffman answered that Geldart had no power to ask this question of him. Geldart replied, “God damn you I will show you another way ...” This was witnessed by several men who had gathered round. Geldart ordered 5 soldiers to arrest Hoffman who then asked to see what orders were signed for this action. Geldart then grabbed Hoffman and ordered the soldiers to carry him through the town by force. As they passed a house where some Germans were staying, Mrs. Clark came out and laughed at Hoffman. The man asked Mrs. Clark if she were laughing at him and she replied, “Yes, I do, because I see you a fine prisoner.” “Where is your honor.” Hoffman was obliged to go along with the soldiers who held him in custody over an hour until he was put into a boat and returned to Halifax. This was witnessed by Corporal Huckrath and Lieutenant Parnet, who were German Gentlemen, as also a Corporal Campbell.

Geldart was about to be tried on another case so it was recommended he be tried for this offence as well. Robert Sanderson, who was to become the first speaker in the House of Assembly in Halifax, in 1758 asserted that Ensign Geldart was obliged to ask Mr. Hoffman’s pardon. (This was also likely due from the Regimented Colonel.) There was a technicality pointed out that Hoffman did not fulfill the seven



year requirement before becoming a naturalized British subject. The Board in London later upheld this and Governor Cornwallis had to issue a new list for the Commission of the Peace. This also meant that Germans, Hoffman and Leonard Rudolf had to have their names removed as Commissioners of the Peace.

In fairness to these Foreign Protestants, however, Cornwallis granted the Germans and Swiss who were in Dartmouth, the lots that were vacated by those who fled after the massacre. The new list included the following; with those who stayed.

Letter A	No. 3	Josiah Rogerson	
Letter B	No. 3	Josiah Rogerson	Lot B-4 William Manthorn
Letter B	9, 10, 11		cleared and fenced in by Brian Rankin, James Dodley and Adolph Witheral
Letter C	No. 4	Albert Simeon	
Letter C	No. 5	Henry Chazer	Lot D-13 143 assigned to Thomas Bourn
Letter E	No. 3	James Dodley	
Letter F	No. 3	Henry Welland	Lot D-6 and 11 assigned to Timothy Folger
Letter G	No. 4	Francis Mulig	
Letter G	No. 15	Abraham Jensen	
Letter G	No. 16	Carl Clasen	
Letter H	No. 6	John Rheinhart	Letter L No. 3 George Hansel, No. 4 Conrad Friedenbug
Letter H	No. 7	Peter Rheinhart	
Letter H	No. 10	Jacob Spaddle	
Letter H	No. 11	Jacob Conrad	No. 5 Joseph Wolf
Letter H	No. 12	Michael Hibbard	No. 7 Joseph Wolf
Letter H	No. 13	John Sealover	No. 9 Wendal Grott
Letter K	No. 1	William Clapham	No. 10 Michael Hartling
Letter K	No. 2	William Clapham	No. 11 Nicole Hartling
Letter K	No. 3	Martin Gates	No. 12 George Rock
Letter K	No. 4	John Eisenhauser	No. 13 Urbanus Hasner
Letter K	No. 7	Thomas R. Luart	No. 14 John Spade
Letter K	No. 8	John Esterbrook	
Letter K	No. 9	Heine Hastizen	
Letter K	No. 10	Philip Straffon	

On October 23 Cornwallis reported to the Board that he thought it would be improper to send the Germans into the Chignecto area of the Bay of Fundy. With the advice of the Council he was determined to place them back upon the peninsula where they will be in security. In a short time the peninsula (Halifax) will be cleared and we shall be able abundantly to supply ourselves and they will be ready at all

times to transport themselves higher in the country when the opportunity offers. This couldn't be until there was peace with the Indians "... Farmers can't live within the Forts and must go in security upon their business to make it turn to any account..."

Twenty Swiss out of the 300 promised have arrived. Two ships arrived with Germans, but I understand by Mr. Dick, the agent, that two more are to arrive. I should advise that they not send any more until affairs change. As to the Fishery, we have given a bounty which arises from a duty on spirituous liquors. There is likewise, a bounty on building vessels and many people have commenced building them.

On his next dispatch to the Board, Cornwallis had to report the high cost of having to ransom 60 officers, soldiers, and settlers from Le Loutre and his Indian allies. This led to a very serious shortage of dollars in the colony. A Mr. Bannerman was sent to Boston, on the sloop *Cornwallis*, to purchase more dollars because any Bills signed by the administration were being protested. There was still a continuous supply of food coming to Halifax and the money to pay the workmen's wages was just enough to let them subsist.

On November 12 Cornwallis wrote to Benjamin Green, Judge of the Vice Admiralty, "you are hereby required to issue a Warrant for searching the sloop *Sally* for articles from Louisburg." The merchandise was being landed in suspected areas and if any such be found, to proceed thereupon to seize the merchandise. The practice was contrary to an Act of Parliament. Joshua Mauger, who became the Agent Victualler, to the Navy, had refused to allow his warehouse to be inspected by the military. This was contrary to general instructions number 143 and article 23.

Otis Little was suspended as Commissary of the Provisions. Cornwallis then gave Joshua Mauger on November 17, 1751 as a result of his petition, the permission to unload from his vessel *Dove*, 100 hogsheads of molasses and 20 hogsheads of rum. He was a distiller and had several areas of operation around the harbour area. He complained to the court that the Vice Admiralty had no jurisdiction above the high water mark on land.

On November 22 Cornwallis gave the Court of Vice Admiralty permission to issue a Warrant to search the sloop *Sally*, belonging to Mauger. This was for merchandise and commodities sent out from Louisburg.

A serious problem for the administration was that some vessels that were supposed to be fishing on the banks, would claim they needed supplies from the nearest port. This would be Louisburg, but they would load up with contraband goods such as Brandy and Rum. An Interlocutory decree was issued against the vessel *Catherine*, master, Thomas Power. An appeal was written by Joshua Mauger. The court decided against a final course of action on condition of giving bond with two securities to the acceptance of the court.

Cornwallis wrote to the Board recommending Mauger be no longer employed in any capacity of His Majesty's Government. The merchants, who were the "special interest groups" of the day, were able to have the Board ignore this request because of selfish interests.

On November 15 the sloop *Sally*, and owner Joseph Lunt, was on trial for the importation of contraband goods and merchandise. The vessel was tied up in Halifax. The cargo was a large quantity of French made articles and merchandise from Louisburg. Cornwallis issued a warrant and James Monk was given permission to search houses for boxes of soap. Joshua Mauger objected to this and refused to open his warehouse saying, "... the Admiralty Court had no jurisdiction on the land ... but that he would submit to a special warrant under the Governor's hand." James Monk then broke down and seized 4 tierces of molasses and 2 puncheons of molasses and a variety of merchandise in boxes. Isaac Deschamps acted as Attorney for Joshua Mauger who owned the sloop, *Sally*. Deschamps also had the merchandise transferred to his warehouse. The boxes were valued at £13 each. His Majesty, the Governor, and the informer, Mrs. Smith, all received £3 for each box. The sloop was released to master Joseph Lunt and he paid the court costs.

On November 22 Mauger again appeared in court on behalf of Captain Gorham and the sloop, *Hannah*. This vessel had gone aground at Cape Sable. Solomen Lakemen was the pilot of the vessel and no wages were paid to him. There was a libel charge now against the vessel that was tied up on the Halifax waterfront. The difference was settled by two appointed arbitrators.

On November 27 the court heard the case of the brigantine, *Charming Molly*, and her salvaged cargo. This vessel was wrecked on the coastline near Halifax. The agent, or factor, was Thomas Saul and he promised to pay the petitioners what should be allowed them for salvaging what they could. The petitioners, or salvagers, were Samuel Shipton, John Codman, and Bartholomew Kneeland. On December 12 the goods were appraised at £518. They were to be auctioned off by public vendue.

On January 29, 1752 the sum of £545:5:9 was raised. This was distributed accordingly to Captain Rouse's crew for their part in the salvage operation. Also assisting in the salvaging was the crew from Mauger's vessel the *Gosport*.

On December 12, 1751 Cornwallis informed the Board that he had dismissed Joshua Mauger as Agent Victualler to the Navy. He had continued to trade at Louisburg despite a previous conviction by the Court of Vice Admiralty. This policy was contrary to an Act of Parliament. Thomas Power, master of the *Catherine*, was tried for trading with the French at Louisburg and he was required to pay a bond for more than the appraised value of the vessel.

## 1752

The most active employment for the Dartmouth residents was both the Public Works Program and the Fishery. This was intended by the Board in England when they arranged to finance the permanent settling of the harbour and the two towns they wanted to be settled on it.

To meet the needs of the soldiers doing garrison duty in the area of Dartmouth, Walter and Mary Clark opened a tavern. The practice of providing beverages was always available by the enterprising civilians who would follow the Regiments and

Naval stations. Another tavern was opened by Ezebiel Gilman but this led to serious trouble in later years.

Cornwallis also wanted to follow the Board's intention to develop a program of agriculture, by offering bounties, granted at 20 shillings an acre on cleared land, at 2 shillings per hundred weight (cwt) for hay, 2 shillings per bushel for wheat, barley or rye, 1 shilling for oats, and 3 pence per pound for hemp.

The winter of 1751–52 was not severe and very little of the harbour was frozen over. The Duke of Bedford, store ship, was still anchored in Dartmouth Cove. This gave the settlers there some assurance of protection in case of further Indian attacks. Vessels were entering the harbour and clearing on a very regular basis and the infant settlement slowly began to build itself up.

The settlers would still find work through the Public Works Program and the labor supply was such that many tradesmen and artificers were able to return to New England. Their expectation of high wages were no longer realistic with all the, "Foreign Protestants," being available. Being farmers and involved with animal husbandry made them practical minded and were able to learn to build barns, houses, wharves, wagons, and anything else required in the new settlements.

On the negative side there were many, "dram sellers," attracted to the area. They offered a constant supply of both cheap and expensive rum from the West Indies. It was said that those who were not selling rum were buying it, but at that time, goods were traded for rum and also wages were sometimes paid in rum. This could also be bartered for merchandise or even clothing. Next to the Public Works Program the biggest employer was the "Fishery." Now small vessels were being built to service the fishery and repair vessels for the merchant trade.

At a Council meeting of February 3 it was resolved that all spirituous liquors imported since August 17, 1751 were to be subjected to a duty of 3 pence per gallon. Some people tried to avoid paying this duty by landing the liquor under the name of "cyder."

It was resolved that the masters of vessels make a report on all quantities and types of spirits and to swear on Oath. They would also declare which wharf they will land the goods on. Any offender was to pay a fine of £50, or have their goods and chattles sold and then serve 6 months in prison. All such liquors are to be landed during the daytime. Another resolution was that John Connors would operate a ferry boat between Halifax and Dartmouth for 3 years under the direction of the Governor and Council. Two boats are to operate. If more than 3 pence is charged by Connors or his servants, then a fine of 40 shillings is to be levied for each offence. One-half will go to the informer and the other half to the use of the poor. A penalty of 10 shillings will be charged on anyone other than Connors or his servants, who will ferry people across the harbour for a fee.

Another resolution passed was that all deeds and memorials made after March 1 are to be registered. All deeds made before March 1 are also to be registered. In the County of Halifax, the deeds must be registered before April 30, 1752. In all other parts of the province before September 30, 1752.

At a Council meeting on April 8 it was resolved that a bounty be proposed for improving land for agriculture. This would be for clearing the land and it was proposed at 20 shillings per acre. No more than 10 trees to be left on each cleared acre. This would then be sowed with the English hay or English grain, or with hemp or flax seed. If the crop was productive then the Government would pay 2 shillings for every hundred weight of English hay, 2 shillings for each bushel of wheat, barley or rye. One shilling for each bushel of oats, 3 pence per pound for every pound of hemp, and 3 pence per pound for every pound of flax. These would be produced within the term of 18 months and these goods were to be, "merchantable."

On May 12, 1752 the *Speedwell* arrived from Rotterdam with 160 people. Also was the snow, *Betty*, with 125 people. On June 13 entered the ship *Gale* with 184 people; the snow, *Pearl*, with 191 people; and the ship *Sally*, with 204 people. The passengers from the *Pearl* and the *Sally* were from the Montbelliard district and their main occupation was in forestry. They expected to be provided with arms for their protection while working outside the settlement. They had a variety of useful occupations but while they would be clearing the land outside the stockade, they were issued tents at the Government's expense.

At Dartmouth the Government mills, corn and sawmill, were both auctioned off. Ezekiel Gillman bought them for the sum of £310.

Before Governor Cornwallis resigned from broken health reasons in July, he gave William Clapham a grant of land of 200 acres near the Dartmouth Cove. John Collier received a grant of 280 acres in Dartmouth. John Eisenhauser received lot number 4 of Letter K and Nathaniel Follet received lot number 4 of Letter F in Dartmouth.

On March 30 was recorded the first property transaction for Dartmouth. John Hall sold his lot number 5 of Letter D to William Clapham for £4 sterling. Hall used the money to return to England, as he was scalped and seriously wounded during the Indian massacre the previous year.

On April 10 John McDonald sold lot number 1 in Letter F, for £5:10:0 to Joseph Cole of Halifax. There was also a further consideration for lot number 16 in Letter C.

This year seemed to be the turning point for the merchants and traders to consider the new settlements as having potential for future investment. Those settlers who left Dartmouth because of the Indian massacre were anxious to sell, and the merchants took full advantage of this. There was certainly no guaranty another French led attack by the Indians would not occur.

On July 20 John Salisbury was given a tract of land, 200 acres in Dartmouth. This was bounded by ungranted lands on the south and east of the land granted to Charles Lawrence which would be on the north and west. It was also west to the land granted to Samuel Blagdon. Some of these land grants were given to the members of His Majesty's Council because land ownership was required for council members. In some cases the lands were never used although the lumber potential was in demand.

On September 27 the New England firm of John Webb and Robert Ewer bought the land lot from Joseph White, a trader from Halifax. This was lot number 4 of the Letter A. There was probably a wharf on the property, but they only paid £5 for the lot. They wanted to expand their merchant holdings because previously, they bought a waterfront lot in Halifax, from Christopher Trider, for £37. Their land tract in Dartmouth was bounded by a beach, and land recently acquired by Peter DeBraze, who was also a Halifax merchant and trader. The next lot to it was owned by a Mr. Chambers, also a Halifax merchant. The south part of this lot was owned by Josiah Richardson, a retailer, from Dartmouth.

During the early days of settlement the property transactions were not always registered at the time of the sale. The Dartmouth residents who survived the massacre were willing to sell at almost any price and this didn't help the morale of the settlers.

On November 23 Josiah Rogerson sold 3 lots in Letter A, numbers 2, 3 and 16, to Joshua Mauger for £15:8:0. This was just west of lots owned by Michael Franklin and George Gerrish (Suckling), Halifax merchants. They were fully aware of the potential of Dartmouth Cove. Ezekiel Gilman then received 200 acres in a grant for land next to the narrows between Bedford Basin and the harbour.

In 1752 the Judges of the Inferior Court of Common Pleas for Halifax County were named. Of the five men named, one was Robert Ewer, who owned property in Dartmouth. On January 25, 1752 this court ordered Walter Clark, tavernkeeper, from Dartmouth to pay Henry Wynn of Halifax, tavernkeeper, the sum of £10. Clark had promised to pay Wynn £7:6:0 by January 14 but failed to do so. Payment to be made by the first Tuesday of March 1752. This was for supplies for the tavern.

Also on the same day, this court ordered Thomas Leake of Dartmouth, to pay £8 to Reuben Hemsley, of Halifax, by the first Tuesday of March, 1752. A promissory note was signed by Thomas Leake in January of 1750 but there was a failure to pay as of January 1752.

On January 25 Thomas Cod, mason, from Dartmouth was ordered by this court to pay £12 to John Burnside, carpenter from Dartmouth. This was to pay a debt that had accumulated since December 3 1750 of £9:1:0 1 penny. This was ordered to be paid by March 1, 1752. It was for room and board, witnessed by John Collier.

On February 12 Thomas Cod of Dartmouth, mason, filed suit against John Love of Halifax, labourer, for £7. John Love had signed a promissory note to pay Thomas Cod, the plaintiff, £3:11:6, on July 14 of 1751. The court ordered John Love to pay the plaintiff £7 on the first Tuesday of March, 1752.

On February 15 Hector Campbell of Halifax, trader, filed suit against Henry Wendell, Ensign of the Rangers stationed in Dartmouth for the sum of £9. The court ordered Wendell to pay the £9 by the first Tuesday of March next, 1752. This was for chattel goods for £6:15:0. Wendell had signed a note promising payment on July 24, 1751.

On October 23 there was a judgement against Gillman for £23 damages and a further £1:2:0. This was to be paid to Cornelius Durrent, a merchant from Halifax, by the first Tuesday of December 1752.

On November 26 this court ordered Ezekiel Gilman to pay Malachy Salter of Halifax, merchant, the sum of £10:19:3 and ½ penny by December 5 of 1752 and also the usual court cost of £0:1:4. This was witnessed by Charles Morris, the Provincial Secretary.

Previous to this, on October 10 Ezekiel Gilman was ordered to pay Malachy Salter, £12:5:0 on December 5, 1752.

On December 4 Ezekiel Gilman was ordered to pay £31:7:7 to Thomas King by December 4, 1752.

The court also followed the severe penalties that existed in England. For criminal cases of minor theft there were usually four options.

1. Put onboard a man-of-war ship, usually for an indefinite period of time.
2. Death by hanging
3. Branded with the letter “T” on the hands
4. Pilloried

In option number one, being put on a man-of-war ship meant being kept below decks. Between the sea battles and ship board diseases and epidemics, there was a very slim chance of survival.

Hanging was at least an end to suffering. Burnt on the hands meant branding with a red hot iron with a permanent scar. The social consequences, not to mention physical pain, were very severe. It resulted in a lifetime of crime and/or starvation because even the Poor House refused admittance.

Being put in the pillory was frequently equivalent to a death sentence. The pillory was similar to the stocks except it was on a pole. There were three holes in this to admit the victims hands and one for the neck. Once locked in the victim was helpless.

The town crier would always announce to the public when a person was sentenced to serve time in the pillory. The public would collect around the town square and when the victim was locked in the pillory, they would pelt the victim with such things as rotten eggs, rotten vegetables, mud balls, manure, rocks, sticks or anything that could be lifted.

After the constable locked the criminal in this pillory, he would have to run away to avoid being pelted. So much would be thrown that often the prisoner would suffocate. Those without friends or family to control the crowd were in serious jeopardy.

Being sent to jail meant being exposed to numerous rats that were encouraged to stay on the premises. At night the prisoners were kept awake because the rats would crawl over them. Those prisoners with money could hire rat terriers to control the vermin and also be fed a proper diet.

On September 29 fire regulations were approved and made public. Two or three local magistrates may order a house to be pulled down, or even blown up in order to stop a fire. The home owner to be indemnified by the town rate payers. The

fire wards to be appointed by the Justices of the Peace. Each fire warden would carry a red staff, 6 feet long, with a bright brass spear, 6 inches long on the top of this staff. There were other regulations as well.

The Provincial Surveyor, Claude Morris, accompanied by Captain Lewis and 20 Rangers walked over land to what would be Lawrencetown and Cole Harbour. They followed paths that were used by the Indians and on the beaches there had been former settlements of French fishermen from Europe. Another abandoned area was what would become Chezetencook. Morris was trying to determine the potential for both lumbering and agriculture. This would be in keeping with the early instructions from the Board for the permanent colonization of Nova Scotia.

On August 17, 1752 Captain George Scott delivered a proposal to Governor Hopson regarding the Indian problem. This was essentially about making peace with the Indians by giving them annual presents in return for their loyalty. Once that happened the English would get a true knowledge of the road and the distance from Dartmouth to the head of the River Shubenacadie and from thence find out all the Indian passes to the mouth of it. This is at the head of the Cobequid Bay and upon the most frequented pass, there to build a small picketed fort, in which a truckhouse may be fixed for supplying the Indians with those things they require. His comment was, "...we shall have one much greater advantage should the Indians think proper to make war with us again..." This would mean having a fort upon this high road that the Indians have always made use of when they come down to attack us.

On September 16 Hopson received a proposal from peace from the Mic Mac Indians and their Chief, Jean Baptiste Major Cope.

On October 25 it was restored by council that a blanket should be given to each Indian, and a half barrel of rum. Also a quantity of pork, bread, flour, pease and molasses. This would be sufficient to serve 30 people for 3 weeks and should be sent by Mr. Piggot to the Indians from Beaver Harbour to subsist their wives and families during the time they come to ratify the peace.

On November 22, 1752 the Treaty of Peace was signed with the Mic Mac Indian tribes inhabiting the eastern parts of the province. The provisions were to be issued for 6 months for 90 of these Indians in that tribe. In the fourth article of peace this tribe shall have free liberty of hunting and fishing as usual, and that if they shall think a truckhouse (trading post) needful at the Shubenacadie River or any other place of this resort, they shall have some built and proper merchandise lodged therein for what Indians have to dispose of skins, feathers fowl, fishes, etc. This would concern mainly Jean Baptiste Cope and his tribe of Shubenacadie Indians. A quantity of bread was to be given to them half yearly, and once per year on October 1 they would come for blankets, tobacco, powder and shot.

The Governor and Council received instructions from the Board that all Foreign settlers sent to Nova Scotia should take the Oath of Allegiance before the Council. There were 119 men and boys at the Public Works Program on George's Island and all took the Oath of Allegiance. Potash was to be paid a bounty. Mr. Abrahams was allowed to have 10 foreign settlers to attend him for that purpose, which was to work out their passages costs.



Further instructions directed that an allowance of 3 pence per day be paid in lieu of provisions and the money would come from England for that purpose. Instructions to settle the foreign protestants in a suitable place led to having Morris survey the area around Lawrencetown and Cole Harbour, but the concern was for the lateness of the season.

Another regulation proclaimed by the Council was that all proprietors are obliged to fence in their lands. One-half of the lot to be cleared by May 1 of 1753 and the rest cleared and fenced by May 1 of 1754. This referred to the 5 acre lots on the peninsula. All persons who were licensed to sell liquor were to have a sign four feet from their house.

John Connor was permitted to assign his ferry to Henry Wynne and William Manthorn upon their giving "Bond" in the penalty of £30 for the performance of the conditions of said act.

On October 16, 1752 Hopson received a petition from the Swiss and German foreign Protestants. This was asking for equal treatment from the Governor and administration. Jacob Ulrich, a German Swiss, had land taken from him and his two sons at the Northwest Arm for not being sufficiently improved on, although there was a blockhouse built, and he and his two sons were daily working and clearing the land.

The Government had promised 50 acres of land and would be furnished with all materials for building houses, furniture, beds, kettles, pans, etc. When they arrived they were forced to do hard labour. They were given only salt provisions except for 1 or 2 pounds of fresh beef which was to have 4 pounds of salt deducted from the victualling list. This resulted in many starvations and they were forced to do hard labour on empty stomachs.

"... On the vessel, *Speedwell*, they had each to pay one shilling per month for the doctor without our knowing for what, since the doctor, when once asked medicines for persons on their death beds, said he had nothing to do with us. Very few of us got a lot of land much less necessary building materials as boards, bricks, nails, and lime. We are obliged to hire lodgings at a very high rent. We must work for the New Englanders who continue to drain all the money out of this province. We must take payment in goods. Their attitude is, "dam the Dutch Rascals," we are treated like slaves. The most and best of the land on this side and the other side of the harbour (Dartmouth) is chiefly given to the New Englanders. Yet, there is little improvement made and no one would imagine those lands had owners. We are looked upon as despicable people sent to this colony to be their slaves."

There was no official answer or report made regarding this petition. Hopson wrote to the Board on December 6, 1752. His concerns were that Council advised him to buy up as much provisions as he could get into the Harbour. There were a number of Germans that came the year before last and are at his door everyday. Many of them almost starving. He requested they send out supplies before the season is too late and that would oblige him to postpone the out settling of the "Foreigners" for another year. He complained about the trouble to keep coinage in the province because of the traders from the neighbouring colonies. The Council recommended that half pence to the value of £1,000 be sent out each year, also to

send out specie of £3,000 or £4,000 in silver for a reserve to be made use of in case money could not be procured for the Bills of Exchange. This would furnish them with a sufficient quantity of change as it would be a great relief to the labourers, the soldiers, and the poor sort who were encouraged to frequent unlicensed and disorderly tipping houses where they could pass bad cut money because no fair trader would take it in payment.

He reminded the Board that they had not provided in the estimate, the cost of vessels to transplant the foreign settlers to the area they may be sent to settle next year.

Another potential threat to the development of the colony was that the French were trying to get the Swiss and Germans to desert the area and go to Isle Royal, or Cape Breton. A few went to Louisbourg and received 3 years provisions and 50 to 60 acres each. This was with cows, oxen, and horses. This was in a letter sent to Johan Schafer and Jacob Gorge at Dartmouth. It was written by Johanns Huth and Michael Grillon and it asked to give service to carpenter Borgen, and bring him along with them. It stated, "please come to the Mira River district and bring Borgen along with you . . ."

Land grants were again issued in 1752. This time to George Fotheringham on October 18 for 350 acres on the east side of Chebucto Harbour.

Cornwallis gave Benjamin Green 233 acres on the southeast side of Chebucto Harbour. And also 10 acres of what would be called Green Point or often referred to as "Dartmouth Point." This is where the shipbuilding industry would take place in future years.

Charles Lawrence received 380 acres on the east side of Chebucto Harbour on July 20. Also on that date, the Honorable John Salisbury received 90 acres of what was referred to as "Dunk Cove," in Chebucto Harbour.

John Rouse received a grant of 430 acres on the east side of the harbour, and William Clapham received 200 acres. John Collier received 280 acres, John Salisbury an additional 280 acre grant, and William Steel received 230 acres. Benjamin Gerrish received 100 acres. These grants were received on July 20 but not registered until November of 1752. The intention may have been to show the settlers how optimistic the government was about a permanent settlement, but because there was little if any development, it could only be a "land bank" for these council members.

On August 26 Walter Clark took out a mortgage on his property, Letter D, number 11, to Joshua Mauger. The deed was for £16:4:0.

Joseph Scott sold two lots, Letter B, number 11 and 12, to Adolph Wiederholds for £18. This was made on May 2, 1752 but not registered until May 11, 1753.

On August 31 Samuel Blagden, innholder in Dartmouth, had a suit filed against him by Henry Turk of Halifax. The property was auctioned to the highest bidder, Daniel Shatford of Halifax.

On October 3 John Williams sold lot number 5 of Letter H, to John Peter De Braze for 10 shillings.

On March 12 Edward Stephens, a carpenter from Dartmouth, sold lot number 12 of the Letter D in Dartmouth, to William Clapham for £2:5:0. There was also a further consideration for a “Dutch,” (German), house in the transaction with all buildings on the lot.

On November 17, Iver Davidson, a mariner from Dartmouth by a Deed of Exchange, had parcels of land made over by William Clapham of Dartmouth. This land was in Dartmouth Cove. It started at a stump near the high water mark, 129 feet from the southeast corner of Davidson’s house, then 160 feet northwest from the stump, then west by north for 100 feet to the high water mark of the cove. Then northeast for 294 feet, to a large post. Then southeast for 344 feet to the tide mark and along the shore for 160 feet to the first mentioned stump.

On March 26 the Court of Vice Admiralty heard a salvage suit against the schooner, *Molly*, William Sherborne master. The *Molly* had been cast away at Cape Sambro. The petition was from Mr. Cornelius Durant. Captain Rouse and his crew from the schooner, *Pilot*, had salvaged goods and rescued several people from the Halifax harbour area. In the petition it mentioned how several people were suspected of concealing goods from the shipwreck. Benjamin Green ordered a search to be made by the marshal in any suspected place within the province for any concealed items. If found, these items will be taken into safe custody, also the persons in whose custody the same shall be found until further orders of this court. The goods were cast away on Sambro Island and seven people were cited, including Captain John Rouse. The Court ordered an inventory be made on March 28, 1752. This would be done by Samuel Shipton and Paul Binney and they charged £43:11:3½. A public auction was held on April 2, 1752. A total of £40 was received after expenses of £38 and a further £17 to those who helped. The Court expenses were £7:16:6.

On March 27, Benjamin Green notified Mr. Jeremiah Rogers and Iver Davidson that the brigantine, *Hamilton*, George Runks, master, was laden with bread and flour from Philadelphia to Halifax. In a severe wind storm she was blown off course to the West Indies. The *Hamilton* arrived in Halifax very late and part of the cargo was damaged. The cargo was insured and Green asked them to make a careful study and survey of the condition of the cargo and then make a report. This was the vessel that supplied bread and flour to the settlers in the Halifax harbour area.

The report of April 26, 1752 stated, “. . .we have surveyed the cargo and separated the good from the bad . . . There were 168 barrels of bread and also a parcel of loose bread. There were 141 barrels of flour that is unfit for His Majesty’s use. Green then ordered a public auction to sell what they could.” This would be sold in 17 lots of one tonne each for the price of £3 to £4 per tonne. A total of £247:13:1 was received. The court charges were £10:4:0. The surveyors costs were £24:11:6 and the judges expenses were £16:13:6.

On June 22 the trial of the schooner “*Mercy*,” William Dolliver, master, was held. The *Mercy* had been seized by Captain Rouse on the sloop *Albany*, for carrying illicit and contraband trade goods. The cargo included Spanish iron and casks of wine. The libellant would be Governor Cornwallis because the shipment

did not come from England nor was the vessel owned by an English person. When seized in British waters the statutes allowed the vessel and cargo to be forfeited to the Crown. When inspected by Charles Little, the *Mercy* was also found to be laden with salt in the hold. Under this salt was hidden the wine casks and 145 Spanish iron bars. The court ordered the vessel, equipment and cargo to be auctioned to the highest bidder at the house of William Pigott. An appraisal was given by John Kinselagh, Charles Hayes, and Thomas Hardwell.

The master, William Dolliver, bought the schooner for £155. The cargo iron was sold for £238. The commission on the sales were £4:15:2, court costs were £43:3:0. One-third went to His Majesty, that is £63:14:4, another third to Governor Cornwallis, and the other third went to the informant, John Rouse.

On October 14 there was another hearing of a salvage suit for the goods from the sloop, *Charming Nancy*, owner, Daniel Shatford. It was storm bound and stranded at Ship Harbour on the Eastern shore. Two vessels were asked to assist the salvaging with the promise of a reward. Thomas Gillard, master of the vessel, *Kingfisher*, was on a fishing voyage and the crew picked up some of the shipwrecked sailors just off Owl's Harbour. They were floating on a raft. They told of the shipwreck and the distress of the others. The crew of the *Kingfisher* took the survivors and what goods they could salvage to Halifax. An inventory was ordered on October 16 and the value of the cargo was rated at £175:19:1.

Some friendly Mic Mac Indians had also assisted in the rescue and the court ordered a memorial to be read on their behalf, as well as, a reward of £30 be given by Malachy Salter and Daniel Malcom. Thomas Gillard testified that on October 5 he was at Ship Harbour and found Captain Malcom shipwrecked with some Indians, who tried to help them by killing fowls for their food. This sustained them until they were rescued. On leaving, they promised to give the Indians flour and bread. "Nothing makes them more resentful than a broken promise . . ." they said. Any fisherman who would have to go ashore for safety would be in great jeopardy of losing their life, and the promise had been made in front of witnesses. The court was asked to give order that the promise made by Captain Malcom to the Indians may be performed with all convenient speed, that the memorialist and others be not hindered from the exercise of their calling. Which must inevitably terminate in the ruin of many.

This statement was made by Otis Little, the Advocate General, on behalf of the Indians concerned in the salvage operation. The public auction of the salvaged goods was held on October 23. The amount raised was £116:11:6. The court costs were £19:6:2, and for the Indians £33:16:5 was set aside. The crew and Thomas Gillard on the schooner, *Ann*, received £20. James Fullerton and crew of the *Kingfisher* received £20. Malachy Salter received £3:11:0 for storage space. To the master of the sloop, *Charming Nancy*, Richard Mail, and crew men Noble Row and Nicholas Bag, were given £5 each. The court retained the rest in the Lands of the Registrar of the Court for the use and benefit of such persons as it shall appear to the "Court of Right to Belong unto."

There was some very distressing news from Boston this year. The smallpox epidemic was raging. Funerals were without ceremony and business had stagnated.

The Custom House in Halifax began to list the vessels that were entering and clearing for outbound destinations.

Entered in May was: Captain Rudyard from St. Christophers; Captain Lowell from North Carolina; Captain Musvere from Portsmouth; Captain Westlade from Corke; Captain Martin from London; Captain MacLean from Boston; Captains Dalton, Gwyn and Simonton from Newbury;

Cleared out were the following: Captain Tubes for the Bay of Fundy; Captain Simpson for Piscataqua; Captain Musvere for Portsmouth; Captains Dalton, Gwyn and Simonton for Newfoundland.

In June, the talk of the towns was about a sea monster, a female, was taken within the mouth of our harbour. The body was the size of a large ox. It was covered with short hair. The skin 1½ inch thick, loose and rough; neck short and thick, resembling a bull. The upper jaw had two teeth, 9 or 10 inches long, crooking downwards, supposed to be ivory. It was shown for several days. The fat of it is, "trying up," in order to make oil.

Advertised for sale, just imported, to be sold by Joshua Mauger at Major Lockman's store in Halifax, several Negro slaves. For example, a very likely Negro wench, of about 35 years of age, a Creole born, brought up in a Gentleman's family.

Three criminals were executed here on Monday last, pursuant to their sentences. Another was reprieved at the Gallows. They seemed to die in a penitent frame of mind. They confessed their crimes, begging prayers of the spectators, and warning them against those sins which resulted in their execution.

H.M.S. *Torrington* arrived in five weeks from London. Advice brought was that Governor Hopson would embark on the H.M.S. *Jason*, from here to Halifax, at the end of this month of June.

From the Custom House in June it was reported the following entered: Captain Wheeler from Boston; Captain Bramham from Barbadoes; Captain Miller from London; Captain Troy from Dublin and Captain Green from Rhode Island.

Cleared out was: Captain Tingley for New York; Captain Young for Casco Bay; Captain Graham for Bay of Fundy; Captain Rudyard for New York; Captains MacLean, Homer and Prince for Boston and Captain Law for Newfoundland.

In July, there was a public notice about a runaway slave named Henry Binfield. He was an English indented servant that came to Halifax in 1751 on the *Marlborough*. A reward was offered if anyone would turn him in to the subscriber Eropmas Phillips, from Annapolis Royal, or to Captain Mauger.

In July, there were published notices for maid servants and men servants, who were accustomed to family business. Other notices published locally included the ship, *Warren*, now lying at Mr. Barnard's wharf, together with all her stores. The hull, three masts, and bowsprit to be set up at £300 according to the valuation of Captain Joseph Rouse and Mr. Thomas Hardwell, shipwright; one-half of the purchase money to be paid down immediately, the other one-half in three months. Mr. Richard Bulkeley had a notice published forbidding the cutting of any wood

from Cornwallis (now McNabs) Island, also any taking away of wood already cut, would result in the same prosecution.

The Custom House reported the following for the month of July entered:

Captain Holden from London	Captain Slaytor from Newfoundland
Captain Trapp from New London	Captain Prince from St. Martins
Captain Andrews from Newcastle	Captain Lunt from Philadelphia
Captain Dull from Musqueto Shore	Captains Davis and Lovett from Barbadoes
Captains Homer and Baschard from Boston	Captains Adams and Holmes from Jamaica
Captains Wade, Grow, Clark, and Lunt from North Carolina	
Captains Owen, Burrit, and Higgins from Connecticut	

Cleared out:

Captain Miller for Annapolis Royal	Captain Bennet for New York
Captain Woodside for Rhode Island	Captain Deane for Connecticut
Captain Rosse for Jamaica	Captain Robinson for Bermuda
Captain Storer for North Carolina	Captain Green for Newfoundland
Captain Stapleton for Boston	Captain Cox for Casco Bay
Captains Ford and Tuston for the West Indies	Captains Jones and Phillips for London
Captains Smallridge and Archer for Newfoundland	

In August, there was a plan, called a "scheme," for a lottery to raise the sum of £450. This was to build a lighthouse at Cape Sambro. The number of tickets would be 1,000, at £3 each. There would be a total of 200 prizes, from £500 to £7. A total of 15 percent to be deducted from the fortunate tickets and the remainder to be paid without any deduction. To be drawn publicly at the Town-House.

A reward of £10 was offered for the recovery of a large white bottomed canoe with a new mackerel seine (Net) of 50 fathoms long. The canoe was found bottom up near Gorham's Point, with the rudder near by and the tiller under it, but no net has been since seen or heard of. Apply to Robert Miller for the reward, if information will prove who stole the property, or the return of the net.

A severe wind storm struck the harbour and the two towns on a Sunday evening. Several frames and houses in the towns were very badly damaged. There were close to 100 trees blown down. At George's Island a tree was blown down across a new building and several of the Germans employed there were injured.

In August there was a schooner, 50 tons, launched that was designed for the fishery. It was named the *Hopson*, out of respect to Governor Hopson, who, with Colonel Cornwallis and some other Gentlemen in a barge, were passing by and saw the launch. A schooner was built on the same stocks previously but, it was captured by the Indians at Canso before making her first freight of fish. There is another

schooner on the stocks, to be launched in a few days, also destined for the fishery. A report stated there would be a new snow, about 150 tons, to be set up soon and it will be finished with all possible speed.

In August, the Custom House reported vessels entering Halifax harbour from Ireland, 1 from Fyal, 2 from New London, 1 from Salem, 1 from Boston and 2 from Newport.

Vessels cleared out were: 1 to Marblehead, 1 to Philadelphia, 1 for Newfoundland, 1 for Cape-Ann, 1 for Piscataqua, 1 for New-London and 1 for Bilboa.

At a court martial, one man was shot for desertion and another received 600 lashes. The man who was shot had deserted 15 times from different Regiments before he was caught.

In a report from Boston, a man, Thomas Stannard, came here from Canada by land. About 15 months ago he, with several others, were taken captive by Indians who attacked the new settled town of Dartmouth, opposite Halifax in Nova Scotia, and carried captive to Canada. He and seven others taken at different times and places, were recovered out of the hands of the French by a Captain Stevens. This officer was sent to Canada by this Government last winter to redeem as many of our unhappy countrymen from their captivity as he could.

In October, a woman who had been taken captive at the massacre in Dartmouth, returned to Halifax on a vessel from New York. She also must have been ransomed and taken back to the American colonies.

For the month of September, the Custom-House reported as entered: 3 vessels from New London; 7 vessels from Boston; 1 from Cape Ann; 3 from York; 1 from Rhode Island; 2 from Casco Bay, 1 from Piscataqua; 1 from Cork; 1 from London; 3 from Rotterdam; 1 from Salem and 1 from Ipswich.

Vessels that cleared out were the following: 1 for South Carolina; 3 for New London; 2 for York; 1 for Barbadoes; 2 for Casco-Bay; 5 for Boston; 2 for Piscataqua; 1 for Fryall, and 1 for Rhode Island. There were also 1 for New York; 1 for Virginia, and 1 for Philadelphia.

In September, Governor Hopson, attended by Governor Cornwallis, and His Majesty's Council and others, reviewed the three Regiments stationed here.

In October, the talk of the towns was about Mary Walker arriving here from Philadelphia. She was said to be, "under God," and by her directions has enabled women to bear children that never had any before, although married for many years. She has certificates to prove herself to the public. She will wait on any person at their houses if sent for. She requires no money before, "she effects what she proposes upon . . ."

Goods were advertised by the local merchants and it was noted that the merchant is willing to exchange European goods with any person for suitable, ". . . Produce of America." The Barter system was still very active at this early stage of development, it was most essential.

In October, the Custom-House reported as entered in: 1 from Philadelphia, 1 from Dublin, 1 from Rhode Island and 1 from York. Cleared out: 1 for York, 1 for Casco-Bay, 1 for Barbadoes and 1 for Virginia.

There was a sad note to report regarding the crew of the H.M.S. *Torrington*. On a Sunday, 16 or 18 hands of crew were tipped over in a small boat. All had to swim away, but although rescued the carpenter and carpenter's mate were so far gone, that they died that same day. It was calm when the boat upset so they said it was either carelessness or design that caused the accident.

In November, three men were found guilty of Burglary and felony at the Court of Assize. They received the sentence of death and behaved very passionately, begging for mercy.

On the anniversary of His Majesty's Birth Day, now seventy years old, the same was observed here with great demonstrations of loyalty and joy. In the forenoon the Gentlemen of His Majesty's Council, the Gentlemen of the Clergy, the officers of the three Regiments, and other Gentlemen of distinction, waited on His Excellency, the Governor, with their respective compliments on the joyful occasion and were handsomely received.

At noon the Royal Salute was paid by the discharge of 21 cannons from the parade and from George's Island. The colors onboard H.M.S *Albany*, and all the other ships and vessels in the harbour were displayed. The evening was concluded with illuminations and all the other expressions of joy and loyalty that could be expected from such an infant settlement.

The Customs-House reported the following vessels for November entered: 2 from Piscataqua, 2 from York, 1 from Philadelphia, 3 from Boston, 1 from Oporto. 1 from Newfoundland, 1 from Annapolis Royal, 1 from Salem, 1 from New York, 1 from Liverpool and 1 from Dublin.

Cleared outward were: 2 for Portsmouth, 1 for Casco Bay, 2 for New York, 2 for New London, 1 for Piscataqua, 1 for Chignecto, 1 for Cork, 2 for York, 1 for South Carolina, 1 for Philadelphia, 1 for Boston and 1 for Ipswich.

On December 15 a "Charity" sermon was preached in the Episcopal Church by Reverend Breynton. For this occasion several congregations of Protestants united in their attendance, after which a handsome collection was made for the poor. The following week it was considered that a House of Corrections be built forthwith for the suppression of Petty Larcenies and other evils that daily happen through the idleness of several persons of both sexes, who refuse to labour at their proper calling for reasonable prices. The Delinquents are to be employed in such sort of hard labour as may be most beneficial to the colony.

For December, the Customs-House listed the following entered: 4 from Boston, 2 from Philadelphia, 2 from New York, 1 from South Carolina and 1 from Salem. Cleared out: 3 for Boston, 2 for South Carolina, 2 for York, 1 for Virginia and 1 for New London.



At the beginning of the year a public inquiry was requested into the partiality of the Justices of the Inferior Court. Cornwallis, worn out and exhausted, was replaced by now Governor Hopson. It didn't take Hopson very long to become aware of the jealousy and animosity between the settlers from England and Germany and those who came up from the American colonies.

Hopson added four new names to the bench and also he recommended the Board of Trade and Plantations send over a Chief Justice and an Attorney General. One of the most important events was the German settlers going to Merliguesh (now called Lunenburg). Some of the Dartmouth Germans left for Merliguesh. But some stayed to help develop the agriculture and the fishery. Some who left for this new settlement kept their Dartmouth lots in case the new settlement didn't work to their expectations.

During 1753 the so called "Dram Sellers" began to openly advertise their products in the Halifax Gazette. It stated, "... for the encouragement of the inhabitants of Halifax, sell at their respective Distilling Houses, good full proof Nova Scotia Rum at £0:2:3 per gallon in quantities of not less than 20 gallons and by smaller quantities as low as 3 gallons at £0:2:5 per gallon ..." Joshua Mauger, for a further encouragement to his customers will give one cask of rum in advance, to be paid for when they receive the second, provided they are people of good character." Signed Joshua Mauger and Jonathan Prescott.

The three taverns in Dartmouth belonging to Ezekiel Gilman, Walter and Mary Clark, and Samuel Blagdon, were not competition because the above prices referred to the "good stock" of rum but, the Indians and common laborers on the Public Works Program still preferred the lesser quality at a cheaper price. This led to competition with the "illegal trade" which didn't pay for inspection or a duty.

Efforts to stern this were tried but not successful. Another attempt was an order from the Council Chambers on July 6, 1753. It stated, "Whereas there are many persons who have licences to retail spirituous liquors that have not complied with the late regulations of the Governor and Council, which obliges all persons having licences to put up a sign, and to cause their names to be written thereon and that they sell spirituous liquors by licence. If not complied to within eight days, the penalty of their several bonds will be immediately levied." They also set the price of beer at 18 pence per gallon.

Regardless of the loss of potential income for the Government, which would be used to pay a bounty on the fishery and agriculture, industry in general continued to grow. Lumbering was growing very fast and successful, agriculture was holding up its end, but the greatest asset for this struggling colony was the Fishery. The Atlantic fishing banks had the greatest nursery of cod in the world. One report stated, "... for more than 250 years the fishery had been the scene of manifold rivalries in which the mainland of Nova Scotia played a passive part." This had the international competition in which countries like Portugal and Spain had given way to France and England. Now France was confined to the area of St. Pierre and Micquelon, the west coast of Newfoundland and now again at Louisburg. This brought on the "Seven Years War," and Louisburg would change hands for the last

time. This fishing trade was too important to permit rivals on the European markets.

Prior to this the contest between the Europeans on the Grand Banks was to catch the fish, then ship it back preserved in brine. This was called the "green fishery." Now small local vessels would improve the value by reducing the bulk by drying the split fish on shore. This dry fishery was more remunerative. The most efficient fishery was based at ports nearest these fishing grounds when beaches and lost of sun was available. Nova Scotians now had the chance to develop her fishery instead of merely serving as a summer base for New England fishermen. New England merchants had their own "agenda" which included trading with the French.

The Lords of Trade and Plantations realized this and they continued to recruit experienced fishermen from Dartmouth, England, and other areas that developed the fishery around England. This would protect the monopoly of the English merchants.

In Dartmouth, Nova Scotia, the fishermen had to remain in the protection of the garrisons. This impeded their ability to use all the beaches and coves around the harbour as well as those nearby along the coast. Beach space and fish lots were now very important to the administration of Governor Hopson and his council. Their loyalties were with the merchants in London and their merchant agents in Halifax and New England. The result was now any property with water frontage was very expensive and in high demand.

Within the town of Dartmouth there were 53 families for a total of 195 people: 81 males over 16; 47 females over 16; 29 males under 16, and 38 females under 16. The port of Halifax, being ice free during the winter months, continued to be a centre of trade and commerce for the fledgeling colony.

On January 5 the trading schooner (name unknown), Captain Homer, entered from Boston. Cleared outward, was Captain Atkinson for New York; and Captains Ross, Gilliard and Miller for Barbadoes in the West Indies.

On January 12 cleared outward was: Captain Prince for Barbadoes, and Captains Brown, Stover and Rodick for Boston.

On January 26 entered inward was: Captain Florence and Dunham from Boston, Captain Spellen and Sears from New York, and Captain Wilson from Piscataqua. Piscataqua, in New Hampshire, was combined Royal Navy Yard and supply centre for all forms of naval timber. Since there was yet no Dockyard, or King's Yard in Halifax, all the naval timber requirements for the naval vessels stationed in Halifax would come from Piscataqua.

On the Dartmouth side of the harbour a report was issued that Mr. George Gerrish of this town, blacksmith, last week finished making a "Crank" for the new sawmill being built in Dartmouth. This crank weighs 1700 lbs. weight or seventeen hundred weight. It is esteemed as well made as any in Holland. The mill will be wind driven and the crank, or shaft, will operate 18 saws.

On February 19 entered inward was Captain Staniford from Ipswich. Cleared outward were: 2 vessels for Marblehead, 1 for Barbadoes, 2 vessels for Piscataqua, 1 for Cape-Cod, and 1 vessel for New York.

Captain Joseph Rouse, who lately arrived here in the schooner, *Dolphin*, which is employed as a Pilot boat, in his passage to the westward of this place, near Port Mutoon, espied a sloop drove up high and dry upon the beach. There was a boat from the shore heading towards them so they waited. This proved to be the boat that belonged the wrecked vessel. It contained Captain Nathaniel Adams and his crew, who then begged Captain Rouse's assistance. They were granted a supply of provisions until they saved their cargo. Then they tried to remove the sloop but failed to do so. Captain Rouse then returned Captain Adams to this place. Adams made an agreement with Captain Moore of York to return to the stranded vessel to take in the cargo of cotton, wood and molasses.

Contrary to this agreement, Captain Adams sailed for Boston on another vessel. The sloop had been bound for Piscataqua from the West Indies.

Vessels entered inwards were: 1 from Ipswich. Vessels cleared outward were: 2 for Marblehead, 1 for Barbadoes, 2 for Piscataqua, 1 for Cape-Cod and 1 for New York.

From the local newspaper, the Halifax Gazette, appeared the following advertisement, ". . . Deserted. From their master, Captain Joseph Rouse of Cornwallis Island, Richard Brown, a short well-set fellow about 30 years old, by trade a "Butcher," with a blue waist coat and cloth trousers. Also a lad named Richard Harrod, about 16 years old, who is pretty well known in Halifax. Whoever shall apprehend both or either of them, or give information to the "Printer" where they may be found, shall be suitably rewarded for their trouble and all masters of vessels are cautioned against concealing or carrying them out of the place, as they would avoid the penalty in such cases provided . . ."

On February 17, 1753 the following advertisement appeared in the Halifax Gazette ". . . Joshua Mauger and Jonathan Prescott, for the encouragement of the inhabitants of the town, sell at their respective Distilling Houses, good full proof Nova Scotia rum at 2 shillings, 3 pence per gallon in quantities not less than 20 gallons; and by smaller quantities as low as three gallons at 2 shillings and 6 pence per gallon. Joshua Mauger, for a further encouragement to his customers will give credit, one cask of rum in advance, to be paid for when they receive the second, provided they are people of good character."

Vessels entered inward on February 16 included: 1 from New York and 2 from Boston. Vessels cleared out included: 2 for Boston, 1 for New York, 1 for Piziquid and 1 for Newfoundland.

On February 28, 1753 vessels entered inward were: 1 from Boston, 1 from New-London, and 1 from the Virgin Islands. Vessels cleared outward were: 1 for Casco-Bay, 1 for York, and 1 for Boston.

The sloop, *Janson*, and Captain Cook had left Halifax about six weeks ago for North Carolina, but returned due to the extremely bad condition of the vessel. They found her timbers so rotten that they would not bear boarding or could even hold a spike. The vessel, and what remains of the cargo, is to be sold at public auction for the benefit of the insurers.

On March 16 vessels entered the port of Halifax were: 1 from Boston, 1 from New-London and 1 from the Virgin Island. Vessels cleared outward were: 1 for

Casco-Bay, 1 for York and 1 for Boston. The previous week had entered: 1 from Wells, 1 from Piscataqua, 1 from Boston and 1 from York. Cleared out were: 2 from Boston and 1 for New York.

On March 22, 1753 a proclamation was issued for forming a militia in this province. Every inhabitant and settler, between the ages of 16 to 60, are obliged to provide themselves and servants with good and sufficient fire-arms and ammunition by the 22 of May next, under the penalty of a 40 shillings fine, or one month imprisonment and hard labour.

On March 26, 1753 an act was passed by the Governor and Council forbidding the destruction of fences made on the 5 acre lots and near the towns of Halifax and Dartmouth, and on penalty of being whipped at the public whipping post and suffering six months imprisonment and hard labour.

The most predominant issue at this time seemed to be the internal bickering and hostility between the settlers and the administrators. A memorial from 14 of the leading citizens and businessmen was sent to Governor Hopson praying for a public inquiry about the charge of partiality of the justices of the Inferior Court. These judges were Charles Morris, James Monk, John Dupont, Robert Ewer, and William Bourn. They were Justices of the Peace and also Judges of the Inferior Court of Common Pleas for the town and county. They were later charged by a second petition, more numerous signed.

On March 1 the Governor and Council pronounced their opinion, by which the justices were exculpated on all the charges. In their collective agreement the Governor and Council stated, “. . . we cannot without earnestly recommending Peace and Unanimity to all, a thing so necessary at all times for the general good. More especially at this time and in this place, where His Majesty’s Government is already too much obstructed by the malice and wicked designs of his secret enemies that may possibly be round about us . . .”

Hopson had to exercise his authority but at the same time prevent any suspicion of partiality from the Bench. He added four new Judges and two of these were signers of the petition. He also realized how sensitive this could be in the future so he recommended the Board in London send over a Chief Justice and an Attorney General to give credence and authority to the courts.

In April, Captain Taggart in one of the sloops belonging to this Government, sailed to England with dispatches from the Governor. The Honorable John Salisbury, one of His Majesty’s council, went along to represent this province.

On April 15 the report of vessels entering the port of Halifax included: 1 from New York, 1 from Rhode Island, 1 from South Carolina and 1 from Barbadoes. Cleared out was: a vessel for Chignecto and 1 for New York.

On April 20 vessels entered included: 1 from Philadelphia, 2 from York, 1 from New York, 2 from Boston and 1 from New-London. Cleared outwards included: 1 for the Bay of Fundy, 1 for Boston, 1 for Salem and 1 for Newfoundland.

On April 27, vessels entered included: 1 from Barbadoes and 1 from New Jersey. Cleared outward was: 1 for Casco-Bay, 2 for Philadelphia, 1 for New York, 1 for Rhode Island and 1 for York.

At the Court of Assize held this session, two men, Mr. Allen and Mr. Bonsides, were tried for uttering counterfeit quarters of dollars and half pistereens. Allen was acquitted but Bonsides was found guilty. On the same day a Mr. Dodge, who just arrived from New England, was tried and found guilty of uttering counterfeit Doubloons made of a base metal. Also on that day, a Sergeant Presberry of the Train of Artillery, was found guilty of Sodomitical practices.

The hours of operation for the ferry between Halifax and Dartmouth were regulated and posted in the public room of each Ferry House in Halifax and Dartmouth.

The militia of this town and suburbs appeared in April, according to a previous proclamation, with their Arms and Ammunition. When His Excellency attended with several Gentlemen of the Army, after viewing their arms, etc., dismissed them. This did not apply to the Foreign Protestant settlers as it is intended they shall be formed at their own settlements. In a separate report one of them stated as a condition to agree to come to this colony, that they would be growing corn and not soldiers.

At a Council meeting on March 26, 1753 an Act was passed to prevent the destruction and theft of fences within the peninsula of Halifax and town of Dartmouth and other farms and lots of land situated near Halifax harbour and Bedford Basin.

It was also decided to pass an Act stating that “convicted offenders will be given 40 lashes at the Common Whipping Post, and 6 months hard labour at the House of Correction (when erected). In the meantime 6 months in His Majesty’s Goal in Halifax, without Bail or Main Prize.”

Between February 15 to April 15 the Government victualled 967 people and a further 1,047 people named on the compassion list. The total number of people now being victualled was 2,014 on a daily basis. The “Foreign” settlers who came in 1752 were recommended to be put on the Compassion list for the winter. The Council was of the opinion that they should be struck off, as soon as the Fishery becomes plentiful.

Governor Hopson commented that work is especially recommended in his instructions from the Board in London. The Council was of the opinion that they should be offered to work off their debt (transportation costs) by working on George’s Island. If not willing they should be employed to clear the Common of this town, which they seem to be more willing to undertake and which when done, will be a great means of subsisting the poor of this place without the assistance of government. Also some of them repair the beach or anything for the public service that should be found expedient.

The Council had another meeting on May 10 and it was mentioned that the Indian tribes at LeHave said they wanted to make peace. Now it was resolved in Council that the settlement intended to be made at Merlegish would be called the Township of Lunenburg and the district thereof to be hereafter ascertained.

On May 26, 1753 three Justices of the Peace were appointed for this new township of Lunenburg. A total of 14 transports from 60 to 98 tons and the sloop

*York*, Captain Cobb, were used to transport the “Foreign” settlers. There were also 92 Regular soldiers and 66 Rangers. Colonel Lawrence was instructed to take command of the troops and settlers.

In June, the fleet under convoy of H.M.S. *Albany*, Captain Rouse, and also two other convoy vessels, set sail with the Germans and Swiss that were designed to settle at Merlegish (Lunenburg). They arrived on June 16 a Monday morning. They met with no obstruction at all. The report was very favourable, soil exceedingly good, very tall grass growing and fruit trees all in bloom. The three convoy vessels returned to Halifax to escort another group of settlers for the future settlement of Lunenburg. On the return voyage it was reported that several houses, and 2 blockhouses were already raised and would soon be covered in.

On June 29, 1753 a memorial from Lt. Robert Campbell was presented to the Council. This man had been recommended by the former Governor, Edward Cornwallis. He had arrived in Halifax, after serving in the army in England and was a Deputy Commissioner. He was given a command of a considerable detachment of Rangers at Dartmouth and entrusted with the management of settling that place and to direct the militia there. He was also to make a report of the committee for the conduct of the Commissary of Stores and Provisions at Halifax. This was in request to be appointed to some office so as to support himself and carry on his improvements.

On July 7, 1753 a report was issued from the Secretary’s office that the militia for the Halifax peninsula and parts adjacent would be divided into 2 Battalions. The first of 12 companies, the second of 10 companies, and 1 company for Dartmouth under the command of Captain William Clapham, Richard Emery and Samuel Blagdon, as officers.” All men, from 16 to 60, residing in the town, in the North and South suburbs, and at Dartmouth, are to observe the Orders and Directions of their respective officers according to the Act for establishing and regulating the militia.

By this time the “dram sellers” were openly advertising their products. In an advertisement in the Halifax Gazette on February 17.

On July 23, 1753 Hopson sent a report to the Board in London. He related the, “state of affairs” in Nova Scotia. This included how he sent surveyors to Merlegish and the expense of weighing, housing and coopering provisions and how considerable it was. The weighing was exceedingly necessary as the provisions often fell short of the weight it was shipped for. The coopering prevented accidents (of weight loss)—sheds for provisioning were wanted and he was obliged to have them built ... He Said he could not prevail on the Foreign settlers to work on George’s Island before they left. He said he was trying to save on the allowance of firewood for the troops ... Land around Halifax had been granted, the proprietors make a profit on the wood as they export it to the continent ... I was obliged to send 2 surgeons to Lunenburg, the other 3 take care of Halifax and Dartmouth. The Philadelphia flour shipments fall short from £4 to £9 for each barrel. The pease sent from New York are all damaged.”

Mr. Otis Little, formerly the Commissary of Stores, left for the West Indies. His finances are in bad plight. His creditors had attached everything they could find.

The provisions from Mr. Chauncey Townsend fell short when examined. (This short fall included) pork by 4,407 lbs., butter by 178 lbs., and pease by 54¼ bushels.

The English parliament voted £47,167:6:6 for the charge of the colony of Nova Scotia for 1753. Previously in the estimate of expenditure it had been suggested to erect a Battery, called Fort Clearance, on the eastern side of Halifax harbour opposite George's Island. An old Indian path was made into a road between the town plot and this new fortress. Also more soldiers were added to the 40th Regiment who were assigned to this new fortress. This had been suggested by Richard Bulkeley in 1752. The estimate was for a Battery of 6 guns with a double palisaded Fort in the rear and a barracks for a detachment of troops. This would mean clearing the ground, moving earth then building the Battery. Platforms, posts, palisades, ribbands and mails. Also material and workmanship the gate and making Banquettes (raised runways along the inside of a parapet or the bottom of a trench, or a raised footway. The barrack to be 45 ft. by 20 ft. Wide, with a pitched roof. The shed for stores would be 12 ft by 10 ft, and materials for a mobile magazine. The estimated cost was £375:12:3.

In April, 1753 John Collier became Judge of His Majesty's Court of Vice Admiralty. His first case as the new judge involved a sloop, *Hannah*, from Rhode Island that had its cargo damaged at sea during a bad storm. A memorial by Malachy Salter was read and the amount claimed was for £50. These goods were sold at public auction and the balance was put in Register's funds that was due to the owner or insurers to the sum of £37. Salter then petitioned the court for the balance and it was so ordered on November 10, 1753.

On June 19 a gondola was seized at Fairbanks wharf in Halifax. There were 11 hogsheads and one cask of rum, and two casks of tobacco. These had not been entered or reported with Henry Newton, the Collector of the Province. Therefore, it was liable for seizure and condemnation.

The Court ordered Joseph Pierpent, Halifax merchant and proprietor of the gondola, to be charged with libel. The vessel and goods were condemned to be sold by public auction, at the Pontac Inn, to the highest bidder. The sum raised was £130:19:7. One-third, or £36:9:7½ went to His Majesty, another third to the Governor, and the other third to Henry Newton. The court fees were set at £21:10:8½.

On July 18 the Court ordered a public auction on the sloop, *Phebe*, the sloop *Polly*, and their sundry goods for illegal transportation. This included 6 hogsheads of French wine, one large chest of tea, 14 barrels of tar (or pitch) and 2½ barrels of tobacco. The Court ordered a public auction to dispose of the "tackle" and vessels. The total raised was for £210:13:5 on the first libel. The second libel raised £197:18:0, less charges of £38:16:8. One-third to His Majesty was £53:0:5, another third to the Government, and the last third to the prosecutor Henry Newton.

The Inferior Court of Common Pleas, with the new members, was also busy this year. This court ordered Ezekiel Gilman to pay William Draper, surgeon, Halifax, the sum of £2:8:0 damages, and £1:12:6 the first Tuesday of June, 1753.

On June 17 Gilman was ordered to pay £31:7:7 to Thomas King, Halifax storekeeper, by the first Tuesday of September, 1753.

On August 16 Gilman was ordered to pay £10:19:3 to Malachy Salter by the first Tuesday of September, 1753.

On December 24 Captain William Clapham of Dartmouth, was summoned to pay George Gerrish the sum of £33:10:8 and 3 farthings with costs. This was to be paid on the first Tuesday of March in 1754. Captain Clapham sought an appeal. On April 15 the verdict was that Clapham should pay £20 and both William Nesbitt and John Calbeck to pay £10 each. There were several repair bills for the machinery at the sawmill, as well as, for the victualling of those settlers who worked at this mill at Dartmouth Cove.

By this year there were 3 taverns operating in Dartmouth. There was plenty of competition from Halifax and the prices were down, but the tax on rum and spirits was needed for the administration of the colony. Also the taxes were needed to pay a bounty on the Fishery and on Agriculture which were being developed. The Fishery was rapidly growing because the cod fishery had been thriving for the previous 250 years by fishermen in Europe. This led to great rivalry between the European countries and it would soon be the chief cause of the Seven Years War.

In London, England, there was a notice that said upwards of 30 sailing ships were fitting out on the River Thames for the Greenland Fishery this coming season. Ships were needed to patrol the fishing grounds and the Navy in England stated that 10,000 seamen will be granted for this service this year. This was 2,000 more than last year. The man-of-war ships put into commission as guard ships included 7 at the Portsmouth yard, 5 at the Plymouth yard and 4 at the Chatham yard. Later that year the Board of Admiralty put another 5 ships into commission. A large quantity of naval stores were ordered to be shipped for the use of His Majesty's ships stationed at New England.

On May 4, 1753 there were 6 vessels entered in the harbour. Two schooners and a sloop from Boston. A sloop from New-London, and two schooners from Maryland. Cleared outward was: a schooner for Canso-Bay and 3 sloops for Newfoundland.

The property transactions for Dartmouth included a Deed Poll registration on April 18. This was between William Foy the Provost Marshall of Nova Scotia and Joshua Mauger for the sum of £16:4:0 currency to satisfy an execution of said Joshua Mauger against Walter Clark, a Tavern keeper. This was lot D, number 11. The Deed was transferred to Joshua Mauger.

In 1753 properties began to change ownership in Dartmouth. On August 31 Samuel Blagdon, Innkeeper, had a suite filed against him by Henry Turk. Blagdon lost property in Halifax and at a public auction, his land in Halifax was purchased by Daniel Shatford.

Joseph Cole received lot number 18 in Letter F; Jacob Hartling received lot number 11 in Letter L; Michael Hartling received lot number 10 in Letter F; and William Howard received lot number 1 of Letter C.

On January 2 Josiah Rogerson sold lots number 2 and 3 of Letter A, to Joshua Mauger for £15:8:0, along with lot number 16 in Letter N.



On February 7 Thomas Bourn sold lots number 13 and 14 of Letter D to John Waite for £10:16:6.

On April 18 William Foye, the Provost Marshal, had to confiscate lot number 11 of Letter D from Walter Clark. This lot was put up in public auction and Mauger was high bidder at £16:4:0.

On May 18 Joseph Scott sold lots number 11 and 12 of Letter B, to Adolph Wiederholds for £18 sterling. The next day, in order to satisfy an execution by Michael Sexton, Halifax tailor, against Thomas Harding, Cordwainer, the Provost Marshal sold lot number 5 of Letter B to Sexton for £6:3:1.

On July 20 William Clapham received a grant of land for 200 acres in Dartmouth from Governor Hopson. This land grant was bounded on the South West by a road for 50 rods on land belonging to the sawmill, then 28 rods on the mill river just below the mill, 25 rods on the land of Captain Iver Davidson by 2 courses, 36 rods and along Dartmouth Cove for several courses to ungranted land laid out for the mill.

John Williams sold lot number 5 of Letter K to Johan Peter DeBraze for 10 shillings. Edward Stevens, Dartmouth carpenter, sold lot number 12 of Letter D to William Clapham for £2:5:0, and also for a further consideration of a Dutch (German) house and other buildings on the lot.

On June 2 Iver Davidson, mariner of Dartmouth, and William Clapham signed a Deed of Exchange for land in Dartmouth Cove. This land boundary began at a stump near high water mark, 129 feet from the south corner of Davidson's house, 160 feet northwest from the stump, then west by north 100 feet to the high water mark of the cove. Then northeast for 299 feet to a large post. Then southeast for 344 feet to the high tide mark, and along the shore for 160 feet to the first mentioned stump.

On June 2 William Clapham received a mortgage of £700 from Joshua Mauger, John Webb, Robert Ewer and Malachy Salter. For the collateral he used his 200 acre grant he had just received. Nicholas and Peter Rheinhart sold lots number 6 and 7 of the Letter H, to William Ribble for £2.

On August 11 in order to satisfy an execution against Samuel Blagdon, Dartmouth shoemaker, by John Williams, trader, lot number 5 of Letter E was purchased by Williams for £11:11:0. John Williams paid 10 shillings for Lot number 5 of letter K; and William Ribble paid 10 shillings for lot number 13 of letter H. William Clapham bought lot number 12 of letter D for £2:5 shillings, as well as further consideration of a Dutch house and other buildings.

This year Daniel Brest received a lot on Letter A from the Council. Joseph Cole received lot number 18 of Letter F. William Howard received lot number 1 of Letter C. Jacob Hartling was granted lot number 11 of the Letter L.

On October 27 William Hamilton received a land grant of 200 acres near the Southeast Passage.

From the Court of Assize held in May, a man was returned to six months in jail for uttering counterfeit doubloons. Another man convicted of counterfeiting

pistereens was sentenced to stand in the pillory for half an hour and then find security for good behaviour for 3 months. Two others who were convicted of stealing were sentenced to be whipped forty stripes at the public whipping post.

On May 18, 1753 the Customs-House reported that entered inward: 3 from Falmouth, 1 from Biddeford, 1 from New-London, 1 from London and Cork, 1 from Virginia and 4 sloops from Boston. Cleared outward was: 2 for Newfoundland, 1 for Boston and 1 for New-London.

The news from London, England, on May 19, 1753 stated that, "£47,000 will be granted for the colony of Nova Scotia this year." There was also a negative report regarding the naval, merchant service, and the Admiralty development. The numbers of carpenters, smiths, caulkers, etc., discharged at the Royal Dockyards at Chatham, Deptford, Woolwich, etc., amounted to 1,140.

On June 23 from London came a report that seemed to be contradictory to the Admiralty, it stated that a proclamation will be issued to oblige all natives of these kingdoms, employed in shipbuilding, etc., to return home in six months. Just one week later a report from London stated 449 ship carpenters were discharged from 6 of the Royal Dockyards. The reason for leaving England was that they wanted to continue their trade and help develop the industry in North America.

The London report also stated that "... if foreigners want more "Hands" (tradesmen) to satisfy their navies, to a level with ours, we can spare them a fresh supply without any danger or detriment to ourselves. There are also a great many other Artificers in H.M. Dockyards and the Docks. We may reasonably conclude that the peace of Europe rests on a solid foundation."

The Royal Navy presence began to make itself known in Halifax harbour this year. On June 16 H.M.S. *Torrington*, 40 guns, Captain Hutchinson, arrived from London. Later the H.M.Sloop *Vulture*, arrived to be stationed here. When Captain Rouse on the H.M.Sloop *Albany* is finished at Lunenburg he was to sail to England. The H.M.S. *Wasp* arrived and is to be stationed here.

From the Custom House on June 22 entered: 1 from Cork, 1 from Newcastle, 2 from London, 1 from Philadelphia, 3 from Boston and 1 from Annapolis Royal. Cleared outward: 1 for New-London, 3 for Newfoundland and 4 for Boston.

On July 6 the news from London was that orders had been given for victualling 3 man-of-war ships and a sloop, from the Woolwich Dockyard, for the Newfoundland station. Orders were issued to the Officers of H.M. Dockyards not to allow any foreigners to walk in or inspect any buildings of the yards in the future.

From the Customs House it was reported for July 6, 1753. Entered inward: 1 from Boston, 1 from Louisbourg, 1 from New York, 1 from Piscataqua, 1 from Rhode Island and 1 from New-foundland. Cleared outwards: 2 for New York, 2 for Newfoundland and 1 for Lunenburg.

On July 14, 1753 Entered inward: 1 from New York. Cleared outward: 1 for York.

On July 21 Entered inward: 1 from Piscataqua and 1 from New-London. Cleared outward: 1 for St. Christophers and 1 for Newfoundland.

On August 4 Entered: 1 from Kingston and 1 from St. George's. Cleared outward: 1 for Casco-Bay, 1 for Oporto, 1 for Boston, 1 for London and 1 for Maryland.

On August 11 Entered inward: 1 from Philadelphia, 1 from Boston, 1 from London and 1 from Mostarrat. Cleared outward: 1 for New York, 1 for Old York, 1 for Newfoundland and 1 for Boston.

A report on August 18 said, the mackerel were so prodigious in our harbour that the like never was known here before. It was supposed that 1,000 barrels were caught in only one week. The report also said that if proper, "Hands" and implements were used, then 10,000 barrels might be taken and cured in the same space of time.

August 18 the Customs House reported as Entered: 2 from New York, 1 from Guernsey, 1 from New London, 1 from Nevis, and 2 from Boston, 1 each from Newfoundland, Louisbourg, Ipswich and Rhode Island. Cleared outward: 1 each for Philadelphia, Boston and Newfoundland.

On August 25 entered were: 2 from York and 1 each from the following: New-London, Cork, London, Fayal, Boston and New York. Cleared outward were: 3 for Newfoundland and 1 for Philadelphia and Boston.

On September 1 it was reported from London, England, that the Lords of Trade and Plantations (the Board) met and agreed that an additional number of Forces be sent to Nova Scotia and Georgia, and accordingly ordered the same to be laid before His Majesty.

In France there was great commotion because of the Banishment of that Parliament.

News from Holland reported that transport vessels have sailed from England to Rotterdam to take several Protestant families from the Swiss Cantons to settle in Nova Scotia.

Local news published on September 1, 1753 related how a stranded whale was killed in Dunk Cove by some local fishermen. They used axes and had to work very fast because of the number of sharks that swarmed the area. The fishermen expect to make 30 barrels of oyl from the carcass that was towed to a nearby beach.

Entered on September 1 were: 3 vessels from Boston, 1 from New York and 1 from Old York. Cleared outward were: 2 for Boston, 3 for Newfoundland, 1 for England and 1 for Old York.

A notice from the Council was published in the Halifax Gazette stating that ". . . The proprietors of land who are entitled to the bounty for clearing land to report to the house of Charles Morris, Chief Surveyor." This would be to have the land surveyed and then certified.

On September 8 the Customs House reported entered: 1 vessel from each of the following ports: New London, Barbadoes, Philadelphia and Salem. Cleared outward were: 3 for Old York, and 1 for Boston and Casco-Bay.

On September 11 the Council passed a resolution about the grant of Common land in Lunenburg. It would be greatly for the advantage of the settlers to have a further quantity of land allotted to be laid out in a Common to consist of that part of the peninsula as described in their Plan marked B. It was further resolved that some necessary regulations be proposed by the inhabitants for the Common and make it most useful to them and the regulations to be sent to the Council for approbation.

On September 29 the report from the Custom House included, entered: 1 vessel from each of Boston, Portsmouth and New Hampshire. Cleared outward was: 1 vessel for Boston, Old York, Bilbon and 2 for New London.

On October 6 the militia was mustered from the town and suburbs and reviewed by the Governor. A commission that appointed the Honorable Colonel Lawrence was read and the entire event was conducted with a great deal of decency and regularity, considering the novelty of the thing.

In a letter from a Gentlemen in England to his correspondent in Halifax, dated June 22, 1753 was published. It stated, "the Congregation of Jews in general, that is to say the three Synagogues, have chartered three ships of 500 tons each, and are going to send 100 poor families over, with provisions for a year after their arrival, and £10 in goods on three years credit to set them up. They are to sail in three weeks time ..."

The Customs House reported for October 6: 3 vessels from New York, Piscataqua and London. Cleared outward were: 2 vessels for New York, 2 for Surinam, 1 for Salem, 1 for the Straights and 1 for Casco-Bay.

On October 20 it was reported that in a late storm, a vessel from Louisbourg bound for Halifax, was blown off course and cast away at Jeddore, about 12 leagues eastward of Halifax harbour. The crew were all saved and there are hopes that a good part of the cargo be saved, but the vessel was totally destroyed.

During that same storm it was rumored that Captain Taggart and the crew of one of the Government sloops had floundered at sea and all perished. Letters recently arrived from Captain Taggart that said he and the crew were safe in the Minas Basin area. They took refuge from the storm in one of the creeks about 3 miles from the Bay.

On October 20 the Customs House reported as entered: 1 vessel from Boston, Old York, Philadelphia and London. There were 4 from New-London. Cleared outward were: 2 vessels for New York, 3 for Boston, 1 for Old York and 1 for South Carolina.

On October 27 Governor Hopson proceeded to England onboard H.M.S. *Torrington*. He had obtained H.M. Leave to return home on account of his bad state of health. Captain Rouse also set sail for England onboard H.M.Sloop *Albany*. There were now three sloops and one man-of-war stationed in Halifax. These vessels were usually out on patrol but at least one was tied at the King's wharf and available for emergencies.

Vessels entered this week included: 1 from Newfoundland, 1 from Old York and 1 from Ipswich. Cleared were: 1 for Fayal, 1 for Newfoundland, 1 for Boston and 1 for Piscataqua.

On November 3 the Honorable Lt. Colonel Lawrence, as President of H.M. Council, has the chief command of this Government during the absence of Governor Hopson. Entered were: 2 vessels from Boston, 1 from Philadelphia and 1 from Duisberg. Cleared outward were: 2 for Casco-Bay, 1 for each of Old York, Boston and New-London.

On November 10 Entered were: 1 vessel from Piscataqua, Boston and New York. Cleared outward were: 2 for Newfoundland, and 1 vessel for each of the following: Philadelphia, South Carolina, Boston and New-London.

On November 30 Entered none. Cleared was: 1 vessel for Antigua, and 1 for Maryland, St. Christopher and Boston.

On December 8, 1753 Entered were: 1 from New York, Newfoundland and Old York. Cleared were: 2 for Newfoundland, and 1 from Oporto, London, North Carolina and Maryland.

On December 15 none entered. Cleared were: 1 for Fayal, Maryland, Boston, New York and Antigua.

On December 18 there was a report that the settlers in Lunenburg had assembled and caused a riot. There were 200 troops mustered at Halifax and sent there. The cause of the riot was that a letter had been sent from England saying that these settlers had not been given their fair share of supplies. The report also stated a Mr. John Hoffman was greatly concerned, if not the original contriver and promoter of the disturbance.

On December 22 Entered in the port of Halifax was: 1 vessel from Old York and 1 from New York. There were none cleared. On December 29 there were no vessels entered or cleared.

## 1754

The Indians were quiet during the winter and then in the spring of 1754. It was thought they were helping their allies the French in their building forts, such as at Beausejour. Lawrence decided to work on settling the out ports for the fishery potential.

On January 4 the news from London was that a Court of Admiralty will soon be held for trials of offences committed at sea. The same report stated that His Majesty's Forces in Nova Scotia, and others of His Majesty's Plantations abroad, were ordered to be reinforced and in a few days Recruits will be shipped there for that purpose.

On January 12 Captain Taggart with officers and soldiers of Colonel Warbarton's Regiment, arrived from Lunenburg with some of the settlers who are prisoners as a result of their riotous behaviour.

On January 15 Lt. Governor Lawrence reported to the Board with reference to the laws passed here, "we have Statutes at Large but no further down then in 1741. It would be a great service for us to have them as far as the end of the present session, because it is to them we have recourse in all cases where our own regulations, or the

Virginia Laws are deficient and because, they are the rule for our Justices in all matters relating to the Peace.”

As to the Court of Chancery, it would be useful if we had the latest and best books of legal precedents and Forms of Proceedings in the High Court of Chancery in England, to keep up to the Rules of that Court.

In January of 1754 the Customs House reported 7 vessels were Entered and 6 vessels were cleared outward. These vessels were the usual for Traders and for Fishing.

On January 26 a grim report was published about a soldier in Halifax. Apparently he had no inclination to do further duty and wanted to live an idle life. He cut off one of his thumbs in hopes of getting benefits of Chelsea Hospital. He was taken into custody and tried at a Court Marshal. He was found guilty and sentenced to receive 1000 lashes, then be drummed out of the Regiment. He received 500 lashes and will receive the remainder in a few days.

On February 2 Lt. Colonel Moncton returned from Lunenburg with his troops. They received thanks in protecting the settlement in the absence of a militia, which is now put in charge.

On March 1, 1754 Lt. Governor Lawrence wrote to the Board about the people of Lunenburg and the insurrection. Since then, they have become very quiet and the people were building roads and had their building lots drawn for. Their worst problem was in the want of circulating money. They were bare of clothes and Lawrence said he had shoes distributed to them.

On another note he mentioned sending out people to explore the country. We finally found the head of the Shubenacadie River. It is the route the Indians took when they molested Dartmouth, and those clearing land on the Eastern side of the harbour. He also stressed that the provisions for the settlements should be sent here by the middle of June at the latest, otherwise, it would be a great distress to them.

On March 2 it was learned that a new Regiment would be raised. This would consist of 3 Battalions of 700 men each, exclusive of Officers. The command would go to Colonel Roger Small. This gives hope that we could curb the French for their late insults on our Eastern settlements in America. This Regiment will probably scour our frontiers.

On March 9 a report from England stated that a Board of Admiralty was held when an order was made for the State of the Navy. It was agreed that 3 ships of 60-guns, 2 ships of 50-guns, 2 ships of 40-guns, and 1ship of 20-guns be put into commission.

For the ensuing year 12,000 seamen will be granted. This is 2,000 more than last year. Six man-of-war ships from 40 to 60-guns are said to sail on a cruise for the better security of our commerce in His Majesty's Plantations.

In Halifax there was talk of building a sawmill somewhere in Mahone Bay. A blockhouse to cover the work is being built. A ship of 200 tons is rumored to be set up there this spring.

On March 16, 1754 there was a petition to the Honorable President and Council for 20 people to have a tract of land at a place called Little Jeddore.

On March 23 the Administration was informed that the proprietors of the new grant would name it Lawrencetown. Everything is in great forwardness as soon as the new season will permit. We can inform the public that the proprietors of Lawrencetown have agreed forthwith to settle the cleared land of Musquodobit in the said township. Any sober industrious person, Protestant, who have families capable of assisting in making improvements will have encouragement and protection. A petition now lies before Council for a grant to settle another township.

In April, there was a severe windstorm that lashed the province. There were 3 shipwrecks reported, 2 at Cape Sable, and 1 at Prospect just west of Halifax where a new settlement is intended.

On April 27 news from Boston reported that the French are preparing for war in North America. They sent 8,000 troops there, and are building Forts, and they have engaged three Indian tribes to take up the hatchet against the English. They have added to their encroachments upon Nova Scotia and are building a fort on the Kennebec River. This is contrary to the Treaties that were signed.

A report from the Naval Center at Portsmouth, England, stated that Sir Edward Hawks, Vice Admiral of the Blue, gave orders to three ship captains to get their vessels ready for sea duty. The French fleet had sailed for the East Indies with 3,000 land forces and a great quantity of warlike stores for land service.

On May 4 it was learned that a detachment led by Captain Floyer and his company had previously set out to explore the Shubenacadie River and lake system. They discovered a very fine country, well stocked with large timber of oak and elm trees. There were several considerable rivers and large lakes abounding with sea and river fish. There is also a quantity of cleared land which seems to be more fertile than any other land yet discovered in the province. At Mahone Bay several fishermen were led by a Mr. Smith and Mr. Gifford to carry out a fishery and cultivate the land. A similar report came from Eastern settlements and said they were in readiness to set set out to develop the fishery, agriculture and timber potential.

On May 11, 1754 the Halifax Gazette published a letter from a Gentleman in Halifax to his friend in New York. He wrote the following, “. . . 400 barrels of mackerel have been caught in the Lunenburg area at one haul, and for want of barrels and salt, many of them were spoiled on the beach . . . People are encouraged to come here and settle. There is great potential to supply the Spanish with fish, oyl, barrel staves, and ship plank also to England, Ireland and Scotland.”

On June 1 Lawrence reported to the Board that the French were strengthening themselves at Baie Verte and Beausejour and continue to do all in their power to seduce our French inhabitants to go over to them.

A petition was recently sent to Council by twenty people for a grant of 20,000 acres to settle a township at their own expense. The Council felt they deserved great encouragement but proposed we should not transport 20 families at their expense and we should keep them there for a space of 10 years, under penalty of forfeiting

their land. Some only want to transport their families and maintain them for one year. This petition, after some deliberation, was dismissed. In a few days another proposal was delivered. This was on terms offered by Council provided the term was reduced to 5 years. By the advice of Council, Lawrence ordered a Grant to be made. His reason was, "due to the daily decrease of people here, occasioned by the inability to support the inhabitants, who felt they had neglected the Agriculture without which they found very little advantage to be made of the Fishery ... It was also an attempt for an out settlement. If successful it would encourage people from all parts of the continent. It would afford great advantage and protection to Dartmouth as it communicates with water via the River Shubenacadie. This would interrupt the most considerable of all Indian passes from the eastward and northward to the parts adjacent to Halifax.

"... The road of communication which we have already cut from Dartmouth to this new settlement will afford some sort of security the great lots laid out on the eastern side of Halifax harbour, and in consequence thereof the proprietors are already preparing to clear and to cultivate, which before they were afraid to attempt ... The place contains a considerable quantity of upland formerly under cultivation, and a great quantity of salt marsh under hay which can be brought here in quantity. Also it will encourage the growth of cattle, reduce the exorbitant price of provisions and labour which has been a great obstacle to the success of the Fishery, Lumbering and every kind of Commerce that is natural and beneficial to us ... It is so situated as to be defended with inconsiderable force, it being on a peninsula, the neck of which the proprietors have already picketed at their own expense, hoping to establish 40 families before this fall. They have already planted potatoes and began gardening. As the place had formerly been a great rendezvous for Indians, I sent 200 troops with Rangers for their protection under Captain Stone of Lascelles Regiment. The troops marched there by land from Dartmouth and cut a road. They also pitched the neck ... I shall withdraw the troops soon as they are needed here, and send some Rangers to garrison the blockhouse erected within the area. This is the same place that Mr. Hopson proposed to settle Germans to the eastward, but there was no good harbour there. It is 10 miles from Dartmouth but it is difficult access to water, no harbour but for boats in moderate weather only..."

The memorial had stated it would be granted to 20 Protestant families consisting of at least 80 people. Provisions for one year after being settled for the first 3 months full rations then for the remaining 9 months to have half rations. Each family would get 700 feet of boards, 700 nails, one hammer, one axe, one spade and one handsaw, all within 28 days of arrival. After three months, one cow, two sheep, one sow and four fowls. For all 20 families, one bull, two boars, two rams, 20 bushels of potatoes for planting, and garden seeds for garden lots, two crosscut saws, one gondola and one sailboat fit for the fishery. They must continue to clear, cultivate and improve the land for 5 years or the grant shall be null and void. In the first 10 years there must be one-third of the land cleared. Another one-third in 20 years and the remaining one-third within 30 years of the date of the grant.

Since Captain Stone and his detachment arrived, there has not been any disturbance from the Indians. Also the settlers have picketed in their square.

This year a formal report was made on the state of the Orphan House at Halifax. It stated, "... Before the Orphan House was established the orphans and poor



children were maintained at the public charge in several private homes. That method was found to be extremely troublesome and expensive and every way inadequate to the design of rendering them useful to the Commissary. Three or four shillings per week was paid for each child, exclusive of clothing and provisions, and as they were necessarily entertained in the poorest, meagerest houses, they were often neglected in nursing and generally trained up in almost every vice, without the common principles of Religion or the seed of Industry.”

To remove these inconveniences the Orphan House was opened on June 8, 1752 and completely filled up by the Government for that purpose.

Mrs. Wenman, a very industrious and discreet woman, was appointed matron with the encouragement of 3 pence per day for each child for her care and attendance. At first there was an assistant for every 10 children, but now only one to every twenty.

The allowance of provisions is that of the settlers, but on some articles, such as vinegar, rum, oatmeal and butter have been taken off, and as Spruce Beer is judged so conclusive to health in lieu of the above deductions the molasses is augmented from half a pint per week to a full pint for each. The quantity of fuel is one chord per week in summer and three chords in winter, or two per week the year round.

Their clothing consists of the cheapest and most durable articles of their kind, a regular return of which is kept by the Guardian when any orphans are bound to apprentice, if their clothes are of any value they are left behind for the use of the House. All the other contingent expenses may be seen in the monthly pay list.

Real poor orphans are admitted by the Guardian, but as many necessitous families have more children then they can possibly maintain, the Governor, on proper recommendation from the Guardian, magistrates a principal inhabitant sometimes sends one or two from such families to the Orphan House.

Since idleness and irreligion are the Bane of every community the strictest attention is applied here to avoid both.

The Schoolmaster maintained by the Society for the Propagation of the Gospel is employed in teaching them to read, and instructing them in their Duty to God and their neighbour from 9 to 12 o'clock in the morning and from 2 to 5 in the afternoon. The remainder of the day is spent in picking oakham for the Rope Walk belonging to Mr. Wenman, the matron's husband, carding and spinning wool and knitting stockings for themselves.

On Sundays they regularly attend Divine Service and go in procession to and from church preceded by the Schoolmaster at the head of the boys, the matron and assistants.

The extraordinary care that is taken of their morals and manners makes the inhabitants particularly desirous of getting them as apprentices or servants, and if they go off very young they become useful to the colony. The boys are bound out if possible to Fishermen or some Labourious traders and employments are free at the age of 21.

The girls are placed in sober creditable families as servants until they are 17 years old. Neither boys or girls are permitted to be bound to Publicans or such useless destructive occupations.

The news from London was that the sum of £47,000 was granted to the colony for defraying the expenses of the current year. They also voted in an additional £11,000 to make good the deficiency of last year.

Two war ships, the H.M.S. *Torrington* of 40-guns, and the H.M.S. *Success*, Captain Rouse, 20-guns, will be appointed to this station.

The news from Barbadoes Island is that the French are now capturing all the English vessels in the West Indies and taking them as prizes to their naval base at Martinico. This within only 4 leagues of British controlled Islands in the West Indies.

On June 7, 1754 the President laid before the Council the Surveyors report of lands to be reserved for the Fishery, Shipbuilding and other public uses, which was approved of and the Grant ordered to be made comfortable thereto.

On June 15 Captain Russel arrived from England with the report that Charles Lawrence, who is the Lt. Colonel of Governor Hopson's Regiment and President of His Majesty's Council, was appointed Lt. Governor of this Province.

On June 16 a report in the Halifax Gazette said, "the settlers of Lawrencetown set out in order to go by land for that place, having a strong guard of 200 regular soldiers, exclusive of officers, and commanded by Captain Stone, with a number of Rangers, which place they arrived on Saturday following, having made a road from Dartmouth side to the said town, which is little more than 11 miles distance. They immediately went to picketing the neck which they completed in a short time and having raised and furnished the Block House, Store House and mounted some cannon. They are picketing the town and have broken up the soil which appears to be extraordinary good, and planted a considerable quantity of postatoes, and they are in high spirits, and hope in a few years the settlement will answer our best expectations ..."

In July an advertisement was published that people applying for land grants in and about Halifax, to give their names and where they want to go, to the home of the Lt. Governor by the next Monday.

In order to finance this enterprise the administration sought methods of collecting money. Also a bounty on the Fishery which had been recommended by the Board in London was to continue. The most enterprising industry was the sale of rum and spiritous liquors. The Administration felt they were not getting their share of the profits so on September 23 they had a notice published in the Halifax Gazette. It stated, "... Public notice is hereby given that all masters of vessels and others who shall impost Rum and other liquors into the port of Halifax or one year after the 24th instant, are to apply to Malachy Salter, in order to pay the Duties on the same, or to give Bond as the Law directs, and all licenced Retailers and Tavern Keepers in Halifax and Dartmouth are also to apply to Salter on the 25th day of the next 12 months in order to pay the Excise on Rum and other distilled Spiritous

Liquors by then sold. Any person who shall fail to comply with the several acts of this Province relating to the above mentioned Duties and Excise may suffer the penalties thereof.”  
signed: Malachy Salter

On July 26 it was reported that the first regatta took place in Halifax harbour and possibly in Canada. A wager of 50 Guineas (not including side bets) was competed for. This was between a 10-oared barge from H.M.S. *Shoreham* and a 5-oared whale boat that belonged to Colonel Moncton. The crew of the whale boat won with ease. The race course was 5 miles long. It started at Dr. Grant’s wharf to the head of the Narrows, then back again. The following day the celebration at the Pontac Tavern provided a, “handsome entertainment.”

On August 3 Jonathan Belcher was appointed Chief Justice of the province.

On August 10 Captain Rouse reported that the man-of-war ships on this station are to winter and repair here and all ships stationed at different provinces on the continent, are ordered to rendezvous at Halifax harbour every summer.

On August 21 Judge John Collins heard the case of the Court versus the sloops, *Nancy* and *Sally*, John Hovey master, and the cargo for illegal importation. H.M.S *Vulture*, William Kenzie master, seized this vessel at Musquash Cove in the Bay of Fundy for carrying on illicit trade. There were several goods that should have been “Bonded,” but were not. There also was no certificate produced. The sloop and cargo were forfeited and libel to condemnation. The *Vulture* chased the vessel, fired several warning shots, but no notice was taken and no colors raised. The pilot advised them not to go into Musquash Cove, so the *Vulture* lowered a barge and chased the vessel into a cove. The vessel was boarded and stock was taken. Then it was brought into Halifax for prosecution. The Court ordered the vessel and goods sold at public auction at the store of Joshua Mauger.

The vessel and goods were sold at £669:10:2. The court charges were £99:13 and what was left was £569:17:2. The distribution was one-third or £189:19:1 for the Commander in Chief, one-third to His Majesty, and the other one-third to the informer.

On October 22 a case was heard on a charge of theft by a Pat Curlett. The charge was made by Thomas Martyn, master of the snow, *Elizabeth*. Martyn claimed that Curlett stole food supplies from the vessel while anchored in Halifax harbour, to the value of £10.

Walter Clark of Dartmouth was a witness, saying that Curlett begged food from him, he gave him bread, butter and corn. The Court ordered Curlett to pay Martyn £1:4:0 and the court cost of £4:14:0. On the same day Pat Curlett charged Martyn with Libel. Curlett was hired as first mate on the snow, *Elizabeth*, in London on May 3 of 1754. In October he was dismissed. The wages due were £17:10:0 at the rate of £3 per month and as of yet it had not been paid. The Court ordered the Register to settle the accounts. The Register was Charles Morris and his home was the court.

On December 24 the Court versus the sloop, *Sea Flower*, was heard on a charge of illegal importation. The master was Samuel Harris and the owner was Nathaniel Donell of York. Captain Rous caught the vessel in Annapolis Royal with a cargo of tobacco and French wine which was illegally shipped. The vessel and cargo were

liable to condemnation. A committee made an inventory. The vessel and goods were auctioned off for a total of £147. The court charges were £27:14:0. This left a total of £119:6:0 and the distribution was one-third, or £39:15:4 to His Majesty. One-third to the Governor Lawrence and one-third to John Rouse as the informer.

People were still moving in and out of Dartmouth and the deeds were not always recorded. There were still people working on the Public Works program but they often bought and sold without bothering to register the deeds. Early maps show names but not on deeds. An example is an Indenture made on August 6 between Robert Ewer and John Webb that was purported to be in part of a Deed of Release in a Deed of Partition of Partnership between these men. It stated, “. . . Robert Ewer releases to said John Webb all estate, right, titles, Interest claims and demand of lots of land, including lot number 4 of Letter A in Dartmouth. This also included 14 other lots in Dartmouth. This included the term John Webb shall convey to Robert Ewer, all lands etc., before specified in the month of May of 1756 or before that time, if the same shall be required by Robert Ewer provided he pay John Webb £1,000 of lawful money in four years after the date of the said conveyance, and Robert Ewer paying to the said John Webb the sum of £50 annually for a term of four years.”

On September 30 a grant of land was registered that had been given to Joseph Gorham in 1752. This was 200 acres in South East Passage area next to John Dupont.

On July 26 the Provost Marshal, William Foy, took action against George Ivansells of Dartmouth, retailer and labourer. The property lot number 14 of Letter E, was sold for £8:10:0 to Joseph Rundel and Edmund Crawley, who were factors to Benjamin Faneuile, a Boston merchant.

The most prominent occasion regarding property this year happened on December 6, 1754. This day Governor Lawrence gave a grant of 1,000 acre grant to 20 people at the place called Lawrencetown. Their names were as follows: John Barker, William (*Spike*) Drake, John Hussey, John Collier, Robert Ewer, Richard Bulkeley, William Nesbitt, George Saul, Reverend John Brynton, Arthur Price, John Taggart, William Magee, Robert Grant, David Lloyd, Robert Walter, Richard Wenman, Mathew Barnard, Benjamin Green Jr., John Baxter and William Morris. This was the same grant of land that Monsieur des Goutin received for Mascoudaboutet in 1690. This included the area around the river Chezetcook and the headlands being reserved for the fishery.

The settlers were to pay a Quit Rent of one shilling sterling on Michaelmas Day for every 50 acres so granted. The first year payment to be made on the same Michaelmas Day next after the expiration of 10 years from the day here of and so to continue to pay yearly hereafter. There were also provisions to follow in case of lack of payments of rent.

Governor Lawrence continued to build up the defences of the harbour and its two settlements. The Eastern Battery, Fort Clearance, now had 8 guns mounted. Also there was a new battery on the North West part of George's Island with 10 twenty-four pounders.

The Autumn of 1754 was the driest known in the Country that could be remembered. The grain crop was plentiful but not so with the vegetable supply. An Ordinance of Council was passed to forbid the export of corn. Actually, the corn would be used by merchants to trade in Louisbourg for rum and wine. However, the duties charged on these drinks were supposed to be for a bounty to encourage fishing. The higher the fishery quotas the better the chances for the Board of Trade and Plantations to get more grants from Parliament. In 1754 the sum granted by Parliament in London was £58:447:2 for the new colony of Nova Scotia.

The Council in Halifax were active as usual by passing many acts. On September 12 an Act was passed that prohibited exportation of rawhides out of the Province, other than to England. The Act proclaimed against the export of corn from Nova Scotia was passed on September 17, 1754.

On October 5 an Act was passed against the exportation of Wheat, Rye, Barley, Oats, Pease and any kind of grain whatsoever until a permit shall be first obtained in writing from the Governor, and a Bond with sufficient Surety be entered by the shipper.

On October 9 the Council heard the appeal of six French families, with 28 people, to return to their lands in Nova Scotia. When asked why they deserted to Cape Breton they replied that the lies and threats of the French priest, LeLoutre, forced them to leave. The French wanted to take Allegiance to England if they could return. The Council felt that the return of these people might have a good effect on any other French and some German settlers who had deserted to Cape Breton Island. They would be given supplies for the winter.

On October 7 a Mr. John Grant presented a memorial to the Council to contract for a hospital and services in Halifax. He proposed to supply each patient with proper and sufficient victuals, drink, medicines, attendants and other necessities such as, a warm fire, candles, etc., at the rate of one shilling and three pence per day and the usual provisions of salt. The Government to continue the House now occupied as a Hospital, and to supply beds and boarding when wanted, for which he would be accountable. He would also attend and furnish medicines for the Orphan House for £10 per annum.

On October 21 the expenses for the hospital were £9,631:1:6 with an annual expense of £1,173 per year. There were very strict rules about the character of people who could be admitted, such as nobody allowed for the cure of a venereal disease. This memorial was rejected by the Council.

On October 24 an Act was passed to prevent exportation of unmerchantable Fish and Lumber, and to regulate the size of casks, or barrels, and to appoint Gaugers, Surveyors and Cullers. Resolved that it is enacted from and after December 31 next, all pickled fish for exportation shall be put in none but full gage barrels of 32 gallons, at least London size. That the fish be all the same, cleaned, sweet, free from rust, and close packed, the barrels tight and full of sweet and strong pickle. The Herring be free from oyl. That merchantable cod fish have the qualities that make them so in Newfoundland.

That boards be one inch thick, and no boards to be exported to any islands or territories commonly called West Indies, but what are square edged. That all hogshead staves be six inches broad, three-quarters inch thick at the thin edge, and forty inches long. The barrel staves be four inches broad, a half inch thick at the thin edge and thirty inches long. Barrel staves for the Irish market be thirty inches long, five inches broad, clear of sap, and three-quarter inch thick at the thin edge.

That Hogshead hoops be fifteen feet long, substantial and well shaved, and three-quarters inch broad at the thin edge. That barrel hoops be nine feet long and a half inch broad at the small end. That shingles be eighteen inches long and at least four inches broad, and a half inch thick at the thick end. That clapboards be five inches broad, a half inch thick at the back, and four feet four inches long.

That cordwood be full four feet long, each stick, accounting half the carf, the pile to be solid, four feet high, or an allowance for wants and eight feet long and each cord sound hardwood.

As of December 31 all sorts of light cask will be used for any liquor or Fish or any other commodity within the Province shall follow London sizes, for example: Butts to contain 106 gallons; Puncheons to contain 84 gallons; Hogsheads to contain 63 gallons; Tierces to contain 42 gallons and Barrels to contain 32 gallons. All to be made of sound timber, seasoned, and free of sap. The Gaugers are to be appointed. Also the Gaugers marks are to be left on the inspected barrels and charge four pence per tonne. Every Cooper shall set his own distinct Brand mark on all casks made by him, on penalty of 40 shillings.

Whosoever shall put to sale any new cask, or any cask made from old materials, being deficient, either in workmanship, Timber or Assize as aforesaid, upon proof thereof made, by one sufficient witness before anyone of H.M. Justice of the Peace, he shall forfeit such cask and be fined and pay the sum of 10 shillings for every cask, to be levied by Warrant of Distress and sale of the Offenders Goods under the hand and seal of such Justice. And for want of sufficient distress to be found, the offender to suffer 10 days imprisonment for every cask so found defective, provided the Imprisonment does not exceed the term of three months.

The Grand Jury for the County of Halifax shall nominate and appoint fit persons to serve in the town and suburbs of Halifax, and places thereto adjacent, as Gaugers of cask, Cullers, and Surveyors of dry and pickled fish, boards, staves, shingles, clapboards, hoops and cordwood, and shall report to the said court the names of the several persons so nominated and appointed. If any refuse they are to pay 40 shillings and another nominated and appointed in like manner in his stead.

The Gauger should receive one penny per barrel and three pence per mile if he has to travel. All "green" and pickled fish for transportation to foreign markets be searched and approved by sworn Surveyors with mark of approval and marked to denote the kind of fish and time of packing.

On October 14 Lawrence reported to the Board about the status of the new fort being built in Dartmouth, opposite George's Island. He stated, "Mr. Brewse, since his arrival, has been indefatigable in pushing on the works at the new Battery, upon which there are already 8 guns mounted ... I find he acquainted my Lord Halifax that

there was a sufficient number of 24-pounders unmounted here to complete the intended Battery on the opposite shore, but after his departure with Mr. Cornwallis, there were ten 24-pounders mounted upon a new Battery on the north west part of George's Island. Mr. Brewse knew nothing about this because we have no more guns of that size here. I must beg your Lordships to procure us 7 guns with Ladles, Sponges, rammers, screws and all other appurtances, to be sent out as early as convenient in the Spring. In the interim I propose to use seven 12-pounders."

On October 29 Lawrence reported to the Board that the Battery is in forwardness with what guns they have. The only thing remaining is for its defences toward the land.

On November 16 Lawrence reported that the troops and artificers finished building the fort. For the first time the cannons were all fired at this Eastern Battery, called Fort Clearance, in honour of His Majesty's 72 birthday. A volley was also fired at George's Island. This was followed by a ball at the "Pontac" in the evening. This was concluded with numerous bonfires and great demon-strations of loyalty and joy.

The Customs House reported the following for the year of 1754:

January	Entered 7 vessels Cleared 6 vessels	February	Entered 2 vessels Cleared 4 vessels
March	Entered 5 vessels Cleared 5 vessels	April	Entered 10 vessels Cleared 4 vessels
May	Entered 11 vessels Cleared 6 vessels	June	Entered 26 vessels Cleared 21 vessels
July	Entered 9 vessels Cleared 6 vessels	August	Entered 16 vessels Cleared 11 vessels
September	Entered 3 vessels Cleared 2 vessels	October	Entered 10 vessels Cleared 18 vessels
November	Entered 4 vessels Cleared 6 vessels	December	nil Entered nil Cleared

The war with France (Seven Years War) had affected the fishery by attracting the mariners and fishermen to become privateers. This was so lucrative that the fishery would have to wait. There were at least 3 Halifax merchants that outfitted 15 vessels for privateering. They competed with the Royal Navy and very soon the harbour was filling up with prize (captured) vessels and their cargo. Every male now had plenty to drink and every female had ribbons for their bonnets, lace for their dresses and the very latest in clothing styles.

Governor Lawrence and the Court of Vice Admiralty obviously saw only what they wanted to see and life continued as per usual. The grants to water frontage were in greater demand because of the contraband goods of smugglers who often competed with the privateers. The closer to Halifax harbour the better and the fishermen would often trade, "over the side" with the smugglers from New England.

The Inferior Court of Common Pleas was as busy as ever with all this illegal activity. On February 28 the Court ordered William Clapham, of Dartmouth, to pay £55 to Joshua Mauger. This was to satisfy a debt of a promissory note for £51:8:4. It was borrowed in February of 1753 and due in 1754.

This year the British parliament granted £49,000 sterling for the colony of Nova Scotia. This would expand the military fortifications and develop and extend the naval headquarters for the fleet. There was also plenty of money in circulation and the employment opportunities that always evolved around the Public Works Program. Dartmouth often would have to absorb the over population across the harbour. The new demand for workers would include shipbuilding, repairs, mast making, caulkers, shipsmiths, shipwrights, etc.

On January 7 the total estimate from the Office of the Ordnance was £295:3:8. This was for Halifax and Dartmouth and it was for seven iron cannons, 24 pounders, with all their appurtenances proposed to be sent to Nova Scotia. This would complete the Battery built in Dartmouth, opposite George's Island.

On March 31 an Act was passed by Council for the prevention of false and scandalous rumors.

On April 2 it was enacted by the Council that no biscuit, bread, flour or meal of any kind, salted beef or pork, butter, cheese, ham, tongues, carcasses of beef, mutton, veal, lamb, pork, or any kind of poultry, commonly called dead stock, or any livestock or poultry, not to be shipped or reshipped, except for the use of the crew on the vessel. The fine was for £500 if caught trading these items.

On April 10, 1755 a meeting was held at the home of Benjamin Green Sr. in Halifax. The issue was that babies were being lost in Lunenburg because there were no midwives available. It was resolved that two midwives reside at Lunenburg for £5 per year each to perform this service.

Registered on April 10, 1755 was a grant of land, 200 acres, to William Magee. This was on the east side of the harbour, next to the land granted to George Fotharingham in 1752.



Governor Lawrence reported to the Board in June that there were now three Batteries in front of the town of Halifax. They were 12 feet high above the high water mark, 246 feet in length, and 75 feet in breadth. The parapet is 7 feet high, the materials consist of 9,500 logs of 25 feet long each, and the weight of 1,280 tons of which are squared. The timber is framed hollow and filled with 25,000 tons of gravel, stones, earth and sand. The cost may amount to £5,300. A total of 15 guns are already mounted, with 5 more expected in a few days. Lawrence received orders to augment the three regiments of regulars to 1,000 more each. There were 2,000 regulars engaged for one year.

The grant for Nova Scotia, from the English parliament was £49,418:7:8 for the year 1755.

In 1755 Admiral Boscawen began to show a greater than usual interest in the marine potential of Halifax harbour. The Navy Watering Place would be in Dartmouth, where the later, named Albro Lakes and river, flowed into Halifax harbour. Directly opposite from this would eventually be the Halifax Dockyard, but at this time it was referred to as the King's Yard.

During the previous year of 1754 Commodore Keppel reported on the state of the vessels in Nova Scotia. There were only two stationed here, the *Success* and the *Vulture*. Their condition was "very foul" because there was no Careening Gear to heave down with. The vessels had to be careened, or cleaned, at least once a year to be effective at sea.

In 1755 Commodore Spry wrote the following report to the Admiral, "... I have entirely unrigged the great ships and moved them as near the shore out of the strength of the tide as could be done with safety. The *Success* and *Vulture* are both alongside the wharf hired by Admiral Boscawen for the use of the Government where they lay safe and easy; and their Lordships may be assured I shall use my utmost endeavor to clean the ships as well as may be expected at this place and get them to sea as early in the Spring as possible ..." This report was written onboard the H.M.S. *Fougeraux*, when the fleet of seven Royal Navy vessels came to Halifax harbour in December of 1755.

On April 16 the Court of Vice Admiralty heard the case against William Clark, master of the schooner, *Wolf*. The charge was illegal transportation and trade. The *Wolf* was caught in the area of Eastern Passage trading without registers or clearance. It was supposed to be on a voyage from Plymouth, New England. It was apprehended by Sylvanus Cobb, master of the sloop *York* and Halifax.

The court ruled a public auction of sails and equipment. The cargo was mostly corn and the high bid for everything was £70:7:10. The court fees were £20:6:4, and the balance of one-third for His Majesty was £16:4:6. Another one-third went to Governor Lawrence and the remaining one-third to Captain Sylvanus Cobb, as the informants fee.

On April 26 the Court heard the case against the schooner, *Margaret*, John Lessene, master. The *Margaret* was caught and seized by the H.M.Sloop *Vulture*, Captain W. Hensy, in the harbour called Port La Tour. It was carrying illicit trade goods and stores of war. Mr. George Suckling appeared on behalf of the owners and laid claim to the vessel and cargo. He offered Mr. Lessane and Joshua Mauger as

security to pay all costs arising on the said claim. The cargo was guns and ammunition. The court declared the schooner and equipment, tackle, apparel, furniture, stores, boats and appurtenances to be forfeited and condemned to be sold by public auction, after it was inventoried by Malachy Salter. Two warrants were issued, one for the vessel and one for the cargo.

The value excluding the Guns was £788:15:8. The marshal's fees were £15:15:6, the court charges were £150:16:0, and out of this was a charge of £41:16:3 for cooorage of the casks and housing the goods for storage at Mr. Malachy Salter's properties. This left £622:4:2 for distribution. One-third, or £207:8:1 to His Majesty, another one-third to Governor Lawrence and the remaining one-third to Captain Cobb and Captain Hensey, as the informant's fee.

On September 24 the Court heard the case against three vessels, the *Two Brothers*, the *Katherine*, and the *Two Marys*, for illegal and clandestine trading. They were captured by the *Success*, Captain John Rouse. Captain John Scarfe and Captain Hankerson were also involved with the capture of the vessels. This happened near an island on the coast of Newfoundland on August 23, 1755. The Court ordered judgement on all the vessels, guns, tackle, furniture and cargo aboard these three vessels condemned and forfeited to the crown of England. The public auction took place on September 26, 1755. Instead of Governor Lawrence getting one-third of the amount, it went to Edward Boscowen, the Governor of Newfoundland. His Majesty got his one-third share, but Captains Rouse, Hankerson, and Scarfe each got one-ninth for the informants' share.

On September 22 a case was heard that involved a vessel from the Island of Barbadoes in the West Indies. A libel charge was laid by Messers. Bayley and Game, plaintiffs from the parish of St. Michaels on the Island of Barbadoes, merchants. In May of 1754 they had possessed a half part of the brigantine, *Experiment*, and sent a cargo of Negroes in care of Joseph Phillips to Georgia in America. The other half interest in the vessel was the master, Joseph Phillips. When the cargo of Negroes was disposed of in Georgia, Phillips came to Halifax harbour. The vessel was put into custody by the marshal and the court.

The court ruled that one-half of the gear, anchors, sails, masts, rigging, etc., belonging to the master, Joseph Phillips, be sold at public auction by the marshal of the court. This would be after deducting court costs to Ephraim Cook, merchant in Halifax, and Attorney for the merchants in Barbadoes. A total of £500 was raised after court costs of £18:8:12.

In October of 1755 there were trials of several vessels taken by Admiral Boscowen's squadron. They were condemned as legal prizes by the court on October 13, 1755. They were carrying provisions and stores from France to Louisbourg.

On June 8 two French prizes were captured when the French fleet scattered off the coast of Newfoundland. The French vessels were the *Alcide* and the *Lys* and they were brought into Halifax harbour. War had broken out between France and England and the Admiralty began to recognize the value of having Halifax and its valuable harbour as an advanced base of operations. The English had learned their lesson and learned it well. The colonies and plantations were to be a priority in the defeat of France.

The French seamen were imprisoned on George's Island, along with the French soldiers on the two captured vessels. Scalping knives for the Indian allies were found onboard the vessels, which meant the continuation of trouble with them. Military campaigns were planned against the French outposts in the Bay Verte and Bay of Fundy.

On June 28, 1755 Lawrence reported to the Board that the French fort at Beausejour had surrendered to Lt. Colonel Moncton on June 16. The next day a small fort on the Gaspereau River, that ran into Bay Verte, was captured with the principal magazines for supplying the French inhabitants and Indians. This included a great quantity of provisions and stores. His closing comments to the Board was, "... our possession of the Isthmus will bring over the Mic Mac Indians to our interests ..."

On June 17, 1755 a letter was sent to Governor Lawrence from Captain Sutherland at Lunenburg. He reported that he had written about the distressful condition of the settlers on April 13 in response to a decision by the Board to recommend the disallowance of provisions after July 30.

He reported that the settlers were busy clearing lands, and also cutting hoops, barrels, staves, etc., and now have a quantity to support themselves. The bad news was that an epidemic had wiped out their cattle stock. The women and children were crying in the streets. He stated that there were from 1,500 to 1600 people who have not a mouthful of bread. There was not a barrel of flour to sell nor had they any money to buy it. In the Commissary stores there are only 14 days provisions for the troops. The Commissary, Mr. Saul, reported that there was only enough provisions in Halifax to victual about 1,000 people at 7 pounds of bread and 1 pound of beef per week until sometime in March next. Children under 3 years old were allowed one provision for two and under 5 years of age, at two provisions for three, at the discretion of Captain Sutherland.

On July 18, 1755 Governor Lawrence was able to report to the Board about the serious problem regarding the Acadian French that were still living in Nova Scotia. He wrote that the French have abandoned their fort on the St. John River and then demolished it by blowing up their magazine, then burned everything and marched off. The French have not taken the Oath of Allegiance. The Deputies from the Minas Basin area have presented a very insolent memorial to the Council on July 3 and evaded taking the Oath. We then gave them 24 hours and if they refused, they must expect to be driven out of this country. The next morning they appeared at the Governor's house and refused to take the Oath.

On July 28 it was decided in Council to remove the French inhabitants from Nova Scotia. This was mainly from reviewing a report from Chief Justice, Jonathan Belcher, that included the historical background of the conduct of the French inhabitants since the Treaty of Utrecht in 1713. He wrote that although it was stipulated that they should remain on their lands on condition of their taking Oaths of Allegiance within a year from the date of the Treaty, they not only yet refused to take the Oaths, but they continued their Acts of Hostility against the British garrison in conjunction with the Indians. In that very year they killed a party of English consisting of 8 men. Three years after that treaty they committed other acts of hostility.

The report from Chief Justice Belcher added, "... In 1725 when General Phipps sent a delegation to require them to take the Oaths they first refused, but then consented on the condition they not be obliged to bear arms against the King of France. Upon this condition some swore allegiance but many others refused. By their instigation the settlement at Chignecto by some English at the expense of £3,000 was destroyed by the Indians, and by the order of the inhabitants they drove out the English, burnt their houses and storehouses.

In 1724 they joined with the Indians in destroying the English Fishery and killed over 100 fishermen. A few Indians and French were captured and later hanged at Boston. In 1744 under the French priest Le Loutre, about 300 Indians supported by so called, Neutral French, marched on Annapolis Royal and lodged within a quarter of a mile of the garrison. No inhabitant would report this to the English or give any further intelligence to the Government.

In 1746 they maintained 1,700 French Canadians in their district for the entire summer while awaiting Duke D'Anville's Expedition to assist them.

The following winter the French Acadians were contained at Minas Basin and helped the French troops make an attack on the English. A total of 70 English subjects were killed. Two-thirds of these were sick persons. This was attested by some English soldiers who had escaped. They treated the English soldiers who were prisoners-of-war and treated them with more severity than the French soldiers did.

When the English first came to Halifax harbour the French spirited up the Indians to commit hostilities by always maintaining and supporting the Indians with recent intelligence. Before any attack by the Indians the French were seen hovering around the area. They also induced several Foreign Protestant families to desert to Cape Breton Island. They have always supplied the French soldiers, who have intruded upon this Province, with provisions and intelligence of all the motions of the English which resulted in the English living only in garrison towns. This prevented the English from cultivating and improving land at any distance. This has been the principle cause of the great expense to the British nation and it denied more than half of the pioneer settlers who intended to provide their own bread without risking their lives and their families. Some had to move to other areas.

1. For more than 18 years it is evident that the French inhabitants are so far from being disposed to become good subjects, that they are more and more discovering their inveterate enmity to the English and their affection to the French (in Quebec) of which we have recent instances in their insolence to Captain Murray. When asked to surrender their arms to the English, they hid the best of their weapons and they brought out only their useless musquets, and now they absolutely refuse to take the Oath of Allegiance.

Under these circumstances, I think it cannot consist with the honor of the Government, or the safety and the prosperity of the Province to permit any of these inhabitants to now take the oath.

2. It would be contrary to the letter and spirit of His Majesty's instruction. This instruction took its rise from the Governor's representation of the hostilities of the French Inhabitants and from the recitals in the instruction it was plainly intended to secure a better obedience of the French and to strengthen the hands of the Government against them, and when they have declared, as they have implicitly, by refusing to take the oaths, that they will not be subjects to His Majesty. The instruction, by the proposal from the Governor and Council for taking the oaths and their refusal, will be literally observed by their removal from the Province.

3. As to the consequence of permitting them to take the oaths after their refusal, it must defeat the intention of the expedition to Beausejour.

The advantages of that expedition are the weakening of the power of the Indians and curbing the insolence of the French inhabitants. But after our late reduction of the French forts and while the troops are in their borders, and the British fleet in our harbour, and even with the presence of His Majesty's Admiral and to the highest contempt of the Governor and Council, they still presume to refuse Allegiance to His Majesty and shall yet be received and trusted as subjects. We seem to give up all the advantage disguised by our victory. And if this be their language while the Fleet and troops are with us, I know not what will be their style and the event of their insolence and hostilities when the fleet and the troops are gone. It may retard the progress of the settlement and possibly be a means of breaking it up.

4. The proportion of French to English inhabitants were that the French had approximately 8,000 people while the English had around 3,000. The balance was highly in favor of the French by 5,000 more.

5. As no expedient can be found for removing them out of the province when the present armament is withdrawn, ... for they will unquestionably resume their perfidity, treachery and with more rancour than before ...”

Halifax, July 20, 1755

On October 18, 1755 Lawrence sent a dispatch to the Board in London. He reported that since his last letter, the French deputies have appeared before the Council and refused to take the Oath of Allegiance. Upon this behaviour the Council came to a Resolution to oblige them to quit the Colony. We easily foresaw that driving them out by force of arms to Canada or Louisbourg would have reinforced those settlements. The only safe means that appeared to us of preventing their return or collecting themselves against us in a large body, was by distributing them away among the Colonies from Georgia to New England.

They have hitherto been victualled with their own provisions and will be supplied for the passage with the provisions that were taken in the captured French forts at Chignecto as far as they will last ...

The reason we have not been able of late to give the usual encouragement to the Fishery was that the Bounty had greatly exceeded the Fund that was raised for that purpose by the Duty upon imported and retail spiritous liquors, but at present, the Fund is nearly out of Debt and the Bounty will be given again as usual.

The barracks your Lordships ordered to be erected are preparing but are not in such forwardness as I could wish, which is owing to our having been employed all this summer upon the town batteries and the Battery on the east shore.

In May of 1755 an article in the “London Magazine” stated, “the population of British subjects in North America to be 1,051,000. The largest province was Pennsylvania with 250,000. This was exclusive of those in the Military, in the pay of Government and Negroes. The French inhabitants in Canada and Louisiana were about 52,000.”

The only Customs House record for 1755 came in August 23 Entered: 3 vessels from Salem, 4 from Boston, 1 from St. George’s, 1 from Virginia, 5 from New-London, 3 from Piscataqua and 2 from New York. Cleared outward: 1 for Bay of Fundy, 1 for Boston, 1 for Old York, 1 for Ipswich, 1 for New London, 1 for Casco Bay and 1 for Salem.

## 1756

The war with France brought about several important changes in the way of life for the colony. The most important and lasting change was the formation of a permanent House of Assembly. The other changes was for the mariners living in Halifax and Dartmouth being attracted to the lucrative trade of privateering against His Majesty’s enemies at sea. The fishery would have to wait. After all war was publicly declared against France, finally, and there were now 4 vessels in the full-time employ of the provincial government. They were the sloop *York*, Captain Cobb, the schooner *Moncton*, master Solomon Phips, the snow *Halifax*, Captain Taggart, and the sloop *Ulysses*, Captain Rogers.

In Halifax, there were 3 prominent merchants that outfitted 15 vessels for privateering. They eventually received, “Letters of Marque,” which was an excuse for piracy but now it could be called, “Privateering.” These vessels would compete with the Royal Navy and shortly thereafter there was a host of prize vessels and goods coming into Halifax harbour.

The Inferior Court of Common Pleas was as busy as ever with all this illegal activity. On February 28 the Court ordered William Clapham, of Dartmouth, to pay £55 to Joshua Mauger. This was to satisfy a debt of a promissory note for £51:8:4. It was borrowed in February of 1753 and due in 1754.

In an early report to London for the year 1756 Lawrence referred to the extraordinary demand for firewood. There was a shortage now because of all the demands of the shipping in the harbour and there were not enough men available to cut firewood. Also the price of firewood rose considerably. The labourers were working with the Public Works Program. Germans were brought up from Lunenburg to fill this need for available manpower.

Lawrence ordered some vessels to load up with coal from the Bay of Fundy region by using coal for ballast when travelling between Halifax and the Bay of Fundy. It was expected to lower the price of fuel in the region.

The other major issue for this year was the long overdue House of Assembly making the laws of the Province, instead of the Governor and Council. This was instruction number 86, to call an Assembly. It was similar to what happened in Virginia prior to their convening an Assembly. It was also compatible with the opinion of the Attorney and Solicitor General of England, and the chief justice of Nova Scotia, Jonathan Belcher. They gave their opinion that the governor and council alone are not authorized by His Majesty to make laws. Till there can be an Assembly, his majesty has ordered the government of the infant colony to be pursuant to his commission and instructions, and such further directions as he should give under his sign manual, or by order in council.

To put this in effect, 2 members from each township were to be elected, but at the time, Halifax was the only qualified town and it could be argued that this was not sufficient to form an Assembly. The Chief Justice suggested electing 12 members at Halifax as a County election. Most of the merchants (special interests) lived in Halifax and it would exclude other opinions and representations. The special interest, then and now, would have views and interests incompatible with the measures that may be necessary to take. This would give merchants power but it started trouble between the merchants and the administration. However, this conflict for power and personal gain was still overshadowed by the Indian raids and the hostilities with the French even though the public declaration of the war against France didn't come until August 9, 1756. By then the garrisons were brought up to strength and the Royal Navy continued to bring in captured French vessels called "Prizes." The Dartmouth Cove area was now crowded with these captured prizes at anchor.

The renewed activity attracted tradesmen, mariners, fishermen and labourers. This led to crowded living conditions especially near the waterfront, with shanties of all shapes and descriptions. The roads were seldom more than paths. The shops were at the head of the wharf owned by the merchants and this, often, between the flakes on the fish lots. Fences were usually in disrepair, due mainly to the rowdy behaviour of drunken sailors, soldiers and workers, after the nearby taverns would close for the night.

Livestock would stray around the area at random. When somebody moved away the fences and sometimes the shanty would be pulled down for other uses. The lot would be claimed by a neighbour for more home garden uses or another hen house or pig sty. Paths were used regardless of property rights or even fences. This would discourage home gardens and thus a lack of fresh vegetables. Wells would go dry in summer and any water was required for human consumption or home cooking.

Another recommendation was that the first members should be elected for the whole province, as it now stands constituted in one county, in the manner of electing Knights of Shire in England, and the number of representatives be limited to 12.

The proper qualifications for voting to be a personal estate of £40, or a Freehold of 40 shillings a year. The Provost Marshal be the Officer to attend at each town for collecting the votes and for returning the Writ—this to be established by an Act of Assembly when it convened.

When the towns are populated with people qualified to elect then the Province might be divided into Counties with a number from each County be returned or shall be judged necessary by the Governor and Council "... The first Assembly to meet for three years and all future Assemblies be made Triennially. When towns become large and populous they should be made Shire Towns and elect one or more members ... and by an Act of Assembly, when summoned, persons, although not residing, either in the Counties or the Shire towns for which they are returned, shall be capable of sitting in the House of Assembly."

On January 24, 1756 Admiral Spry sent a report to John Cleveland at the Admiralty from Halifax. He said that "every day he employs from 70 to 80 men under the inspection of Lt. Bickerton to build a wharf for the convenience of watering his Majesty's ships in the harbour . . . we have a reservoir at the end of it and four separate spouts which will convey water into 4 longboats at the same time. It has 6 feet of water at the lowest tide. It won't cost the Government £20, whereas had it been built by any person here it would not cost less than £300. A supply of all kinds of naval stores is needed badly." (This is in reference to the new Navy Watering Place in Dartmouth.)

On February 10 parliament voted (55,032) £55:32:0 for the colony of Nova Scotia. This did not include charges for the garrisons and the army personnel. The merchants began to question the power of the legislation set down by the governor and council because important laws were being passed which imposed duties on trade and raise the revenue.

The intent was to follow the same pattern of civil laws in the state of Virginia, prior to convening of a House of Assembly. Chief Justice Johathan Belcher made a proposition to elect 12 members at Halifax as a county election. This would also give merchants power and this was the start of trouble between the administration and the merchants. This conflict for power and personal gain was overshadowed by the Indian raids and hostilities with France.

On February 16, 1756 Spry again wrote to Cleveland about the conditions of the Fleet, "... I am in hope that our ships will be cleaned (careened) by the Spring ... we take frequent opportunities to clean them on warm calm days and I perceive the sea weed growth which grew last summer (on the hull) to come off with the least touch now ... I suppose there is little or no vegetation in the cold weather."

On April 18 Captain Mantell wrote to Cleveland that he had stressed over and over the need for decent cordage and to replace the rotten sails on his vessels. There was also a great need for caulking.

The Court of Vice Admiralty began to meet on a very regular basis now that the Royal Navy and the Privateers were coming and going with their captured prizes.

On June 16 the Court heard the case of a mystery vessel because it had no name. It was seized in the Bay Verte area by H.M.Sloop *Success*, Captain John Rouse. When it was fired upon by the *Success*, it was run ashore. It had a French crew and they tried to set it afire. The British sailors put out the fire and then the *Success* towed the vessel to Halifax. It had no register, or clearance. The cargo included flour, beef, rum, guns, ammunition and a variety of contraband goods. John Tate



testified that she was a British built vessel. A Mr. Thomas Hollansby testified it was built in the town of Newbury in New England.

William Nesbit, one of His Majesty's Advocates, declared it to be Libelled. The court then declared the vessel condemned to public auction. Thomas Hollensby bought this mystery schooner for the sum of £175. A total of 36 people bid and received the cargo in various costs and value. The cargo brought in £602:12:1. The court charges were £97:7:6. This left £493:2:7 to be split three ways. His Majesty got a third or 164:7:6, another third to Governor Lawrence and the other third to John Rouse and crew as the informer.

The Court of Vice Admiralty received instructions from London that had been written on June 5, 1756. This was a written document from the Commissioners for Executing the Office of the Lord High Admiral of Great Britain and Ireland. It stated that, "Captured vessels of the French King shall be brought before the Court of Vice Admiralty and shall be liable to confiscation, pursuant to the respective Treaties before His Majesty and other Princes, States and Potentates which shall be brought before them for trial and condemnation as of June 5, 1756 ... for so doing this shall be their sufficient warrant."

On June 6 H.M.S.'s, *Fougeux*, *Centurion*, *Litchfield*, *Norwich*, *Success* and *Baltimore* gave chase to some French ships off the coast of Louisburg. On June 17 they discovered six sail to the North East. The *Litchfield* and the *Norwich* captured a 50-gun French ship on June 12 after separating from the fleet. The *Centurion* captured a French ship from Bordeaux, France that was called the *Equity*. Other French ships were taken and also brought into Halifax to the court of Vice Admiralty.

John Powele, master of the ship, *Success*, being sworn on the Holy Evangelist, declares that the above account is true and faithful relating to the cruize of the H.M.Sloop *Success*, and others while cruizing off Louisburg when the French ships, *Equity*. and the man-of-war called the, *Arc en Ciel*, were captured.

The adjudication of the *Arc en Ceil* and other vessels captured by Commodore Spry was that the rights to the *Arc en Ceil* was left undetermined. The ship, *Equity*, should be divided among the crew and captain of the *Centurion*. The other British warships got a share of the French vessels, *Dutchess de Chaulne*, the sloop, *St. Francis*, the snow, *Printemps*, and the schooner, *Celemine*.

At the court, an account was issued by George Suckling and Mr. Saul as to the goods and effects taken out of the *Arc en Ciel*, and signed by Thomas Saul, Joshua Mauger and John Breynton, who were the agents for the captors. The total was £1,094 along with £1,000 paid by Captain John Rouse into the hands of Thomas Saul. The value was now £2,094. The court fees were £300. The final decree was that the Captain, officers and crews of the ship, *Success*, and the snow, *Baltimore*, were entitled to their respective shares.

On August 19 war with France and her allies was declared in Halifax. This was no surprise to anyone and the outports began to send in workers to increase the Public Works Programs. The harbour was being used to moor the captured French ships. The local fishermen and wood cutters now became part of the labor force on the Public Works Program.

On October 3 the Indians and French were still waging war, according to a report by Governor Lawrence to the Board. He also stated that Indians and French had killed some men at the out ports. They would lurk around the forests and fire upon work parties, then make off into the forest. As a result he strengthened the fort at the isthmus of Chignecto called Fort Cumberland.

On October 6 Lawrence wrote to the Board in reference to a letter from the contractors for masts in America for His Majesty's Navy. This was to acquaint them that the mast ships would be ready for convoy and to sail by a time now elapsed. The Commodore was under the necessity to order Captain Rous in the, *Success*, to be in that service with all possible expedition.

On November 3 Lawrence informed the Board that "The intention of the Government to encourage fishermen to settle among the townships by giving Bounties, has in good measure been disappointed by the laws allowing these Bounties to be paid for all the fish, green and cured, in the Province without distinction. The people in New England, with a lucrative view frequented this harbour in the summer where they cured their fish. After receiving the bounty they returned home in the fall of the year. From whence no sort of advantage could accrue to this province. This, my Lords, I shall endeavor to rectify before any further payment shall be made. With respect to the settlements of Lunenburg and Lawrencetown, the latter being a kind of frontier and generally exposed to the Indians, the inhabitants cannot without the greater care and precaution, venture into the woods to clear the ground. This prevents them from earning money to buy their clothes and necessities and they have to depend on Government to provide provisions. When the troops arrive from Ireland I hope to drive out the French and Indians. The settlers will not come from New England while the threat is on."

In an extract of expenses required for the new settlement, £23:6:0 was expended for clearing the common at Halifax. This was reported on the Duties and Bounties in Nova Scotia.

In December a land grant of 190 acres was given to Charles Morris, the provincial surveyor, for 190 acres. This grant was on the Dartmouth shore of the harbour, opposite George's Island, next to the grant to John Rouse and to Benjamin Green. Another grant was given to Richard Bulkeley for 200 acres on the Dartmouth side of the harbour. It was next to the land of Joseph Gerrish and the land of Benjamin Green.

To qualify as a council member you had to own land. Also these grants were given to influential merchants and administrators who were in the favor of Governor Lawrence. As the saying goes, "one hand washes the other," and there is little doubt that Lawrence was rewarded in a variety of ways.

It was apparent to the merchants that some day the French and Indians would lose the war. Property was therefore a very good investment for the present and the future. Also it would continue to be the best collateral on loans.

The term of Henry Wynne and William Manthorn's licences for the Dartmouth ferry had expired. John Rock petitioned and obtained the ferry licences on the same terms as his predecessors.

When Chief Justice Belcher returned to the province from Boston he took his seat in council. Governor Lawrence laid before the council his correspondence with the Board, or Lords of Trade and Plantations concerning his efforts to establish a House of Representatives as per the instructions given to Edward Cornwallis. After nine meetings the Council adopted resolutions on the subject. These resolutions included the following, "... that there shall be elected for the province at large, until the same shall be divided into counties, a total of 12 members: for the township of Halifax, 4 members; for the township of Lunenburg, 2 members; for the township of Dartmouth, 1 member; for the township of Lawrencetown, 1 member; for the township of Annapolis Royal, 1 member, and for the township of Cumberland, 1 member.

This would combine to make a total of 22 members. The House of Assembly, with the Governor or Commander in Chief for the time being, and the Council, would be the General Assembly. The boundaries of each town would be established. When 25 qualified electors are settled in Pisiquid, Minas, Cobequid, or any other townships which may hereafter be erected, each of the said townships so settled shall, for their encouragement, be entitled to send one representative to the General Assembly, and shall likewise have a right of voting in the election of representatives for the province at large.

The House of Assembly shall always consist of at least 16 members present, besides the speaker, before they enter upon business. Members and voters must not be 'Popish recusants', nor under the age of 21 years, and must each have a 'freehold estate' in the district they represent or vote for. Voters, if so required, must take the usual state oaths and the test also, a qualification oath was prescribed. The Governor is to issue a precept to the provost marshal or sheriff of the province, to summoned the freeholders and hold the elections. The first precept to be made returnable within 60 days from its date."

Within the town of Dartmouth there were 53 families. These consisted of 81 males and 47 females, above 16 years of age; 27 males and 38 females under 16 years of age. This left a total of 191 persons.

The other main activity, this year, was the preparation for another British invasion of Louisburg. The population of Halifax town was about 1,755 but now it was overwhelmed by the presence of 3,000 soldiers and Rangers. There were just as many, if not more, sailors when the fleet was in.

Lord Loudon brought up eleven battalions of British redcoats, and two battalions of the Royal American Regiment, and a corps of Rangers led by Captain Robert Rogers. The army camped on the new cleared Citadel Hill.

In the autumn months a battalion of Montgomery's Highlanders were quartered in Dartmouth Cove. A training program for an amphibious attack on Louisburg was being held at the Dartmouth Cove and area. The training was very extensive and thorough. The training program had the shore of Dartmouth being used as a testing area for amphibious landings. This would also spread along the other parts on the east side of the harbour. The center was what was referred to as Creighton's Cove.

It involved firing cannon and landing in force. Many years later, those residents who tried to cultivate their gardens found numerous cannon balls imbedded in the earth.

This activity attracted the French and their Indian allies. The usual method of hit and run tactics were carried on as was the case when they raided the out lying areas of Eastern Passage and Point Pleasant Park. There were several casualties and it convinced the Governor to withdraw the settlers and the small garrison at Lawrencetown. This garrison likely joined forces with the Eastern Battery near Dartmouth to continue the attack preparations.

This year had the ill fortune to witness another serious epidemic after Loudon had informed Lawrence of a fever that had broken out among his troops. The first thing that Loudon did was to complain to Lawrence about the great quantities of rum being sold by unlicensed retailers to the sailors and the troops. There was a general knowledge that if continued, it would prove the fatal consequences to both services. If allowed to continue, Loudon would feel justified to order all liquor found in the possession of unlicensed retailers to be destroyed.

The Council then empowered the Provost Marshal and his deputies to enter such houses or areas, seize the liquor, and place them in the King's Store house until the departure of the ships and the Regiments.

Rum was the largest single commodity that was always in demand. The rum sellers would follow the fleet and the Regiments wherever they went. They would usually pitch a tent on any beach or clearing until they could rent or buy a dwelling if they would be around the area for any period of time. They also had women that came to sell the rum or other services. The civilians patronized these sellers because it was the custom of the day to either pay wages or barter the goods or services for rum. It was often a medium of exchange for manufactured goods. The settlers would sometimes have a surplus in their own barter economy such as fish, furs, timber, lumber, and livestock products, such as: pickled or salted meat, grain, corn, butter and cheese, boots, harnesses, etc. For about the last century the European vessels would visit settlements along the coast of New England and now Nova Scotia, to openly trade for goods.

Little, if any, money was used and the vessels would exchange rum for anything of a comparative value. Rum was also used to make the numerous home remedies that were needed for a variety of cures, or even panaceas, not to mention the stimulant effect. In this case, it would be added to a variety of roots, inner or outer bark, or flowers and stems. These remedies applied to the livestock as well as children and adults.

The "Barter" system was a way of life for the early settlers. If credit was extended from shopkeepers, it was very, very expensive. The merchants in London would charge over 150% above prime cost and they also were responsible for the Navigation Laws that prohibited any manufacturing of goods in the colonies. This was very difficult to enforce but, it was a major reason why the 13 colonies rebelled in 1775. The pioneer settlers soon learned how to trade with the smugglers and at least it provided excitement, daring and a chance to ignore the merchants and their puppet politicians in Halifax.

When the Loyalists came to Canada, one of the first things the British government did was to abandon most of these Navigation laws and permit local manufacturing to take place.

Local distilleries were built for converting molasses from the West Indies into rum. The high tariffs would be placed on imported rum and this was supposed to protect these local distillers from foreign competition. There was no tariff on rum that was imported from England, mainly because the merchant firms in England had their, "branch offices," located in the new settlement. This caused ill feeling with the settlers because all their wages were spent on necessities at very high prices. Also none of this money was staying in the colony to be recirculated on a local basis. The people also knew the Council and Administration were chosen for their "loyalty" to well connected people in England.

When the settlers traded with the smugglers they felt a sense of revenge against a system that fostered monopolies at the expense of the common people.

During the fall season Lord Loudon cancelled the expedition to Louisburg for at least this year. This surprised the civilian population as well as the navy and the Regiments. He was never popular with any of the troops and he lacked confidence to the point of cowardice. Another problem was when he returned to New England with his army, he left the smallpox that had been brought by his troops. During the cold bitter winter that year, over 700 people died from small pox.

Admiral Holborne ignored Loudon and sailed to Louisburg to fight the French fleet. It was bad timing because the equinoctial gale season was always in the area during the fall months. Two of Holborne's ships were wrecked in one of these gales and the other ships returned to Halifax for the winter. His stay in Halifax had been unpredictable since he sailed for America in April with 11 ships of the line, and 50 transports carrying 6,200 soldiers commanded by General Hospon. He returned on June 30 from New York with transports, enough to give everybody the confidence to fight the 18 French men of war ships at Louisburg.

On July 9 Admiral Holburne arrived in Halifax with his fleet and transports. Everything seemed ready, but then on July 16 Lord Loudon complained that the fever was spreading among his troops from the rum sold by unlicensed retailers, so the governor and council ordered all liquors held by merchants and traders to be locked in the King's stores immediately.

On August 25 it was resolved to withdraw the soldiers from Lawrencetown. The settlers also withdrew because of their apprehension of the French and Indians.

Life among the settlers had remained the same, regardless of all the activity by the additional army troops and the naval forces.

In February, the Inferior Court of Common Pleas ordered James Baldwin of Dartmouth, carpenter, to pay £7 to William Johnson of Halifax, retailer. This was to be paid by the first Tuesday of March. Baldwin had signed a Promissory Note to Johnson for £5:17:5 by August 25, 1755 but had failed to do so.

In August, the same court ordered Samuel Blackden, Dartmouth cordwainer (bootmaker), to pay £12 to John Codman from Charlestown Mass., by the first

Tuesday of September. Blackden had signed a Promissory Note to pay £9:3:4 by July 1 of 1757 but failed to do so. The court also ordered Luke Baldwin, carpenter from Dartmouth, to pay £12 to William Shares, Halifax trader, on the first Tuesday of September. Luke Baldwin had signed a note in November of 1751 to pay James Buller £10 within one year. The note was endorsed to William Shares, who called for judgement.

In October, Governor Lawrence went to Chignecto to supervise some military defences. In his place was the Lt. Governor, Moncton. He reported to the Board on October 13 that the Council took the affairs of Lawrencetown into consideration and resolved to withdraw the inhabitants that had remained there as they were under constant threat of the enemy.

On October 15, 1757 Moncton wrote to the Board that couriers had returned from Louisburg. The French had 17 line of Battle ships still at anchor in the harbour. Moncton then sent a copy to Admiral Holburn, recommending a considerable naval force be kept at Halifax during the winter because the harbour is much exposed from attack by an enemy and also a land attack may be expected. "... Protection from the French Privateers would be provided by such a naval force to protect our provisioning vessels and the vessels that bring firewood up from Lunenburg ..."

There was also a report on the Estimates for work repairs for 1757. A total of £500 was estimated to finish the fort and the battery on the east side of the harbour... The finishing of this work had been prevented by wet weather, and work on other batteries. The pay list for all the artificers needed to finish the Fort and the battery on the eastern side of the harbour was £1,850:18:2.

There was a difficulty in getting enough workmen because the war brought on the privateering profession. In the harbour of New York there were 39 privateer vessels and the other ports on the Atlantic seaboard were hastily competing with each other.

The Court of Vice Admiralty had its share this year of the results of the privateering activities. On August 26 H.M.Schooner *Wasp*, Captain Mathew McNamara, captured the French schooner, *L'Jeune Marie*, on its way to Louisburg from Bayeux, France. The court decreed that the vessel and cargo to be a lawful prize and ordered it to be delivered into the hands of John Hale and Joshua Mauger, the ownership of the said Privateer schooner, *Wasp*, and agents for the Captain and crew. Actually, Governor Lawrence had given Captain McNamara a letter of marque, and a commission to seize and subdue the King's enemies in August, 1757. The court ruled that in as much as His Majesty's Royal Will and Pleasure, touching the Distribution of Prizes of War condemned in this court is not yet known to us, we do further order that the said schooner be first appraised, "on oath," by three persons appointed by us, and that the said Hale and Mauger give sufficient security to this Court in double the appraised value. The Warrant Appraisement stated the vessel at £50, the cargo at £295, and iron hearth at 30 shillings.

On October 21 there was a charge of "Libel" against the French schooner, *Clemene*. It was captured by H.M.Ship *Fougeux*, Captain Spry. This vessel was captured at the mouth of the River St. Lawrence, bound to Quebec from Ile St. Jean. It carried 160 French neutrals.

On November 8 Edward Boscawen, Vice Admiral of the Blue, on the H.M.S. *Torbay*, captured the French ship, *Emanuel*. The Court condemned the French ship and cargo as a lawful prize. The *Torbay* then captured two more French vessels, the *La Modeste*, and the *Anthonie*. They were also condemned as prizes.

A French privateer called, *Pont Chartrain*, was captured by the privateer, *Musquito*, commissioned as a private ship-of-war, and it captured the sloop, *Patience*. The *Patience* was from Martinico in the West Indies. It was registered as a Dutch vessel with Dutch goods, but threw the register papers overboard when the English appeared. The cargo was of 18 hogsheads of sugar and coffee. The cargo was under custody of the Naval Officer Collector and the Marshal of the court. The decree pronounced on May 11 was that the 15 bags of coffee be a lawful prize. The rest of the coffee and sugar was delivered to Captain John Blom who claimed this property going to Amsterdam. He had one year to prove these goods were for Holland. Otherwise, the goods would be unloaded and the bags of coffee to be delivered to the marshal of the court for public auction.

It was testified that the crew had been tortured by the thumb screw and their private parts put into a hand vice. Also the private property of the crew was taken. The Court then ordered a warrant to apprehend the said John Crowley and crew of the *Patience*, and that they be committed to H.M. Goal in Halifax, to be examined by the court. The victims were to appear as witnesses. This took place while the Privateer was sailing under a French flag.

The said captain and crew of the privateer, *Musquito*, or their agents, pay or cause to be paid to Christian Beak the sum of £10: Sybrant Johnson, £4; Otho Gabriel, £5; Claus Peterson, £4:8:0; Cybrant Claus, £5:12:0; Peter Rulus, £3:18:0; Andreas Benedict, £2:10:0; and Peter Hendrick, £1:1:3.

This was consideration of and preparation for the goods and effects taken from them by the crew of the privateer—also Mathew Pennel, the captain, and John Crawley, the second Lieutenant of the snow, *Mosquito*, were to pay £2:10:0 each to Cybrant Johnson, Otho Gabriel and Claus Peterson. And an additional £5 each in the proportions of aforesaid for pain, damages, injury and also to pay the costs of the court.

On June 15 Admiral Boscawen's fleet captured two French ships and two Doggers that were carrying provisions from France to Louisburg. This included the ship *St. Claire*, 300 tons, ship *Duc d'Hosar*, 100 tons, dogger *Prince de Domrasand* the *St. Germain*, 100 tons. These were condemned as lawful prizes on June 30, 1757.

On July 18 the goods and merchandise of the snow *Blakeney*, Thomas Martin master, due to the stress of weather on the voyage from London to Nova Scotia, received damage and praying a survey of the same and sold for the benefit of the insurers. The court empowered the merchant Gerrish and McKown to make a survey and report their opinion as to the actual damage or not and appraise the same. These merchants were not convinced that the damage was owed to the stress of the weather or the snowstorm while anchored in the River Thames or at Falmouth. The inventory of goods damaged in shipment from London, amounted to £1,054 onboard the snow, *Blakeney*. These goods had been insured by Andrew Moffat for £700 and Thomas Bell for £380, for a total of £1,080. The court ordered a public

auction of goods and money arisen from the goods to be paid to the Register for the benefit of the insurers. The total raised was £86 less £1 commission and £9 court costs.

The next case heard in the court was a Libel charge against the French prize captive schooner called *Appollo*. It was taken by the schooner *Huzzah*, commander William Phipps, privateer, near Cape Breton. The French crew had deserted the vessel, then rowed ashore. As the English small boat rowed to the vessel, the French fired at them from the shore. The vessel was decreed as a lawful prize and a Warrant of Appraisement was directed to three men. They appraised the vessel at £110, with cargo.

A Mr. Tollensby swore in court that the Appollo was his vessel and had sold it to Mr. Hews of Boston. It was then called the *Flying Fish*, when he sold it last October. Captain Mulbury swore the schooner had belonged to Mr. Codman in Boston and then had a new square sail and jib when in Codman's possession. Mr. Benjamin Davis testified he was a passenger in the schooner and was captured by the French last March. He was taken to St. Peters, then to Louisburg, and heard the vessel condemned. –Ordered– The marshal take possession of the said vessel and all the goods not claimed be put into possession of the captors.

On July 6 a Libel charge laid against the schooner, *Love*, and cargo for illicit trade. It had been captured by H.M.Sloop *Vulture*, Captain John Scaiffe, and ordered on July 4 that the schooner and cargo be taken into custody: The court ruled that Captain and vessel violated the laws of the Plantations in carrying provisions to a neutral port. The vessel and the cargo was condemned and forfeited, also to be sold by the marshal of this court at public auction. It was appraised at £2,608 for vessel and cargo. They sold for £2,445:19:1, less Commission costs of £48:18:6 and the court charges were £862:15:0.

On July 18 the court heard the case against the ship *Hercule*, which was captured by Captain John Laforey on the H.M. Sloop-of-War, the *Hind*. The charge of Libel was made by Mr. George Suckling, one of the Proctors of the court. These ships had met on June 4 and fought for over an hour. The *Hercule* had 7 guns manned by 7 mariners, who came from St. Domingo and were bound for Bordeaux. This was a French privateer with a letter of marque. Just before the English captured the *Hercule* the letter of marque was thrown overboard. A Proclamation was made for the claimants to appear but nobody came forth. There were several English prisoners onboard as hostages but all were set free by the crew of the *Hind*.

On August 9 William Nesbitt, for John Newton, the Advocate General, preferred a Libel charge against the sloop, *Dolphin*, Josiah Beal, master, for illicit trade. The Court ruled after the proclamation read and nobody appeared, that the vessel and cargo to be forfeited and sold by the Marshal of this court, by Public Auction on Saturday, August 13, 1757.

The inventory made by three people was £68:7:6. The cargo consisted of 48 sheep, lumber, boards, etc. Josiah Beal bought the sheep and lumber for £15. A Mr. John Simpson bought the sloop for £51:17:0.

On August 9 another vessel, *Dolphin*, had a charge of Libel on it with a French crew onboard. It was a Ketch that was bound from Cape Francois to Bordeaux,



France, with a cargo of sugar, coffee and indigo. The vessel was captured by Housman Bradley, Captain of H.M.S. *Hawk*. The vessel was condemned by the court and the usual consequences followed.

On August 12 a Libel case versus a snow was held by the Court of Vice Admiralty. It was captured at Cape Breton by the H.M.S. *Hussar*, Captain William Phipps, at Spanish River, Cape Breton Island on July 8. The vessel and cargo were condemned to public auction.

On August 27 the Libel charge versus the French ship *L'Hereux* was heard. It was captured by Samuel Faulkner, Captain of H.M.S. *Windsor*. The *L'Hereux* was a French privateer. These vessels met on June 8. The French vessel had 10 guns mounted and operated by 27 mariners. It surrendered and was taken into Halifax harbour. It was condemned by the court as a lawful prize.

On September 9 the charge of Libel was heard against the captured vessel, *Providence*. It was taken by Robert Richie, captain of the schooner, *Gibraltar*, on a cruise August 26 near Louisburg. The court condemned the *Providence* and cargo as a lawful prize.

On September 12 the case of Libel against a French sloop, name unknown, was heard. It was captured near Isle Royal when the crew deserted the vessel with all the papers. It was taken by the vessel, *Three Brothers*, Lt. John Brown master. It was condemned as a lawful prize.

## 1758

The long bitter cold winter kept the towns people busy mainly on the Public Works Program. The mariners returned to their homes and families, if they were married, if they couldn't get a berth on a trading vessel to the West Indies. During the days they usually put in a 12-hour workday but in the long, tiresome, dark, winter nights the only diversion was drinks. The stores, at the head of the merchants wharves also served rum which helped to warm the customers before any transaction. A barrel of rum was for customers and they took full advantage of it. The taverns were usually the center for social gossip or activity, but mainly a chance to get out of the house and catch up on the local news. For those who could read and write, there were magazines and stray papers brought in by the mariners while ashore from privateering or merchant service. Fishermen shared news of any encounters at sea, off the coast, etc., such as shipwrecks or weather damaged vessels along the coast. Smuggling was always going to be a way of life, no matter what the consequences were. This was one reason why there were so many mariners signed on to come to Halifax harbour with Cornwallis in 1748 and 1749. They did not intend to be tradesmen or farmers. They knew the risks but also knew there was a good chance to get on a successful ship that shared the prize money with all the crew. The tavern was the news office for the day and the ferrymen and passengers would relate any tidbit of gossip or unpopular news to those who were willing to listen.

The most active churches were St. Pauls and the dissenting church, and these would relay important news from the administration.

To provide some form of entertainment the patrons of the taverns would memorize sections of the Bible. The patrons would listen to familiar parts of the bible and often generate fierce debates and arguments. People would often tell interesting stories on how they became converts of religion, whether it was true or not, it mattered only that it was interesting. Debates would result in challenges but usually it was all in a night of entertainment.

The majority of patrons, however, came for the cheapest, most vile mixture of cheap rum that could be concocted. The cheaper the rum the more vile it was and the reaction was unpredictable. This was mostly the cause of brawls and trouble between one group or the other. The best rum would be sold on or just after pay day for the army, navy and those on the Public Works Program. For those who were low on money they would have to take their chances on whatever the tavern keeper would serve.

When the Admiralty heard that Samuel Blagden was serving the cheap, vile, unpredictable local made rum, they had the Court of Vice Admiralty pull down, and destroy by fire, his tavern. This was according to the diary of Nathaniel Knapps, which was published by the Society of Colonial Wars. It explained the life of a garrisoned soldier at Dartmouth in 1758.

In the Spring of 1758 Admiral Boscawen returned to Halifax harbour with 41 warships, 120 transports and 12,000 Army troops. The towns of Halifax and Dartmouth were swarming with soldiers and sailors and a host of camp followers that would sell whatever was required to these off duty servicemen. The merchants never had it so good and they raised their prices to whatever they wanted to.

General Amherst was late in arriving at Halifax and Governor Lawrence was in nominal command until he came. The other Army officer in charge was James Wolfe. This was a man of destiny. He had absolutely no compromise on military affairs and he was determined to capture Louisburg. He was responsible for rehearsing the amphibious landing exercises at Dartmouth Cove. He would adopt his amphibious lessons at Louisburg with favourable results. He had fascines, storm ladders, assault equipment, all newly designed and tested over and over before he made his attack on Louisburg. Admiral Boscawen had a cart designed to haul cannon guns and ammunition through the swamps around Louisburg.

The most practical precaution was the health of the troops. Epidemics would not take the heavy toll of army, navy and even civilian personnel as it did in previous years. The planting of cabbages and other fresh green vegetables helped to prevent scurvy. The main item was spruce beer that was now popular with the New England troops.

It was made from spruce bark, molasses and yeast. It was so successful that it became compulsory at the Nova Scotia garrisons for many years. The navy had a tradition of, "Calling all hands aft to splice the main-brace ..." This meant a stiff tot of West Indies rum for everybody aboard the ship. It was part of their daily ration. It was usually served when shortening sails and the "watch," came on deck. All hands were piped aft and then it was served.

The soldiers were served the usual grog allowance of one gill of rum to three gills of water. It was no surprise that when these men went ashore, or left their army

quarters that they first went to the local taverns. Few, if any, were able to save their pay from one pay day to the next.

The drink was hard, but so was their discipline. For the merest offence or, breach of discipline, which was, "... prejudicial to the good order of the service..." they would be flogged with a whip, called the cat of nine tails.

The very least infraction would bring 100 lashes. Anything serious meant 1000 lashes, if the person could survive this. Another penalty was, "... riding the wooden horse ..." A man had to sit naked on a sharp wooden rail and be carried from street to street. There were weights tied to his feet so that every step caused pain.

The Navy would flog men from one ship to another. If he lived, which was rare, he would be permanently crippled for the rest of his life.

Hanging was very common then and it was usually done at the scene of a crime. The gallows would be erected and the person hanged would be left to show an example to the rest of society. This applied to both men and women, boys and girls. The body was left exposed in a "gibbet," and the intent was to set an example that crime does not pay.

On May 28 Admiral Boscawen set sail with his fleet to Louisburg. Halifax harbour was the staging area for the Louisburg expedition. The Army, under General Amherst and their transports, also departed for what would become a successful campaign by the total defeat of the French army and fortress at Louisburg. This included their Indian allies and religious advisors.

The military garrison at Fort Clearance remained but the Public Works Program continued. A post office was finally established at Halifax. The postage was always paid for by the person receiving the "post." There was no delivery outside of this post office. The people of Dartmouth would ask the ferryman, or a passenger, to bring the mail to them. There were no envelopes as the letter was folded into an oblong packet and sealed with a daub of red or black wax. The address was written on the outer fold.

On May 20, 1758 the Council met at the Governor's house to plan for the Representative Assembly of the province in the autumn. Governor Lawrence reflected his disapproval for civilians to make governmental decisions, but he was out numbered and out voted by the New England civilians on the council. These people were better acquainted with the instinct of self government and there were more New Englanders coming into the Province, then those from Europe, where authority was everything.

The Public Works Program was stepped up when General Amherst returned after the capture of Louisburg and the surrender by the French forces. The first thing he did was to walk to Point Pleasant to review the defences. Then he took a boat to George's Island and then to Fort Clearance in Dartmouth. His comment on Fort Clearance was that it was good enough to withstand an Indian attack, but recommended it be built up to withstand a naval attack. When the two Regiments of Regulars and two battalions of Royal Americans came to Halifax from Louisburg, they were allowed to work on the Public Works Program to supplement their low pay. They had the barest of accommodations and most of them could only

drink themselves insensible against the long, cold, bitter winter. Some of these men died of camp fever, alcohol and food poisoning.

With all the money being spent on rum, the excise duty collected helped the treasury raise an appropriation of £400 toward finishing the construction of St. Paul's Church in Halifax. Another £100 was voted toward construction of the Dissenting Meeting House, and £100 for salaries for the Judges of the Common Pleas.

The Inferior Court of Common Pleas ordered Thomas Hardin of Dartmouth, cordwainer, to pay £10 to Richard Tritton, Halifax, shopkeeper, by the first Tuesday of March. Hardin signed a note to pay George Suckling, Attorney for Richard Tritton, each, the sum of £4:19:5 by November 1, 1757 but failed to do so.

In London, England, the operating grant to Nova Scotia for 1758 included £800 to complete the Fort on the Dartmouth shore. The previous year had estimated only £500, but after the estimated sum had been sent out, the sudden and violent rainfalls, after a long period of drought, carried away the sods into the ditch. This destroyed the summer's work. There was a great deal of stone around the property and it was used to replace the sods and found to be less expensive. The labourers are scarce because they are on the privateer vessels or involved with the army. This held back the work from completion.

On January 27, 1758 there was a list of grievances and complaints brought forward by the "freeholders" in Nova Scotia. Certain merchants were trying to keep the colony in its present miserable state of dependency. Among the list of names complained against was Benjamin Green. He was described as a favourite who reaps the fruit of the public trust to the value of £1,000 per annum. It was people like him who shared the Annual grant from England, but the common people wanted to develop a peacetime industry of farming, fishing, lumbering, etc. The Freeholders requested Gentlemen of civil principles and those who would encourage honest industry.

On May 20, 1758 Benjamin Green wrote to the Lt. Governor about who should be in charge of the Province in the absence of the Governor and the Lt. Governor. He suggested he was the senior member of the council, and as the eldest councilor, should be in charge of the civil affairs of the Province. The council voted in Jonathan Belcher to be in charge when the Governor and Lt. Governor were away.

On October 2 the first meeting of the General Assembly took place. There were 19 members returned in attendance. Robert Sanderson was elected to be the speaker of the House.

On October 19 it was resolved to build a Lighthouse at Sambro. On November 2 the Jews burying ground was to be taken for a workhouse.

Acts that were passed included establishing and regulating duties of impost on wines, beer, rum and other distilled spiritous liquors. An act was passed for the granting of bounties and premiums on the fencing and improving of lands, raising grain, roots, hay, hemp, flax and the catching and curing of fish. Another act passed was for regulating to the size of bread and for ascertaining the standard of weights and measures.

On December 4 the House ordered different public officers to furnish lists of their fees. The next day John Collier, the Judge of Admiralty, returned the scale of fees in the probate court but declined to furnish a table of fees in the Court of Admiralty. This led to a charge by George Suckling that members of the council were taking fees as were grievous and oppressive. Later an address to the governor suggesting a bill to regulate fees, including Vice Admiralty was passed.

On December 26 Richard Bulkeley was appointed by Lawrence as the Secretary of the Province. Mr. Charles Morris, Joshua Mauger and Charles Proctor were appointed to value the land at Gorham's Point. This is now part of the Dockyard and it marked the beginning of the Naval Dockyard operation in Halifax harbour.

Other complaints made against Governor Lawrence that somehow did not get any further than the office of the Governor. These include:

1. Of all the unnecessary vessels in the Provincial Service, which wastes money, not one vessel belongs to any man of business, but are used by half pay officers in the government pay. These vessels were used to supply out ports and the fortifications. No contract for government is tendered and only certain people always get the work.
2. Lawrence uses Army officers by appointment to get these contracts.
3. Lawrence took away the property of anybody who dared to speak out against his policies.
4. The Germans, after being brought here and supported at a very great expense, were suffered to enlist in the Army. They received fewer provisions than the English. About 1,500 acres on the Halifax peninsula were cultivated and fenced in by the Germans, but the soldiers have pillaged the crops and destroyed their fences and about 20 houses. In the suburbs, 40 houses were pulled down and then burnt by the soldiers who were encouraged by their officers who also threatened anybody who tried to prevent it.
5. Great numbers of cattle owned by the Acadians and abandoned, were given to the favourites of Lawrence, especially Irish Papists, while poor Protestant families could not get a cow for their families.
6. There is no place of safety for the women and children in case of an attack. A most commodious place would be Citadel Hill, if a fort was erected there ... A pilot boat is needed here.
7. The trade of the colony could be established in the fishery, timber, joists, boards, clapboards, shingles, hoops, staves and the fur trade. The soil is suitable for growing crops and hay.
8. There is a great need for a House of Representatives. Lawrence had used his considerable influence to go against this by having people sign a petition against having a House of Representatives, and by threats and promises he could only get 11 people to sign it.
9. He made the Germans in Lunenburg feel indebted to his bounty for their provisions. They prefer an allowance of money and not be victualled by one of his agents. They prefer to grow the provisions on their farms and induce others to apply their industry to the tillage and manuring of their land. If not successful a public granary would save money.

On October 12, 1758 a proclamation was announced by Governor Lawrence, for settlers to cultivate the 100, thousand vacant acres when the Acadians left. On November 12 another proclamation asked for labourers and artificers. The artificers to be paid 18 pence per day, and the labourers would be paid 6 pence per day. This would be for the Public Works Program in the Halifax harbour area.

Admiral Boscawen began to send regular reports to the Admiralty and it reflected a concern for a permanent Navy Yard in Halifax. The Admiralty's concern began with a report in 1752 which stated, "... as the wharf for careening ships is proposed to be built at either George's or Cornwallis Island, I think you should purchase Mr. Barnard's house wharf for Yard Officers as well as the storehouses at the same place the careening yard is fixed ..."

When Boscawen came in May of 1758 he wrote about bringing a mast ship here, the *Prince Frederick*, "... the troops from Philadelphia and New England are arriving ... I shall send the H.M.S. *Beaver* to Piscataqua to bring the mast ship here...most of my ships need yards and top masts as well as some of their lower masts ... not a spare stick of any sort here..."

Later that year, after the defeat of the French at Louisbourg, on November 1, 1758 he reported to their Lordships that he stopped the *Centurion* and the *Norwich* to stay with convoy for the mast ships, as ordered by their Lordships.

The Admiralty was very concerned about naval timber in general but in particular, the supply of masts, spars, bowsprits, etc., was getting the most attention. This concern was brought about because the French ships captured at Louisbourg had come from Riga (Baltic Sea area) and this meant a serious rivalry for this timber. It was also well known that the French were using timber from North America. The Admiralty began to protect their naval timber sources and their policy was passed on to the Royal Navy officers.

Admiral Charles Holmes was requested to inform the Admiralty about the status of naval stores as early as 1754. He reported that the province of Virginia was left quite exposed when the H.M.S. *Garland* left that station "... I judged it highly necessary to order her back, and as the Naval Stores that were shipped on June 24, 1755 onboard the *Nancy*, out of Deptford yard for building two schooners that are remaining there. I have ordered Capt. Arbuthnot to send them to New York ...

As the application of the agents to the contractors for masts for H.M. Navy, I have ordered the *Success* to convoy the mast ships to England if no other man-of-war is ordered on that service here with. I send copies to Captain Rouse at Halifax."

The protection of the fishing vessels from Halifax was ensured when the Admiralty, in 1756 sent orders to vessels on the American coast. "... You are to proceed to Newfoundland and use your best endeavors to sink, take, burn and otherwise destroy, any ships and vessels of the enemy you shall find there as well as to burn or otherwise destroy the fishery, then return to rendezvous orders to the H.M.S. *Litchfield*."

On September of 1756 a letter from Charles Apthorpe and Sons was sent to Commodore Holmes. (This reflected the naval timber policy that would eventually be transferred from New England to Nova Scotia.) "... We are agents to the

contractors for the Navy and are loading two ships which will be ready to sail in three weeks ... The Government is by contract to appoint a convoy for all ships in that service ... we take the liberty of informing you thereof and to beg that you would be pleased to order such convoy for them as you may think proper. They are loading at Portsmouth in New Hampshire and are ships of about 600-700 tons and navigated by 30 men and in every respect well found, and as their cargo may be of dangerous consequences should they fall into the hands of the enemy, we doubt not but you will comply with our request.

“We applied to Captain Shirley to take them under his care, but as he carries home the Governor, he said he could not.”

Signed Charles Apthorpe and Sons to Admiral Holmes

Admiral Holmes then wrote to Captain Rouse on the *Success*, in Halifax, to go to Portsmouth to convoy the mast ships... “You are hereby required and directed to complete your water and provisions to three months of all species and proceed ...”

To have an idea of how much pounding by cannon shot a mast was exposed to in battle, we have a report from a Mr. Milburn Warren, carpenter. He reported on the damage to the masts of the H.M.S. *Grafton*, that engaged four French man-of-war ships off Louisburg on July 27, 1756. “... for masts, ... one large shot through the body of the main mast eleven feet from the upper deck. The “cheek” of the main mast shot to pieces about the middle of the cheek in length. The foremast received one shot, about 2½ inches in diameter, and another shot 5 inches just above the collar of the main stay ... The flying jib boom was shot one-third in from the outer end, the upper part also, but 2 inches in width ...”

On October 26 Commodore Holmes wrote to Governor Lawrence, “... re your request to have 2 ships of the line winter here in Halifax for the safety and protection of that province . . . I have the discretionary powers to keep ships ... etc. The French have no ships of force here, but one frigate in North America.

“I shall leave H.M.S. *Nottingham*, to guard and protect the harbour, along with the Frigates I shall leave, ... then I shall proceed to England...” He also made a request for the naval stores necessary to employ smiths and other artificers and to make furniture for H.M. Ships.

On August 7 Admiral Francis Holborne sent a report to the Admiralty from the H.M.S. *Newark*, in Halifax. He said there were many vessels employed in carrying timber, planks, fascines, gabions and other things needed for the expedition. He stated, “... I sent a mast ship to Piscataqua to take in masts and return her with the *Nightingale*, as we have not a stick in all this country fit for lower masts, top masts or bowsprits and several of the ships are with sprung masts now ... all provisions for the troops are aboard the man-of-war ships and the whole army is victualled by their contractors which Lord Loudon thought was best ...”

On September 28 Admiral Holburne reported on the state of his squadron. After the attack on Louisburg they met with a severe gale of wind. Out of 21 ships, only 9 of these had all their masts standing. Three ships had to raise jury masts to carry them into port, (they were in tow.) One ship had to rig a foremast and jury mast. Two ships were seen with no masts or standing bowsprits. Two ships only had

their foremasts and bowsprits standing. Three ships had to be towed in Halifax. One vessel, the *Nightingale*, lost her mizzen mast and main top mast. Two vessels were lost in the storm. All of the ships lost some men, guns, anchors, bread and gun powder, and were damaged one way or another. At Halifax they had masts but neither sails or rigging.

On November 4, 1757 Commodore Holburne wrote to the Admiralty while onboard the H.M.S. *Newark*, in Halifax harbour. He said that all stores that could be spared have been shipped to the disabled ships, and those ships here need cordage, sails and cables ... “With our stores available we began to careen the *Sutherland*, at a small wharf hired by the navy, which with some repairs I have fitted for that purpose. When she is hauled off, the *Arc en Ciel*, will take her place, but I fear it will not do for the larger ships. I leave instructions to haul those of 60 guns, weather permitting. As soon as I received their Lordships orders for making a careening wharf I went with some Captains to look out for a proper place and found George’s Island, actually (Cornwallis Island) was the most proper. I applied to Governor Lawrence for a piece of land and he agreed. I then ordered a number of hands from the ships to begin to land and carry it out. Now I am endeavoring to agree for piles and other materials to carry out the work, but I fear I cannot be ready for the larger ships until the summer is far advanced. I am looking for a proper person to superintend this work, and some artificers to the Yard. There are few to be hired here. I appointed a master attendant some time ago. I will leave 8 sail of the line here. The *Nightingale* will return to New York with some soldiers, and all the surgeons necessary to clear the *Alderney*, hospital ship, that she may return home with the other transports. We are still in great need of slop clothes, bedding and small stores of all kinds.”

As a result of this, Admiral Studwick wrote to Lord Colville with several instructions. Instruction No. 4 stated, “... as the squadron is ordered to be careened and put in condition, you are to get the ships ready as soon as possible.

No. 5, ... you are to have great regard for the safety and defence of the Province of Nova Scotia and more particularly to the town of Halifax and harbour.

No. 6, ... As the Lords Commissioners of the Admiralty have ordered a careening wharf to be made on the most convenient place for that purpose on George’s Island (Cornwallis Island) is thought to be so, you are to carry on the said work in that Island with all possible expedition and with the greatest frugality.”

The Court of Vice Admiralty had an exceptionally busy year mainly because of all the captured French vessels, both war ships, privateers and merchant vessels.

On April 24 there were three cases of Libel against three captured vessels at Louisburg.

The first capture was the brigantine, *Le Leon*, and it was captured by the crew of the H.M.S. *Boreas*, a man-of-war ship, on April 11. It carried 11 guns and had 32 men onboard. It was condemned as a lawful prize.

The next vessel to have the charge of Libel was the snow *Hereux*. It was taken by the H.M.S. *Terrible* and the H.M.S. *Sutherland* on April 18. It was trading from Martinico to Louisburg with 4 guns and 17 men onboard. It was condemned as a



lawful prize. Joshua Mauger was involved as certain papers were sent to him, under seal, from the Captain and these were delivered to the court as evidence.

The other charge of Libel, that day, was against the vessel, *Lady Jacoba*. It was captured at Louisburg on April 11 by a squadron of British war ships. After the first broadside hit the vessel, it surrendered by striking her colors. This vessel was built in Holland but had been captured by a French Privateer and was being taken to Louisburg. It was also condemned as a lawful prize. It had bills of Laden from Holland. The estimated value of cargo, with insurance, was £40,933. On May 18 the court made its final ruling. The French goods were to be lawful prize, but the vessel and Dutch goods were declared to the captain after court costs of £74:6:4.

On April 26, 1758 the charge of Libel was made against the snow, *La Favour*. It was captured by John Rouse and the crew of the frigate, *Sutherland*, on April 19 off the harbour of Louisburg. This French vessel was a Privateer and had 14 guns and 21 men onboard. It had been captured by the French frigate but was originally an English vessel. It had been sold to a merchant in Brest, France. The original owners were from Plymouth and Dartmouth, England. The sentence was that the cargo to be a lawful prize. The vessel and guns were to be taken into custody of the court and be sold at public venue after appraisal. The court costs were £13:10:8.

Also on April 26 the charge of Libel was laid against the snow, *Randols*. It was captured by John Rouse on the H.M.S. *Sutherland* on March 25 just off the Louisburg harbour. The *Randols* which was laden with naval stores, had belonged to William Butterfield, merchant in Lancaster, Great Britain. It was going to England from Virginia when taken by a French Privateer, then sent to Louisburg with a cargo of tar, turpentine and other goods. It was brought into Halifax and George Suckling, on behalf of Captain John Rouse, his officers and crew, made a plea that upon due proof of the Premises being made to decree in lieu of salvage, according to an Act of Parliament made in Great Britain, entitled, an "Act for the Encouragement of Seamen and the more speedy and effectual manning His Majesty's Navy, one-eighth part of the true value of the said snow, *Randols*, and the goods her cargo aboard to the said John Rouse, his officers and marines, and that your honor will be pleased to do further therein, what Justice shall ascertain." ... This act was passed in Great Britain in the 29th year of His Majesty's Rein of King George II.

On April 28 the trial was held. William Nesbitt, the Advocate General, represented William Butterfield of Lancaster. The Court pronounced that the snow, *Randols*, and her tackle, apparel, furniture, and laden (goods) be sold by the marshal of this court at Public Venue on Wednesday, May 10 after appraised by 3 people appointed by us. The money to go to the Court Register, to be divided by one-eighth to John Rouse, et al, and the remaining seven-eighths, after deduction of court charges, remain in the custody of the Register of the Court, to and for the use of the owner of the said snow and her cargo, or the insurers thereof, as it may hereafter appear.

On Thursday, May 4 a charge of Libel was declared against the ship, *Diana*. It was taken by a ship, *Captain*. The *Diana* was a French frigate of 500 tons. It had a crew of 154 men with 22 guns, bound for Louisburg from Rochfort in France. It had a cargo of war supplies and provisions. The battle lasted for 3½ hours. The *Diana* was condemned as a lawful prize to her captors.

Also on May 4 a charge of Libel was charged against the French Privateer, *Bayonese*. It had been captured by H.M.S. *Boreas*, Captain Boyle, on January 27, 1758 out in the Atlantic Ocean. It was armed with 10 guns and 56 men. The Court condemned the vessel as a, "Lawful Prize to her Captors."

On May 29, 1758 a charge of Libel was laid against the French Privateer schooner, *Two Brothers*. It carried 4 guns and 5 swivel guns and a crew of 25 men. It was captured by William Perry, Captain of H.M.S. *Kingston*, near Louisburg on May 17. This vessel, *Two Brothers*, had captured two English vessels, a brigantine and a snow, ransoming them both.

George Suckling and William Ball, merchants, acknowledge themselves indebted to the King to the sum of £200, to be levied on their goods and chattels or estates on condition to pay any claimer that shall make his interest appear to this Honorable Court on the schooner, *Two Brothers*, or his property to the whole or part thereof. The Court condemned the *Two Brothers* as a lawful prize to the captors. This vessel had been built in Boston but was captured last year by a French Privateer, then recaptured by the H.M.S. *Kingston*, and brought to Halifax.

William Nesbitt represented the owners and petitioned the court on the behalf of the owners for half of the money arising from the sale, sold by decree of the court. This may be deposited in the court until such times as sufficient proof of claim is made on behalf of the said owner. On June 7 the court ordered the money from the sale be deposited with the Register of the Court.

On November 24 Judge Collier decreed that the sum of £100, which is one-half the purchase money of the schooner, *Two Brothers*, has been paid to the Register in order to answer the claim of any proprietor that might appear to claim the same ... "No such claim has been made, you are hereby directed to pay the same to the agents for the captors of the said schooner." The sum of £100 was then paid to Thomas Saul.

On June 23 the charge of Libel was brought against the schooner, *Hazard*. It was captured by H.M.S. *Royal William* near Louisburg on May 20, 1758. This schooner came from Port au Prince in Haiti and was bound for Louisburg. It was owned by its captain and with some of the crew, they owned six barrels of rum onboard. The schooner and cargo were condemned as a Lawful Prize to the captors.

Also on June 23 the charge of Libel was brought against the ship, *Le Chasseur*. It was captured by the H.M.S. *Scarborough*, Captain Robert Routh, on June 3. It was bound for Louisburg from Bordeaux, France carrying 10 guns, and 37 men. On June 26 it was condemned by the court as a Lawful Prize to the captors.

On August 15, 1758 the charge of Libel was brought against the French ship, *Foudroyant*. It was captured by H.M.S. *Boreas* just off the Louisburg coast on May 20. The cargo was trade goods and supplies. It carried 60 men and 18 guns and was going to Quebec. The battle lasted for 2 hours. It had papers onboard that were used as evidence. The verdict read that it was condemned as a Lawful Prize to her captors.

On September 11 the charge of Libel was made against two captured ships. The *St. Ignatio* and the *St. Francisco*. These were taken by H.M.S. *Boreas* during

the blockade of Louisburg from June 8 to July 24. The town of Quebec was also under blockade by the British Navy. The *St. Ignatio* was a Spanish vessel that carried a cargo of Brandy, wine, salt, flour, etc. It was taken on July 22 near Cape Roy on the St. Lawrence River. The other captured vessel, the *St. Francisco*, was also a Spanish vessel. On September 7 the court ordered the *St. Ignatio* to be condemned as a Lawful Prize to her captors.

On September 11 the Libel charge against the *St. Francisco* was read. The Captain of the vessel was ordered to make a protest in case of capture and to take copy of the proceedings against the vessel and cargo. Just previous to capture a French vessel unloaded the cargo of the *St. Francisco* at sea. The Court decree pronounced the vessel as condemned as a lawful prize to her sail captors.

Also on September 11 the charge of Libel was made against two captured vessels, the brigantine, *St. Nicholas* and the sloop, *Xavier*. They were captured on July 2 by the H.M.S. *Squirell* near Scatire, Cape Breton, while "standing in" for Louisburg. The *St. Nicholas* came from St. Sebastian, Spain, and was bound for Newfoundland. The cargo was war stores and supplies of French goods.

The sloop, *Xavier*, was also taken in this harbour and it came from St. Sebastian. It carried flour and other provisions. The court demanded the captains of the vessels if they would claim the vessels and cargo and enter into Bonds to justify the said claims. They answered they were strangers here and couldn't get security here. They pray they may have a copy of the proceedings. They may justify the claim at the Courts of Great Britain and mark the papers accordingly. Both vessels were condemned as lawful prizes to the captors on September 18, 1758.

Also on September 18 charge of Libel was brought against two other Spanish ships, the *St. Antonio* and the *Grand Lewis*. They were captured on July 23 with French cargoes, by an English Privateer at Louisburg. Both were condemned as lawful prizes to the captors.

On November 30, 1758 the charge of Libel was laid against the snow, *Dragon*. A petition from Michael Franklin, merchant, asked the court to issue a Warrant of Survey and Appraisement of sundry goods imported in the snow, *Dragon*, master Robert Beatie, from London, England. The inventory would be completed by December 5, 1758. The appraisers stated the goods damaged to the extent of £281:12:2. The Court ordered the goods to be sold by public auction, by the marshal of the court for the benefit of the insurers. All that was raised by the auction was £85:9:6. The court costs were £9.

The next case heard by the Court of Vice Admiralty was for smuggling. The charges were against the sloop, *Hawk*, made by Henry Newton the collector at Halifax and other parts of Nova Scotia. The charge of Libel vs the sloop, *Hawk*, and its cargo of wine from Portugal and Spain, along with other contraband goods.

The court heard testimony that included the Statute made in the fifteenth year of King Charles II, and served other statutes and laws made and that provided none of the growths and manufactures of Europe shall be imported into any of H.M. Plantations in America in anything but English built ships. Also before such growth or manufacture shall be first landed in any Port in England, or the town of Berwick on Tweed, and that by said statute and several others in that case made and provided

no wines of the growth of Portugal, France or Spain shall be imported into H.M. Plantations without first being landed in England, Wales or Berwick on Tweed, under the penalty of forfeiture of said goods so imported, contrary to the statute and the vessel that carries them.

On September 27 these goods were on exhibition. The ruling was, "... allowed and ordered the marshal of the court do take the sloop and cargo into custody, affix a copy of libel to the mainmast etc., and cite Captain Miller of the said sloop to appear in court." Also were found 12 casks of tobacco and 116 casks of port wine... (All they had was the Admiral's certificate but no clearance).

The testimony and certificate of Admiral Boscawen stated that the 116 casks of port wine shipped onboard the sloop, *Hawk*, bound to Halifax and New-London were brought here for the use of the squadron under his command. Part of the squadron is homeward bound. The said wine was sold by Mr. Alexander MacPherson to Robert Booth and George Lees who appeared to claim the wine, but couldn't prove it went to England first.

The court ruling on November 7, 1758 was that the sloop, *Hawk*, with guns, ammunition, tackle, apparel and furniture, and 116 casks of port wine, be forfeited and condemned to be sold by the marshal of the court at public venue at the house of William Pigott, Tavern keeper in Halifax, after appraised by 3 persons. The court ordered Robert Sloan and George Lees to pay court costs of £126:1:7. The sale brought in £483:1:8. This left one-third or £199 to His Majesty, another one-third to the Governor and the remaining one-third to the collector Henry Newton, as the informer's share.

On October 12, 1758 the charge of Libel was brought against the sloop, *Unity*, Captain Thomas White. A quantity of tobacco was shipped but no bond given and not cleared from England. The charge of Libel read by William Nesbit, Advocate to the Honorable John Collier, Judge of H.M. Court of Vice Admiralty. The vessel tried to enter the port of Louisburg but had no bond. On October 12 the court ruled that the vessel, tackle and cargo of 10 hogsheads of tobacco, be forfeited and condemned accordingly by appraisal, then auction, etc.

On October 30 James Quinn from Dartmouth, gave testimony at a trial at the Court of Vice Admiralty on behalf of a mariner, Thomas Paduser, who was suing the captain of a vessel for back wages.

On November 17 1a Libel charge was made against the snow, *Musseliffe*. It was captured by two of H.M. ships, the *Scarborough* and the *Gramont*. The *Musseliffe* was bound from Philadelphia to Newfoundland and was captured on August 5 by a French privateer called the *Eagle*. Eight Frenchmen were put onboard to take it to Quebec. On August 12 it was recaptured by the English and then taken to Louisburg, which is now within the jurisdiction of this court. The French prisoners were sent to England.

On December 19 it was ruled that one-eighth be paid to the officers and men on the English man-of-war ships, or their agent clear of all deductions, and the seven-eighths after deduction of court charges, be paid to the owners or proprietors of the snow and cargo, or to their agent.

When the proclamation was made for all the claimers to appear and assert their claims, Archibald Henshelwood, proctor in the court, claimed on behalf of the owners of the snow. The following receipt was produced. Louisburg, Sept. 28 of William Butler £150:12:2, being the receptors share of the snow, *Musseliffe*, according to her evaluation by three persons at this place.

## 1759

During the month of May this year, General Wolfe went to Quebec with his army and navy. On September 18th the British captured Quebec and in eleven days the news reached Halifax.

Both Halifax and Dartmouth celebrated by having fireworks, bonfires and placing candles and lanterns in the windows at the front of the house This celebration was not only a victory over the French but over their Indian allies as well, as they were in the pay and spiritual power of the French.

Eventually these various tribes called in their war parties who had terrorized the pioneers since 1749. The maniac priest Le Loutre was finally disowned by the bishop of Quebec. He was later captured by a British naval vessel when he tried to return to France.

Fortunately there was another French priest, Father Maillard, who had spent over 25 years with the Mic Mac Indians. He now led them on the path of peace. He brought the chiefs to Halifax to “bury the hatchet,” and make a peace that would not be broken. Now this opened the flood gates for immigration of farmers from New England. New settlements began to appear on rivers, bays, and where the agriculture potential was located.

There were many tradesmen as well. Those who wanted to farm moved out of the towns and into the country for the farming industry. The tradesmen kept their grants of land in the townships, because when it was time for the settlers to come to Nova Scotia, there would be no land available.

The last Indian attack occurred near the eastern battery at Fort Clearance. Five soldiers were ambushed and killed before the other soldiers could drive them away. This attack failed and the Indians had to take their escape by canoes over to Cornwallis Island (now McNabs). This resulted in the postponement of new settlements and land grants, especially in the area of the Bay of Fundy.

This was the tenth anniversary of the founding of Halifax and Dartmouth. It was actually the first Tuesday in August for Halifax, and the first Wednesday in August for Dartmouth. There is no indication of a grand Natal Day celebration because there wasn't that sense of permanence about the area. The war had seriously disrupted the Fishery and the development of agriculture was just getting started.

In Dartmouth life centered around the blockhouses. Each of these had to be within a musquet shot of each other, in order to provide the protection from the Indians and their French advisors. This prevented the town from being laid out in

a proper orderly fashion. The permanent settlers were mostly fishermen and woodcutters. The farm lots couldn't be developed until peace would be declared.

Fish lots were valuable, scattered along the shoreline and all the commerce centered around these areas. The merchants built warehouses at the end of their wharves and everything was moved by vessels of all sizes. Roads were seldom used as they were just paths between the fish flakes and the wharves. Some people had fenced their lots in, but often were torn down by the rowdy behaviour of the tavern patrons. Livestock would stray about the village and were often a nuisance to the neighbors. Each house needed a well, but there was a central well that served the community.

The frames of the houses were squared by the individual owners but then roughly boarded in. The sawmills produced a variety of sizes and eventually when the money was available, such as the public works, these homes began to improve in comfort and appearance. There was a variety of field stones available for the fireplace, and the trade of brick making was developed early. A clay deposit near the present Nova Scotia Hospital, provided all the raw material needed to make bricks for fireplaces and even in home construction.

The chimney was the center part of the entire house and there was usually one opening for the kitchen, and another opening on the opposite side that would be in the living room. There was a root cellar but no basement.

The post on a pan or flat rock served to support the house and it was raised above the level of the ground. For those who could afford it there were glass windows but they were often boarded up during the long dreary winters.

The roof was pitched, to assist the snow removal. They were covered with planks and then shingled. There was almost always a shed on the property to house the livestock and for storage of a variety of items.

For sealing the cracks in the walls or around doors and windows, spruce gum or tar or pine pitch was used, both inside and outside. Paint was not used on houses or vessels until well after the American Revolution. Whitewash with a lime was the usual when it could be purchased.

During the long winter months, the fishermen, tradesmen, woodcutters and mariners would build furniture. There was an endless supply of maple and birch for the heavy furniture while lighter items were made from pine, spruce or other softwoods.

Metal articles such as pots and pans, knives, forks, irons, shovels and tongs, etc., were brought from England by the merchants or their agents in New England. The 3 local blacksmiths would manage to make these things with scrap iron, if and when available. Silver and china wares were not hard to find because the privateers kept their share from the captive vessels. They would sell at any price just to get ahead of the Court of Vice Admiralty. The tradesmen brought their tools with them, but would often make others and sell them in their idle periods over the winter.

Fine linen was only available by the well to do, legal or otherwise, and most people used a combination of wool from sheep and flax that was grown in gardens. This was called linsey-woolsey and it served everything from mattresses to work

clothes. It was made by the women of the home who actually ran domestic factories. The old saying that “men worked from sun to sun, but a woman’s work was never done,” was the actual truth for our early pioneers.

The people from Dartmouth, England were by custom, fishermen and tradesmen, but all knew how to farm. These men, when not fishing, would make ploughshears, wagons, sleds, baskets, etc. They usually built small vessels for fishing along the shore, and often assisted in the “deep sea going vessels” for the offshore fishery.

Boat wrights, cooper smiths, ship smiths and a host of other trades were in practice on a full-time basis. Tanneries were the result of those who learned to tan leather, and become cordwainers, (bootmakers) and a wide range of uses for leather. What you couldn’t buy you had to learn to make, otherwise, you couldn’t survive. With all the captured vessels and goods being available, the people were better off than the average person from the communities they left behind in Europe.

The Public Works Program kept money in circulation and this also prevented a host of social problems that occur during the periods of long enforced unemployment.

On April 29, 1759 Lawrence informed the Board in England that steps are being taken to settle the vacated lands. These were agents appointed in New England to make known the Government’s intention for developing the agriculture and fishery of the province of Nova Scotia.

The Legislature passed a law for erecting a lighthouse on Sambro Island and it would be paid by the duties raised on imported and retailed spiritous liquors. He also mentioned how the Indians were still attacking and killing people at Lunenburg. These people had to overcome a severe winter because hundreds of bushels of root crops were destroyed and now they have to ask for assistance from the Government.

On September 20, 1759 Lawrence informed the Board that he gave orders to stop the issuance of provisions on June 10 to the settlers at Lunenburg. The Council wanted to assist the settlers with £500 sterling, out of the savings of the money from duties on liquor. Since the capture of Louisburg, the Indians and so called neutrals have become pirates. They have captured 16 or 17 Fishing vessels and he informed Admiral Saunders about this.

In the Dartmouth area on the Eastern side of the harbour, near Fort Clearance, there were three men murdered. There were also two men murdered in Fort Sackville, some at Annapolis Royal and another three men in the St. John River area.

This town and its environs have improved over this year. New houses were built and now the waterfronts are covered with wharves. Most of the people have money in their pockets. There are plenty of goods in the shops and available at the public auctions. Additional lots have been improved all in the prospect of new settlers coming here to follow the fleet and the army and the goods and services they would require. Money is in circulation. When the wars cease our farmers will feel secure and, “... in the road to riches is to be obtained by more wholesome and more lasting means ...”

Fishermen are now settling the LeHave area and the dealers in lumber are coming to other parts of the Province from New England. He also mentioned how he added 3 more members to the Council who were men of prosperity, undoubted integrity and are attached to the welfare of the province.

In a previous letter to the Board, on April 20 Lawrence spoke of receiving enquiries from New Englanders and also visitors who came from there, to choose lands and establish 2 more townships in the Bay of Fundy region. This was in spite of the fact that the Indians and their French leaders were still ambushing settlers.

In a dispatch to the Board on November 3, 1759 Lawrence reported the masonry of the lighthouse was finished and the "lanthorn," is now being built. He ordered a chart to be made of the harbour and the entrance with the necessary directions for the piloting of ships with safety.

The General Assembly was underway with a series of new acts to debate and pass. One of the 36 acts passed did little if anything to help colonize the province. This was an Act that established the Church of England as the official religion of the province. However, with free liberty of conscience to Protestant dissenters, banishing popish priests and under penalty of imprisonment, any person harboring or concealing one would have to pay a fine of £50, and be set in the pillory, then find security for good behaviour.

Another problem was that the civilian population preferred to have Halifax incorporated into a town. Lawrence and his imperial clique of merchants refused it. They wanted to keep things as they were and continue to take as much revenue from the imperial grant from England. They wanted to keep the population as farmers or fishermen or tradesmen. More competition for the ruling merchants would not be tolerated.

The Assembly passed a resolution that Nova Scotia was to be divided into five counties. Annapolis, Kings, Cumberland, Lunenburg, and Halifax. Halifax County was to comprise all the main land and island lying easterly of the County of Lunenburg, and southerly and easterly of Kings County, and all the other lands and island within the province.

Another resolution in August resolved for 22 elected members. Besides the Speaker of the House eleven members would be necessary to do business. Voters were to have 40 shillings freehold in the town or county for which they vote. Popish recusants and minors under 21 were not to vote. The Returning Officer was not eligible to vote. State oaths, test and qualification oaths were prescribed. The Provost Marshal to appoint Deputies to hold the elections.

In April there was an act passed to establish a general Registry of Deeds. Mary Clark of Dartmouth wrote to Richard Bulkeley, complaining about damages to the fences on lots number 8, 9, 10 of Letter D. These lots had been fenced in twice but the Army and the Navy had escheated these lots, tore down the fences and destroyed them. She had also reapplied for some other lots that belonged to Walter Clark who was in charge of some of the settlers at Dartmouth. Bulkeley then wrote to John Collier and directed him to register the lots to the party mentioned.

On March 15, 1759 Admiral Durrell wrote to the Admiralty, from Halifax. He mentioned the winter had been hard here and nothing could be done towards



building the careening wharf, more than procuring the materials, contracting for the Capstan House and adjoining store houses, and building some store houses for the reception of the stores that were in the stores ships, *Elizabeth* and the *Crown*. Also needed was an office for the Navy Officer. He mentioned that he hoped the weather would get warmer to begin the work. He also wanted the Jetty heads to be built as soon as the Capstan House and the Brest work could be done by contract on July 10, 1759.

There were now 16 man-of-war ships in North America. At the Naval Hospital in Halifax there were 149 naval seamen and 27 marines.

Admiral Colville and Saunders reported 119 ships at Quebec. A total of 8 ships of the line wintered at Halifax but had to leave for Quebec early in the spring. The H.M.S. *Diana*, was to refit at Boston and then convoy the mast ships to England. The H.M.S. *Bedford* was sent to Newfoundland to convoy the Fishing trade fleet back to England.

Admiral Colville requested cables and anchors for the Quebec expedition. He also requested from the Admiralty the need for a convoy for the mast ships to Jamaica and Antigua from Portsmouth, New Hampshire. The H.M.S. *Winchelsea*, a mast ship, also required a convoy escort.

On December 17 after the victorious campaign in Quebec, 8 ships of the line returned to Halifax. The *Alcide* was refitting, the *Eurus* was not fit for sea duty, and the sloop, *Hunter*, was getting ready for cleaning.

At the Court of Vice Admiralty, on March 23, 1759 a Warrant of Survey was issued to examine the sloop, *Little Betsy*, and cargo.

The *Little Betsy* was condemned as unfit for her voyage, and the judge ordered the sale of the sloop and cargo, then issued a warrant of Appraisal. Both cargo and sloop sold for £508:17:4. The sloop sold for just £41:15 which shows how plentiful the vessels were. There were 33 different bidders for the cargo.

On May 29 the charge of Libel was placed on the ship, *Bravo Contatero*. It was captured by the H.M.S. *Richmond* on May 9 in the Gulf of St. Lawrence. The *Richmond* was part of Admiral Durell's fleet. The captive vessel was laden with French wine, brandy, pork, beef, flour, woolen goods and other baled goods. The vessel was furnished with false ship papers onboard.

On June 11 the sentence was pronounced as follows: "... we do judge and decree that the ship *Bravo Contatero*, with tackle, apparel, guns, ammunition and furniture, goods, merchandise and provisions, except the 10 bales of woolen goods, be lawful prize as they appear to be French goods, and to be sold at public auction."

On June 15, 1759 the charge of Libel was made against the ship, *Marie and Joseph*. It was sailing from Martinico to Cadiz when it was captured by the H.M.S. *Trident*, and then sent to Halifax. It had a cargo of sugar, coffee, cotton, cocoa, indigo, etc. When captured the papers were thrown overboard. Captain Legge of the *Trident*, had delivered papers and a bag of letters to Joshua Mauger when they came to Halifax. These papers were from Captain Martinez who declared in court that these were all the papers he had.

The Court decreed that the ship, *Marie and Joseph*, and cargo be restored and delivered to the claimants and personal effects. However, the Court ruled the cargo to be lawful prize as they appear to be the growth and manufacture of the Island of Martinico and is French property. Then to be delivered to the custody of the Marshal for public auction. The sales amounted to £4,267:0:1. The court charges were £330:1:2. The Spanish Captain received £2,148:16:10 being the balance after deduction of court costs and other charges.

On July 10, 1759 a charge of Libel was laid against the ship, *Rising Sun*. It was captured in the St. Lawrence River. It contained contraband goods such as wine, fruit, etc., from Portugal and Oporto. The court ordered the vessel and goods to be taken into custody by the marshal, James Monk.

Admiral Saunders had ordered, via certificates, refreshments for His Majesty's fleet. A snow, called *Boscawen*, was to proceed to Oporto and then to Louisburg. There was a certificate to prove this for the collectors of His Majesty's Customs not to detain or hinder said vessel on her voyage. The other certificate was from a Mr. Baysley to somebody at Oporto, signifying that as the snow *Benjamin*, did not arrive in time, they had loaded and sent the vessel, *Rising Sun*, in her stead, upon which the Deponent acquainted Mr. Grant and the master of the vessel that although the matter was critical, and was necessary to wait on the Governor to show his papers before he determined what step he should take, upon which Mr. Grant and the matter withdrew and the Deponent went immediately to Governor Lawrence. He presented two papers. The vessel was loaded with the produce of Portugal, which was prohibited by Act of Parliament to be imported into the Plantations and that he thought he was in a risk of his Commission, unless he put her into the Court of Admiralty to have the judgement of the Court thereon, and desired his advice therein.

He answered that he thought the Deponent was perfectly right in what he proposed, that he was bound by the same obligations, he was to prevent illicit trade and therefore advised him to put her into the Court of Admiralty, and let the laws made in such cases, either acquit or condemn the vessel on which the Deponent requested of the Governor an Officer and twelve men to protect him in his office, which he granted, and that he directed the Surveyor and Searcher of H.M. Customs, who was present to go with the Officer and twelve men which had procured of the Governor and to take custody of the ship, the *Rising Sun*, and her cargo and seize her in His Majesty's name for an illicit Trader. Which being done, he wrote a letter to the Advocate General acquainting him with his proceedings and prayed he would libel said vessel in court.

On Friday, July 12 John Grant spoke for the agent victualled to H.M. Navy under the command of Admiral Saunders. The statute mentioned in the Libel of this court hath no jurisdiction to try and hear and determine upon said ship and cargo, but the same ought to be heard in the Court of Exchequer or some H.M. Court of Record. The claim was overruled. This court ruled to claim the whole cargo of the ship, *Rising Sun*, as now libelled and for the uses and purposes for which said cargo's consigned, except always, the salt part of the cargo.

On July 13, 1759 the ship and cargo, with the tackle, to be sold by the marshal at public auction on July 16, 1759. A total of 64 people bid and received part of the

tackle and cargo. The vessel was bought by Malachy Salter for £210. The overall total was £3,940. After the marshal's fee and court costs, a third went to His Majesty, another third to Governor Lawrence and the other third to Henry Newton, collector, as Informer fee.

On July 14 the charge of Libel was against the schooner, *Retrait*. This was a French vessel captured by H.M.S. *Richmond* in the St. Lawrence River. This vessel was laden with furs and other merchandise. It had been a former trading vessel out of Boston, called *Neptune*, but was captured by a French Privateer off the coast of Newfoundland in 1757 and sent to Louisburg. A local merchant, Jonathan Binney made a claim on behalf of the Boston merchants, John Demming and Co. The cargo was decreed to be French property and it was a lawful prize. The schooner and apparel and tackle was to be delivered to Jonathan Binney, the claimant, for and on behalf of the owners paying to the captors one-eighth part of the real value, clear of all deductions.

On September 10 a Libel charge was laid against the ship, *Amelia*. This was a French privateer from Rochelle, France. It carried 8 guns mounted and swivel carriages, etc. It was captured by two British vessels, H.M.S. *Alcide* and H.M.S. *Sterling Castle*, on May 19. It was sent to Louisburg then to Halifax.

James Monk, the marshal, notified the court held in the home of Charles Morris, that he couldn't find anybody to give notice to. The Court trial evidence claim was that the ship *Amelia*, was formerly the ship *Molly*, until captured in November of 1755. It was formerly the property of John Henbury, merchant from London. This testimony was from John Curling, master of the ship, *Essex*, now in Louisburg. He had at one time, been skipper of her from November 1754 to November 1755 when it was captured.

On October 24 the court decreed that the ship *Amelia* and her tackle is now English property to be sold at Public auction or Venue after 3 people gave their appraisal, and one-half value, clear of charges be paid to the captors or their agents. The rest put in the hands of the Register of this Court for the use of the owners or insurers. Also, any French property onboard be condemned as lawful prize and auctioned off for the benefit of the captors and be divided accordingly. The sale amounted to £860. One-half to the captors and other costs, left a total of £335:8:3 for the owners and insurers.

On September 12 two French schooners were captured about 50 miles up the river St. John near a place called St. Anns. Each vessel was about 30 tons. These were declared as lawful prize to Lieutenant Colonel William Arbuthnot and his Regiment.

On September 9, 1759 there was a court case that involved the damaged cargo of the ship, *King of Prussia*. Two Halifax merchants, Charles Procter and Joseph Gray, petitioned the court to appoint surveyors and report the condition of said goods into the court and grant a warrant for sale. The Court ordered a Warrant of Survey of the damaged goods and be sold by Public Venue. The money arising by such sale to be paid to the Register for the benefit of the insurers, "first deducting court charges." There were 41 different items that sold for £124.

In October the charge of Libel was made against a French Privateer now called the *Speedwell*. It was captured off the coast of Nova Scotia, near Island Harbour, by Sylvanus Cobb and the sloop, *York*. The papers showed the owner was in Connecticut. It had a cargo of livestock, onions, rum and some perishables. It had been captured by the French and turned into a privateer vessel. The following Interlocutory decree was pronounced. The schooner, with her appurtenances and cargo be sold by the marshal of the court at public auction. All the money to go to the Register subject to the further order of the court. The schooner sold for £210. The rest of the gear and cargo sold for £220, less court charges, or two percent.

A petition was then presented on behalf of Captain Cobb and his crew, to the court by Malachy Salter. The claim was for salvage rights. The Court decreed that one moiety of neat produce and her cargo, clear of all deductions, be paid by the Register to the captors or their agent, and the rest paid to the owners or insurers.

The net proceeds of vessel and cargo was over £421. The court charges were £50, the captors got over £210 and it read Captain Cobb three-eighths, one-eighth to the mate and soldiers, one-eighth to Officers and non-commissioned men; and one-eighth to the seamen and soldiers. The owners received £160:3:5.

On November 3, 1759 Lawrence wrote to the Board that the masonry of the lighthouse is finished and the lanthorn is being built. A chart of the harbour is to be made with necessary directions for piloting in ships with safety ...

The following night there was a violent gale of wind that hit the area of Halifax harbour. It was the worst storm ever known to them. There was vast damage done to wharves. The salt and sugar that was stored anywhere near the beaches, were totally ruined. Two schooners had been driven ashore. Thousands of trees were blown down, and in some places, the roads were rendered impassable. The property loss was in the thousands of pound sterling, mainly because the tide was driven about 6 feet above its normal high tide mark. A lesson was learned that sheds and buildings would be built away from the beaches in the future. In the Bay of Fundy region the high water mark was over 10 feet higher than its normal height. The marshlands, dykes and pasture lands were all deteriorated and destroyed beyond repair. The fish lots along the Dartmouth shore were a scene of total destruction. Broken wharves, small boats and destroyed fish flakes were strewn all over the eastern side of the harbour. It was total ruin and a new start would be needed to resume this fishery.

The only cheerful thing this year for the town of Dartmouth, was a marriage licence being issued to Jonathen Prescott, widower, and Ann Blagdon, spinster, on October 11, 1759.

On December 24, 1759 an address was given to the House of Assembly by Governor Lawrence. This was in reference to Nova Scotia and its potential for future development. He said "the production would be of great consequence to Great Britain as it abounds with large masts for the Royal Navy, and with fir trees fit for deal boards equal in quantity and goodness to that of Denmark and Sweden, can produce." He also said that "the land exceeds any in America in their qualities for producing hemp and flax, of which they will yield sufficient for large

exportations, that many farmers will, in clearing their lands, provide materials for making potash, which exports and all others will be paid for by the manufacture of Great Britain and will be a means of greatly increasing its navigation.

“The lands under cultivation, will support the Fishery for which this country is better fitted than any other in America, and there now are more than 1,000 families of Fishermen who have contracted with me to come and settle on the uncultivated sea coast, depending for their support on the Farmers who propose settling here ...”

## 1760

On January 5, 1760 the Council made an address to the House of Assembly which requested a Church of England minister for the Germans, and a school teacher for the children. The Germans were mostly Lutherans and Calvinists. There were about 1,400 of them. The address stated, “. . . their good disposal under the Church of England may not prevail so strongly amongst them when their circumstances become more affluent ... Also, the offspring of the Germans are growing up without any culture, either of Literature or Religion. Their parents are extremely uneasy and we are apprehensive that the minds, both of the settlers and their children, if they should be any longer neglected, may receive unfavorable impressions of our zeal for their reception into the Bosom of the Church of England.”

On March 27, 1760 a report from Major General Hopson, who had been sent to Guadalope on a military expedition, requested that Mr. Benjamin Green be sent from Halifax to pass the General Accounts of several sums of money dispersed by him on military service.

Lawrence then wrote to the Board that permission was requested to have Benjamin Green, the Treasurer of Nova Scotia, to come to England to pass some accounts of General Hopson. The Board stated that “Mr. Green was not an officer within their Department and we have no right to command his attendance.” (This was in reference to the money employed in the Public Service. Benjamin Green was employed by Hopson as his secretary and accountant.)

On May 11, 1760 Lawrence reported to the Board about the question of new settlers is still the main topic. He was informed in the last report from the Board that His Majesty thought it advisable that some part of valuable lands should be reserved as a reward, and a provision for such Officers and soldiers as might be disbanded upon peace.

Lawrence wrote that he had resisted from making any further grants of the cleared lands. He mentioned, “the coast is still uncleared and you would have me put fishermen and farmers on it...People from Connecticut have been directed to Minas Basin. I have made peace with some of the Indian tribes, including the Musquodobit group...an article of the treaty is to have the commerce of furs established. We have offered a higher price than the French, and all the trade will be in truck houses (Fur trading posts). These would be owned exclusively by the Government...Mr. Benjamin Gerrish is appointed Commissary for the Trade...The

House of Assembly passed a law with severe penalties on anyone attempting a private trade ... The new settlers must be provided with enough provisions for one year, with materials and tools for building, and implements for husbandry and cattle to stock their lands ... I fear the difficulty of forming the former soldiers into Societies will be great. Soldiers are the least qualified to form new Countries, with all the difficulties they are unacquainted with, because every soldier that has come into the province since the establishments at Halifax harbour, has either quit the place or become a Dram seller...”

The House of Assembly, after some delays and cancellations passed an Act for permitting people called “Quakers,” to make an Affirmation instead of taking an Oath. Also there was an Act passed on extending the Bounty on stone walls built, and hay raised within the Peninsula of Halifax.

On July 24 Lawrence informed the Board that the settlements are going on well and there is less reason to apprehend any check or interruption, as the affairs at Quebec have had a happy event ...

After the treaties were made with the Indian tribes, the decision was made to build a truck house at each fort or blockhouse. The first truck house in the area was built next to Fort Clearance near Dartmouth. The Indians could not trade anywhere else. The Truck masters or issuers were to be appointed with salaries at the expense of the Government. The Indians would exchange “Peltry” for goods and all transactions would be recorded. These truck houses were to be built by raising a lottery to provide the funding. The Council and the representatives of the Indian tribes settled on a table of prices for this fur trade. For furs, they would exchange for blankets, rum, molasses, flour, pork and cloth. This was acceptable by the Indian tribes.

One of their chiefs, Roger Morris, and four of his friends presented themselves to the Governor and Council to make overtures of peace. They said a large number of Mic Macs were assembled on the coast near Halifax with intentions to negotiate for peace and trade. These chiefs, with Roger Morris, were sent back to these people with assurances of friendship and now they were ready to make the peace.

The Shubenacadie River would be actively used now for trading as it would connect Halifax harbour with the Bay of Fundy as well as the interior of the province.

On March 10 treaties of peace were signed with chiefs of the LeHave area, the Richibucto area and Claude René, chief of the Chubenacadie and Musquodobit areas.

The activity in Halifax harbour has not that of a peaceful economy. Lord Colville’s squadron and numerous trading vessels continued to swarm in and out until after 1762.

On February 9 Sir William Pitt in London, England, ordered “the Fortress of Louisburg be demolished and the present military provisions, artillery, military stores, etc., be sent to Halifax.” This increased the population but the impression was that the Board in England wasn’t doing enough to promote a permanent colony.

However, they did approve Governor Lawrence's proceedings on his own initiative to carry out this objective.

Lawrence then stopped making further grants on any cleared lands. He indicated that he preferred to settle the Atlantic coast side of the province with fishermen and farmers as soon as this could be arranged.

The Surveyor, Claude Morris, was sent along the coast to adjust the limits of any township for the fishery. The present population of townships was still undergoing a lack of permanence. The original settlers were rapidly reducing their numbers because of diseases, desertion to the colonies further south, returning to Europe, and going along with the self-reliant New Englanders who wanted land, but moved to Halifax to take advantage of the Public Works Program.

On March 31 the House of Commons in London, voted £200,000 to compensate the North American provinces for expenses of levying clothing and the pay for the troops raised by them. This had an effect in the Halifax area, particularly among the camp followers, sutlers contractors and even the number of prostitutes. The most common enterprise was still the selling of rum to all groups, military, naval and those who were one the "government doles."

Apart from the vices, there were those who made virtues. They carried out various public offices, from the magistrates, militia, volunteer fire brigades and supervision of the poor and the helpless. Regardless of a lavish public expenditure, life in the frontier towns of Halifax, Dartmouth and Lunenburg was still meagre and hard. A fire had swept the Halifax peninsula and burned off patches of thin loam that covered so much of the area. At Dartmouth there were some crops in scattered pockets of good soil. The people of Lunenburg sent their surplus crops, not to mention "firewood" to Halifax by boat, and this strengthened their economy. Agriculture and cutting wood was also the main economy in Dartmouth, along with the Public Works Programs which were subject to change according to circumstances. The fishermen were outnumbered by those involved in other enterprises. There was still a reluctance to travel and settle inland because of the previous experiences with the Indians. It would take time to adjust to the peace time economy.

The new peace time lull in activity didn't affect the settlers in Dartmouth. If anything, they were anxious to acquire or purchase farm lots outside of their town lots now that the threat of Indian and French attacks were over. The German settlers in Dartmouth began to move inland and develop farm lots in the present Westphal area to Lake Major. It took time for their farms to produce, but during the winters they would be involved with lumbering, wood cutting and small mill operations.

One important factor was they often did not register their farm lots. The influential friends of the Governor would use this excuse to be given, "cleared land grants," and the Germans would have to move to another area. The courts would always support the council members and their influential friends because that was how they got positions.

Regardless of the difficulties the merchants of Halifax, who were properly trained in the economics of mercantilism, made it their business to be known to authority and to frame mercantile policy for government. To expose these interests

would be very difficult to prove because their methods were in private and always under cover.

One example was the merchant Thomas Saul, who was actually a commissary agent for Sir William Martin of London. He held a succession of important public and semi public employments in connection with the supply of provisions and with military pay. He repeatedly aided Governor Lawrence by selling him specie for bills on London during times of shortage. He stayed in Nova Scotia until 1760. When the parliamentary grants began to lessen and his chief customers, the various Regiments, finished their work, he applied for and received permission to leave the Council. He never returned to Halifax because his type of services, or advice, was not needed.

Another merchant, Joshua Mauger, had a considerable stake in Nova Scotia. Even when he returned to England he arranged to make himself the principle consultant to the British Government on Nova Scotia affairs.

Malachi Salter, another notable merchant, seemed more the "official" than the merchant. After 1754 he held a number of offices such as collector of import duties and excise and also collector of the Lighthouse fees. The downfall was when he invested his money in the trade between New England and Nova Scotia. By 1776 this got him in trouble with officials in London.

Other council members would go to the various harbours during the summer, and be collectors of duties and excise. They would keep most of these fees for themselves and only turn in at Halifax what they considered as surplus money. It is very likely they were involved with smuggling in various ways. It is also no coincidence that the legislature did not meet in the summer months. The council members were busy with their own activities.

The Royal Navy still used Halifax as their main base of operations for the St. Lawrence River area. By April there were still 6 man-of-war ships coming and going from Halifax harbour. These were fit for sea duty except one vessel, the H.M.S. *Falkland*, that needed caulking in her upper works.

On September 12, 1760 Admiral Colville sent 15 victualling ships to Quebec and also a "cartel" of French prisoners.

Colville, on October 7 wrote to Cleveland that all of Canada is now subdued. He also reported that 10 vessels will winter at Halifax.

On December 8, 1760 Admiral Colville wrote to Cleveland about the state of the King's ships in this harbour. He stated "the French intend to send privateers to harass the fishery." He also stated, "... 'Tis the frost that makes the coasting navigation so difficult, and almost impractical to ships. The running ropes freeze in the blocks. The sails are as stiff as sheets of tin, and the men cannot expose their hands long enough to the cold to do their duty aloft. So the Topsails are not easily handled. However, on the sloops and schooners the men stand on the deck and do all their work and succeed well enough. We have always been very well supplied with frozen beef from Boston, which keep our men healthy in Port, but the scurvy never fails to put us down in great numbers upon going to sea in the spring ..."



On September 14 George Wensel sold 3 lots of land to Adam Broster for £15. These were lots 15, 16 and number 1 in the Letter C. This included all the houses and buildings on these lots. A Mr. Joseph Scott applied to the administration in Halifax for lots number 12 and 13 of the Letter B in Dartmouth. These lots were granted to Scott. The policy was to give grants to half pay soldiers who had fought in Louisburg or Quebec.

On October 11, 1760 Governor Lawrence contracted a fever and inflammation of the lungs. He died on the 19th day of October. His place was taken by Jonathan Belcher who was the chief Justice of Nova Scotia. His reputation was that of a person who alienated the merchants, the common people, and the army and navy, from the Administration. Nobody could please him and he also pleased nobody in return.

The year 1760 on October 25 also had the death of King George II of England. He was 77 years old and had reigned as the British Monarch since 1727.

In Halifax there was a Proclamation to have a day of Thanksgiving on November 20, 1760 for Major General Amherst's victory in the "Total Reduction of Canada."

On December 1 there was a flood of complaints that there were too many retailers of spiritous liquors. It was recommended that they all close down until some control was organized. The Council resolved that the number of licences should be restrained to 40.

## 1761

On January 4, 1761 a memorial by Robert Sanderson, the Speaker of the House of Assembly, was sent to the Board in London. It was a list of the grievances and abuses of the Halifax administration:

1. John William Hoffman who came from Hanover in Germany in 1751 was made a Justice of the Peace by Governor Cornwallis. He was appointed to oversee and take care of several families placed at Dartmouth until they could be settled in the Country.
2. In 1752 a Lt. Geldart, who commanded a party of soldiers at one of the blockhouses in Dartmouth, compelled the Germans to work for him in making a garden. They thought this was hard usage and Mr. Hoffman interposed and endeavored to convince him it was unreasonable. The Officer turned Mr. Hoffman out of town and then threatened to shoot him if he came back. Complaint was made to Governor Hopson and the fact was proven before the Governor and Council. The Officer was obliged to ask Mr. Hoffman's pardon. This condensation to a civil magistrate was thought a great indignity by many of the officers who strongly expressed their resentment against Mr. Hoffman.
3. Another abuse by the military was to destroy property and not be punished by their Officer in Command. They destroyed and pillaged 20 farm houses that were built on the peninsula and another 40 houses in the suburbs. Some of these cost

between £100 and £200 each. The owners were either tradesmen or in the Fishery. Some of these people had to leave the area to find other work, others left the Province and had to leave the care of the homes to their friends. John Grant's house on the beach, rented at £13 per year, was removed. He received no compensation for this.

4. A Common land trust grant of 300 acres was cleared by the settlers in Halifax, but Governor Lawrence took away two-thirds of this and gave it to people who then enclosed the land for private use.

5. In July, 1757 several soldiers broke into the residence of Katherine Whiston, a washer woman, raped her and stole several articles of linen and clothes. Two men were arrested but Governor Lawrence pardoned them.

6. In 1757 a soldier who had raped a girl of 10 years old was charged, then escaped.

7. In 1758 an army officer raped a nine year old orphan girl. Governor Lawrence stated that she was only an orphan and fined the officer £30, and made him parade publicly with a paper on his back and front declaring his crime. The guardian of the orphan employed a lawyer to file suit against the officer for damages. This man had a house and land which he rented to the Government. But on examination of the records he secured this property by a conveyance to Mr. Richard Bulkeley, the Governor's Secretary, and the suit was prevented.

8. In 1756 a prize ship, *Equite*, was held in the Court of Vice Admiralty. Governor Lawrence threatened the judge of this court to dismiss the Libel charge, or else. The Judge then sent for the marshal, who was also the Deputy Land Surveyor. Lawrence threatened to fire the marshal unless he left the ship, which he did. Lawrence also charged the Government with the expense of vessels that were to serve the province. These vessels did very little service for the province. This at a cost of over £19,000 from 1754 to 1758. Some merchants had contracted with Lawrence to provide vessels for £500 per year. The pay of several officers were charged but they were never employed. Only one master and 2 crew members were onboard one vessel as it stayed in the Harbour, and this was for only half of the year. A fourth vessel was hired for a year, but only operated half of the year. There was a separate charge for rations on a yearly basis.

9. In 1756 Thomas Saul had sent flour to Lunenburg from the Prize ships captured and he charged the same rate as that sent to Nova Scotia from England.

10. Governor Lawrence has always refused to let the merchants of Halifax have the Government Bills although they are willing to give five percent advance for them. Mr. Saul has all the Government Bills at par value. The local merchants, in order to remit their money home, have been obliged to carry it to Mr. Saul and give him five percent advance, and sometimes more. The money granted by Parliament from 1754 to 1760 amounted to over £220,932 sterling. Five percent of this is £11,046 which remains to be accounted for.

11. When the Acadians left Nova Scotia, they left behind 20,000 head of cattle; 7,000 hogs; 4,000 sheep and a great number of horses. Also large quantities of peas, wheat and grain. There were proposals made to Governor Lawrence to use this for the colony, but it was put under the management of Mr. Saul, the Commissary of

Stores and Provisions for the Province. He was also the storekeeper to Mr. Baker, the contractor for Provisions for the Army. Saul disposed of this by the following manner.

12. He sold to Joshua Mauger 600 head of cattle and grain for £1,800. Part of the cattle were sold at auction at Annapolis Royal. Some were given to the Governor's friends but some of the grain was burnt. The remainder of the stock of hogs and cattle were salted up and the sheep and grain, under pretence of a sale to Mr. Saul as Commissary, to himself as Agent, to the Contractor, Mr. Baker, was issued to the Army as part of Mr. Baker's supply. The produce of all this must have amounted to a great sum as no part of it has been laid out toward the settlement or assist the inhabitants, or has ever been accounted for to your Lordships. It still remains to be accounted for by those who took possession of it.

13. The rum, molasses, provisions and merchandise captured at Fort Beausejour was neither shared with the captors, or made use of for the service of the colony. It was put under the care of Mr. Saul. He issued the meat to the troops as part of Mr. Baker's contract. The lowest computation was about £10,000 which is still unaccounted for.

14. In 1754 Benjamin Green, Treasurer, Naval Officer, and one of His Majesty's Council members, sent for Malachy Salter. He said he was appointed to contract for a quantity of cattle from New England to go to Lunenburg. He would contract for the lowest price. He would give the contract to Salter if Green would get a share of the profits. Mr. Salter agreed to this and contracted for the cattle. Before all was delivered there was a dispute. Salter offered Green fifty pound sterling in lieu of his share of the profits which Green accepted and received the £50.

15. In 1754 the Duties of rum were to go to the highest bidder and purchased by Salter for himself and Joshua Mauger. Green told Salter that it would be a good contract, and as he was on the council he could help pick the contractor, provided he got one-third of the profits. On this they consented and he was very active in obtaining several orders of the Governor and Council. Before the year ended Green offered to sell his share to the other two partners. They gave him £50 for the purchase.

16. Another complaint was that if Halifax was attacked, there was no safety provided for women and children. People had presented a memorial to the Governor but this never was laid before the Council, nor did Governor Lawrence answer the memorial. Two other memorials were sent asking for an answer but none was given. Many people wanted to send their families to neighboring colonies for their safety.

17. The Governor granted away large tracts of the best land in the area to such persons as he thought proper, to make them, "Freeholders," therein and qualify them to choose members, or be chosen to represent the said inhabited counties and towns.

Councilors Jonathan Belcher, Chief Justice	1,320 acres
Benjamin Green, Treasurer and Naval Officer	2,030 acres
John Collier, Register of Deeds, Judge of Admiralty	1,560 acres

Charles Morris, Chief Surveyor	3,712 acres
Richard Bulkeley, Governor's Secretary	2,120 acres
Thomas Saul, Commissary of Stores	1,500 acres
Joseph Gerrish, Naval Store Keeper	1,300 acres
William Nesbitt, Attorney General	750 acres
Henry Newton, Collector of Excise	1,500 acres

Most of this land was on the east side of Halifax harbour in the Dartmouth area. The land was never properly worked or used while owned by these Council members and it did more to prohibit development, than to enhance it. After these grants were given, the Governor called an Assembly. This, together with the Council composed the General Assembly of the Province.

The truck house at Fort Clearance had a bill submitted in 1760 for over £300 for goods to trade with the Indians. The sale of fur pelts in Europe was expected to finance this operation. The money was paid to Benjamin Gerrish.

18. Jonathan Belcher wrote to the Board about a vessel that had the infection of smallpox onboard. The owners were persuaded to remove the vessel to a safe distance from town. The Council prepared a Bill about this but the House of Assembly rejected it. Belcher also asked the opinion of the Board for instructions from His Majesty for pressing this assembly to pass a law for the prevention of spreading and contagion of the smallpox. He reported that all precaution is being taken at the Batteries to prevent infected vessels coming near towns.

On March 4, 1761 Benjamin Green Sr. presented his memorial to the Board in London, England. This was in response to the charges that had been made by Richard Sanderson on January 14.

On March 20, 1761 the Court of St. James in London announced that Henry Ellis, the present Governor of Georgia, would be appointed Captain General and Governor in Chief of Nova Scotia.

On February 11, 1761 the proclamation of the new King of England, George III took place. This was in consequence of dispatches from the Board since October 31, 1760. There was great celebration through the Halifax harbour area. There were paraded of marching soldiers, sailors, and the guns from the naval ships fired a salute. This was answered by the guns at the forts and redans in the area.

At three o'clock in the afternoon the official waited on Jonathan Belcher at the "Governor Lawrence Head Tavern." The entertainment was the best that could be imagined. There were bonfires lit and burned all night. There was fireworks and the drinking of toasts went on through the entire night.

Halifax, by this time, was considered and reputed to be the most wicked sea port in North America. There were numerous brothels, legal and illegal drinking houses and none could compare with the "Rats Tail Tavern." The boot legging houses or illegal establishments outnumbered those with a proper licence. This was because the army and navy forces outnumbered the townfolk by five to one. The smugglers would slip in and out of the port with the fishing vessels, and naturally,

avoid paying the necessary taxes. The demand for rum far exceeded the supply, legal or otherwise.

The chief source of revenue for the Administration was the impost and excise on rum. The Halifax distilleries and their owners, such as Joshua Mauger, persuaded the first three General Assemblies of Nova Scotia to fortify their domestic monopoly. The old impost was raised to 1 shilling and 3 pence by 1761. The exception of this was 3 pence per gallon on spirits manufactured in Great Britain and the West Indies. The local rate of import, was 1 shilling per gallon. This was intended to encourage the industry.

The Board of Trade and Plantations in London, after their investigation of Lawrence's administration, and also responsive to the Parliamentary demands for economy, reduced the Provincial grant to only £10,595 for 1761. From now on "Economy" was the objective and the native Nova Scotians would have to face higher impost duties. They would have to learn to adjust to peace time and develop their economy accordingly. The Public Works Program would be dropped and any tradesmen who came to get his share of the parliamentary grants would have to move away or make a new living for himself and family.

On February 28 as if by a collective guilty conscience, a general proclamation for the Encouragement of Piety and Virtue and for preventing and punishing of Vice, Profaneness and Immorality, and prohibiting playing on the Lord's day at dice, cards, or any other game whatsoever, either in public or private houses, and to attend the worship of God on every Lord's day, on pain of His Majesty's highest displeasure and of being proceeded against with the utmost rigor that may be the law ... Take care also to effectually suppress all public gaming houses and places and other lewd and disorderly houses ... to the end that all vice and debauchery be prevented and Religion and Virtue be practised ... all Officers, soldiers and mariners are to set a good example to those under their care.

The new townships were having trouble with supplies of food. It was very necessary for all the new townships to develop their agriculture. Seed corn and seed potatoes were brought into the province from New England. Some of the settlers received flour and mackerel as relief supplies. Another result of this was that Council, on August 15, 1761 began to allow fishermen, ship carpenters and other professions be admitted to these new forfeited lands, as well as farmers.

The year the Court of Vice Admiralty resumed its hearings on July 6 a charge of Libel was laid against the French vessel *Achilles*. It had been captured by the British sloop, *Norwich*, in the Bay of Chaleur. It had a cargo of musquets, gun powder and there were 114 French women and children. This vessel had been owned by the English, but was captured on August 30 out of New York. The French flag was found onboard. On July 15 it was ordered the sloop, cargo and tackle be sold at public auction by the marshal of the court. One-eighth paid to the Register, one-eighth paid to the captives or agents in lieu of salvage, the ammunition was condemned as lawful prize.

On September 8 the charge of Libel was laid against the snow, *Two Brothers*, and her cargo of illicit goods and contraband. It was captured by H.M.S. *Rochester*. It was laden with French Brandy, Spanish Wine and Holland Gin. It was captured while transferring cargo with a sloop called *Dolphin*. The owner and captain of the,

*Two Brothers*, nominated David Lloyd of Halifax to be one of the “proctors” of the said court to assert a claim.

After several appeals including an appeal to pay mariners their wages, and pilot boat fees, a public auction was ordered after being appraised. A total of £3,360:2:0 was raised.

The cargo sales included 4 guns and carriages, bought for the privateers and 41 people bought 41 casks of brandy at about 10 shillings. A total of 13 people bought casks of special Brandy at 25 shillings per cask.

7 people bought	Geneva	at 9 shillings each
24 people bought	hogsheads of Claret	at 9 pounds each
31 people bought	casks of white wine	at 4 pounds each
14 people bought	casks of Frontenac	at 7 pounds each
75 people bought	casks of bottled wine	at 6 pounds each
53 people bought	ankers of brandy	at 19 pounds each
13 people bought	ankers of Geneva	at 3 pounds each
2 people bought	cinnamon water	at 3 pounds each
1 person bought	nutmeg water	at 3 pounds, 17 shillings
2 people bought	Dr. John	at 2 pounds each
13 people bought	casks of vinegar	at 3 pounds each
4 people bought	a box of silk bonnets	at 2 pounds each
2 people bought	a box of women’s shoes	at 5 pounds each
4 people bought	a cask of cider	at 3 pounds each
5 people bought	a box of looking glasses	at 1 pounds each

7 people shared in a box of waistcoats, Jackets and great coats at about £2½ each

Item No. 5 was a bag containing 14 dozen pair of mittens and it sold to a Mr. Fitzpatrick for £10. Item No. 6 was a case containing Hungarian Water and 3 people each bought 8 dozen bottles at £2. Item No. 7 was a bag of shoes. Two people bought this. To a Mr. Gray went 33 pair for £4 and 2 pair went to another at 5 shillings. Item No. 8 had 2 casks of holding stripped cotton. Two people bid on this. Another 27 people bid on 39 days pair of stockings at £1:4:0. Item No. 9 had 6 barrels of starch that had 6 people bid at £1:15:0 per barrel. Item No. 10 had 3 bolts of canvas. Captain Burnett bid £6:9:0. Item No. 11 had 11 hampers of wine that sold each for £2:6:9.

The food provisions were sold separately.

<u>Quantity</u>	<u>Price</u>
1 cask of beef	1 pound, 18 shillings
2 ullages of pork	3 pounds, 1 shilling and 6 pence
1 ullage of pease	12 shillings
1 ullage of bread	1 pound
1 cask of salt	3 shillings
1 bag of almonds	4 pounds, 7 shillings and 6 pence
1 bag of almonds	4 pounds, 6 pence
1 bag of almonds	2 pounds, 10 shillings
1 bag of almonds	1 pound, 2 shillings and 6 pence

The total received for the goods at the public auction was about £3,360:2:2. Another £400 was received for the sale of the vessel.

On August 15 the trial of Libel was held against the schooner *Dolphin*, John Hickey, master. This schooner was brought into Halifax by the H.M.S. *Grayhound*. The *Dolphin* had discharged a cargo in a neutral port, then took on a cargo of rum and molasses illegally. There was no clearance, or cocquet, and was proceeding to New York. On the second hearing, August 13 the charge was allowed. The court ordered the marshal of the court to take it into custody.

On August 15 Malachy Salter appeared on behalf of the master and owner of the schooner and cargo, to claim the same and enter said claim and give security on the common course of the court and answer the Libel. On August 21 the court heard arguments on both sides. The claimant asked for 6 weeks to prepare evidence.

On October 19 the court pronounced its decree. The *Dolphin* had sailed from St. Croix, belonging to Denmark and bound for New York with a cargo purchased from Santa Cruz. The *Dolphin* had left New York in 1760 with a cargo of flour from Jamaica, but instead went to the West Indies. It first went to Georgia for unloading and then took on a cargo of lumber. Then it sailed for Santa Cruz, unloaded and then loaded rum and molasses and sugar.

The court ruled the *Dolphin*, cargo and tackle, as condemned and forfeited. The exception was the property of John Hickey, the master of the *Dolphin*, and all cargo be restored and delivered to Malachy Salter and owners. The rest to be sold by auction, which resulted in £176. For the settlement after court costs, and marshal's commission, they awarded one-half moiety to His Majesty, and one-half to the informer, Captain Thomas Francis and crew of the H.M.S. *Greyhound*.

On December 23, 1761 a Libel charge was laid against sundry small sloops and shallops belonging to the Acadians in the Gulf of St. Lawrence. These were captured by Roderick Mackenzie, who led an armed force against the Acadians near the Bay of Chaleur. The first capture was a sloop, then two small shallops.

October 23 they captured three sloops and four shallops. October 24 they captured a shallop of 25 tons. October 26 a small shallop. Four days later they captured a sloop, and a large number of Acadians surrendered as Prisoners at the Bay of Vert, with the plundered goods they had captured from English settlements during a series of raids. The French prisoners were sent to George's Island.

On December 24, 1761 during a snowstorm, goods were taken from a shipwrecked schooner, *Hellen*, William Wyer, Captain. The shipwreck took place just outside Halifax harbour about 8 o'clock at night. Some of the goods were brought to Halifax. A survey was ordered for the goods that were salvaged. This survey was completed on January 2, 1762.

A public auction was ordered on January 5, 1762 and a total of £221:10:5 was raised. A charge of £138 was laid by the court to pay 22 men hired to work on the salvage for a month. This included wages and liquor for these men. On January 9, 1762 the Register was ordered to pay the charges out of the auction sales. A total of £58 was left to the owners and insurers.

War was declared against Spain, at Westminster and London, on Monday, January 4, 1762 and at Halifax by the Provost Marshal on April 5, 1762. The French and English war continued and there was a great concern when the French seized the English garrison at St. John's, Newfoundland. After a council of war was held in Halifax, the French neutrals were put under guard and not permitted the use of boats or shallops nor leave the area without passports.

A large number of Acadian French returned to Nova Scotia after they left in 1755. Most joined their confreres in the defence of Canada. Some became pirates and cruized the coast of Nova Scotia. They were raiding parties that drove off cattle and killed livestock. They knew the area very well and easily evaded capture. The French were encouraged by the knowledge of being allies with Spain against England.

The French invasion of Newfoundland brought about threat of an invasion, and locally a heavy charge on the local settlers because they had to mount guard every third day and night. The French prisoners were confined in open barracks and the settlers asked the Assembly to have them removed out of the province.

The only response was that the war council resolved to make the small island called Thrum Cap a place of signals, as well as arm the provincial regiment. Two hundred men from Lunenburg would help the militia. All the French prisoners of war were collected together and put under regulations. Batteries were erected at Point Pleasant. A King's Yard Dockyard, of the proper size would be constructed and all the batteries in the harbour were to be strengthened. The George's Island battery would have 40 men, the Eastern Battery at Dartmouth would have 30 men. An armed vessel would be stationed at the South East passage. There were 130 French neutrals brought into Halifax from the Bay of Fundy area. Some were encamped near the Eastern Battery in Dartmouth. They helped with the road work and general labor required for public works. Some were put to work at the South East passage area and most of these stayed to become permanent residents.

Other concerns this year included a proposition being sent to the House of Assembly on January 9 from Mr. Edmund Crawley, a Quaker from New England. This was to introduce the whale fishery in Nova Scotia. Eventually these Quakers set up their whale fishery near Shelburne.

On January 30 the council was asked their opinion regarding giving licences for marriage, whether they ought to be granted to all persons who ask, or whether the Lt. Governor has the power to refuse if he so judges. The council was of the opinion that the Lt. Governor cannot refuse such licences provided they conform themselves to all the rules in practice in England, upon like occasions.

On March 3, 1762 the Council advised a loan of £75 to purchase seed corn for the settlers at Onslow and Truro.

On March 5 the army and navy combined to attack and capture Havana, Cuba. They returned to Halifax with £400,000 sterling that was captured, and shared among the officers and men. This also attracted people from the colonies to get some share of this wealth. Halifax turned into a rendezvous of pirates. The soldiers



and sailors flung their pistareens, pieces of eight and doubloons on the tavern bars, and into the anxious hands of the bar maids and prostitutes.

The ships stayed for the winter and the celebration continued. People were attracted to the Public Works Program and wanted to help the army and navy part with their wealth.

In April, Admiral Colville wrote to the Admiralty that he had to “administer the tests and oaths appointed by Acts of Parliament, unto the master shipwright, master attendant and the naval Store keepers at this place, which I have accordingly done.”

The H.M.S. *Chesterfield* came to Halifax for a new main mast and foreyard and other naval repairs. The Dockyard at Halifax was growing due to the additional work required to keep the naval vessels serviceable. Colville also wrote that he would keep the H.M.S. *Northumberland* in constant readiness and when the season is more advanced he would, “drop her down” below George’s Island and place her in a more advanced “birth,” for protecting the town and harbour of Halifax in case any of the enemy squadrons should attempt a decent.

On May 19, 1762 a report on the *Northumberland* was that her timbers were perishing and needed good caulking. It had been launched in 1749 but her last careening was 3 years ago. The report on the H.M.S. *Dublin* was that the keel was bent and the whole body of the ship warped from her original sheer or design. The hull was rotten to the timbers, the sheathing was, “nail sick,” the iron work decayed along with 3 beams on the upper deck, and one ship’s knee sprung. The gun deck could not hold any caulking.

Admiral Colville wanted to take some ships to Newfoundland, but Lt. Governor Belcher and Colonel Forster, commander of the troops to remove the French from Newfoundland, were worried about this province. There were too many internal enemies, which were the Acadians and Indians. The Indians have about 1,500 men, women and children in Nova Scotia and Cape Breton. They were divided into distinct bodies with their own chief.

There are 915 Acadians in Halifax, and another 300 in the country. They have lately assembled in greater numbers with each other and have been very troublesome to the infant settlements of this province.

On August 9, 1762 Colville left Halifax for Newfoundland with a schooner and 4 ships of the line. He captured a French privateer at St. John’s on August 25. By September 8 he received a letter from Sir Jeffery Amherst at New York. On September 11 Amherst and his troops arrived in 10 transports. The French fleet escaped in the fog on September 16 but the fortress capitulated on September 18. His report to the Admiralty was that there were considerable provisions and other goods, collected in storehouses by the enemy. Many of the Irish servants have also been robbing and plundering their masters. To restore law and order Governor Graves stayed with the H.M.S. *Antelope*.

In Halifax harbour there was another threat to the infant settlement. A vessel was lying at Mauger’s Beach and the captain had smallpox. A committee advised to send a Doctor Reeve down there to take charge and provide a convenient place on the Island at public expense.

On July 13, 1762 Martial Law was declared until further notice. A proclamation stated that an embargo would be placed on all ships in the Harbour for the next 10 days. This was in case any of them were captured and had to give intelligence about the state of defence and fortifications here.

On August 23 there were three schooners employed as coasting vessels to help the fishery and to prevent smuggling.

On August 28 a proclamation was issued about people occupying land without authority or a licence. This would result in losing their grant of land and libel to pay a fine of £50 and then be removed from the colony.

Later in the fall season, the British fleet and army and Gorham's Rangers, returned to Halifax from the conquest of Havanna, Cuba. This fleet that left Portsmouth had 19 ships of the line, 18 small vessels of war and almost 150 transport ships with 10 thousand land forces. They captured Moro Castle on July 30. The white flag of surrender was signed on August 12, 1762. The plunder was estimated at near 3 million sterling. The Spanish lost 12 ships of the line and 3 of these were sunk in the harbour entrance. On May 21 two English frigates captured the *Hermione*, a Spanish register ship from Lima, Peru, bound for Cadiz near Cape St. Vincent. It carried gold, silver, and 2,276,716 dollars besides coca, wood and pewter. This prize alone brought the sum of £544,648 sterling.

On November 10 there was good news to report and also bad news. The bad news was that a committee informed the Council at the Assembly that there were no more funds available for any new settlers that came into the province. Only could they accept those settlers who could support themselves. The good news was that the preliminaries of peace between England on the one part and France and Spain on the other, were signed at Fontainebleau in France on November 8, 1762.

On November 26 the English King issued a proclamation, directing the cessation of hostilities.

The Court of Vice Admiralty was active this year and in actual fact it gave birth to the salvage operations on a more organized manner.

On February 13, 1762 the trial of the snow, *Charming Nancy* took place. It had been stranded on a rock in Halifax harbour and came from London, England. The memorial of Joseph Deerpoint of Halifax stated that the masts, sails, rigging and yards were stripped and everything portable had been deserted by her master, Francis Hamek and crew. Joseph Deerpoint had entered the vessel and took possession of it and cargo. He gave his opinion that the snow, by proper measures may be weighed, and a great part of the cargo saved for the benefit of the owners. His petition asks for permission to save the snow and cargo and allow him such salvage for his care and trouble. The court allowed him to take possession of the derelict vessel and do his utmost to save it and the cargo. The vessel's captain, Francis Hamek was ordered to appear in court to show cause.

Joseph Gorham, commander of the Rangers, wrote the court saying the vessel contained military stores for his corps of Rangers. He wanted the marshal of the court to sell them at public auction to prevent spoilage.

On March 8, 1762, the marshal was ordered to take custody and sell at a public auction, the goods that were mostly household clothing, etc. The amount raised was £3,120. The court then ordered the marshal to make an account of the cordage, spars, boards, etc, made use of in the recovery of the snow and cargo.

On May 3, 1762 Charles Morris Jr. read a report that confirmed the expense of £98:6:0 in unloading the vessel and stopping leaks after bringing the wreck to a wharf. A Mr. Thomas Day showed an account of charges and expenses involved in the salvage and the court ordered the Register to examine the charge. May 6 Charles Morris Jr. reported an expense of £110 was required to unload goods at different wharves and warehouses and to have platforms built to display goods, etc. The final ruling was that 6 different people were to be paid for their expenses and that the consideration of the salvage of a vessel and cargo be reserved for future deliberations and determination of the court.

On August 26, 1762 a Libel charge was heard against the French frigate, *Mary*. This vessel was the property of France, armed at Brest with 8 carriage and 2 swivel guns and manned by 64 men and officers. It was captured by two Royal Navy frigates, the *Dianna* and the *Porcupine*, and taken in the possession of Lt. Joseph Salmon on the H.M.S. *Vanguard*. A proclamation was made in court for all claimers to appear but nobody came. On August 30, 1762 a decree was pronounced, then the court adjourned.

On October 6 the case of the sloop, *Speedwell*, was heard. The master of the *Speedwell*, James Merchant, addressed the court saying that he was shipped as master of the sloop by Bryon McDaniel before she was fitted out in St. John's, Newfoundland. He testified that the French Commandant sent his translator to McDaniel to inform him that if he would fit out the sloop, *Speedwell*, then lying a wreck, at his own cost, he would in consideration of carrying 56 prisoners to New England, give him the sloop for his own recompense.

On October 9 a proclamation was made for all claimants to make their case, but none appeared. The decree was pronounced. It ordered the sloop *Speedwell* be libeled together with tackle and cargo and sold by the marshal at public auction. The court then ordered the Register to pay Byron McDaniels, after paying court charges, and wages paid by him to James Merchant, the captain of the *Speedwell*, for his services.

On December 4 there was a court case of salvage in saving the cargo and schooner, *Success*, Joshua Beale, master. This schooner had been bound from St. John's, Newfoundland to Boston with a cargo of fish. Just off the coast of Canso it struck a ledge and was stranded. The crew, captain and passengers left and sheltered on an island near the ledge. The next day they were rescued by a sloop bound for New York. An attempt was made to rescue the *Success* but she was to the windward. Then the mate and several mariners went to the wrecked schooner, boarded and got it off the ledge. They immediately sailed for Halifax to refit and repair the vessel.

On November 22 three men with force of arms on the high seas, took possession and command of the schooner and deprived Joshua Beale of the *Success*. The next day they changed course and looked for the sloop. When they fell in with

the vessel a man called Butler declared the schooner was his property and he had appointed Jonathan Snow as her master. Later they lost sight of the sloop. The schooner was in bad condition and the others were growing short on provisions. They returned to Halifax on November 28. They still detained the schooner and cargo from Joshua Beale, contrary to the laws of the sea. The proctor, on behalf of Joshua Beale, asked the court to take the vessel into custody. The court also cited the three men to appear in court for a hearing.

On December 6 the court heard both sides then ordered a survey of the cargo and the sloop. The cargo was fish and the court ordered it sold at a public auction. On December 17 the court ordered the sum of £21:10:0 be paid to the master of the sloop, *Betsy and Peggy*, and three other mariners, for salvage of the schooner *Success* and cargo.

Joshua Beale submitted a memorial to the court, asking to be reimbursed out of the value of the schooner and cargo. The court ordered Beale to be paid out of the appraisal value of the schooner and cargo. His share for the cod fish came to £35:13:0, and £4024:6 for his proportion of money raised at the auction.

On December 14, 1762 there were claims of the custody of the King's share decreed to the King in the case of the snow, *Two Brothers* and cargo, condemned for illicit and contraband trade.

On December 22, 1762 this trial opened with the testimony and memorial of Admiral Colville, and the memorial of the Lt. Governor, Jonathan Belcher was read. This was followed by a memorial from Henry Newton who was the collector of His Majesty's Customs.

The Admiral's memorial stated that two H.M. Ships being under his command, having brought several vessels into this port that were carrying on illicit and contraband trade, which were condemned in the said court as for fitted one-third to His Majesty, one-third to the Governor and one-third to the captains of the ships as the informer and prosecutor's share ... That as said ship acted under his orders, he does therefore hereby claim the receipt of the shares decreed to the King in the said cases, and prays that the same may be paid into his hands for His Majesty or detained in the Court of Admiralty until His Majesty's Pleasure be known with regard to the disposal of this money.

The Court then read a memorial from William Nesbitt, the Advocate General, on behalf of Lt. Governor Belcher, and a memorial of Henry Newton, the Collector of Customs. The Court ordered the memorialist reduce to writing and file with the Register of this Court such reasons as he hath to urge in support of the memorial. It was further ordered that all parties concerned be served with a copy of the memorial.

Henry Newton's memorial stated that the practice in all the ports in North America has been to pay the King's share of Fines and Forfeitures to the Collector of His Majesty's Customs who are directed in their instructions from the Lords of the Treasury and the Commissioners of the Customs to receive the same and account therefore, after paying the contingent charges of their office, and to remit the balance to the Receiver General of H.M. Customs. Therefore, your memorialist prays that your Honor would order such part of said forfeitures as have been decreed

to His Majesty to be paid into this hand, or that the same be detained in the Court of Vice Admiralty until further direction from England.

Newton then quoted he is, by deputation from the Honorable Commissioner in London, and he was appointed Collector of all the rates, duties and imposition arising from and growing due to His Majesty in this Province ... and that by his instructions from said Commissioners he is expressly ordered to apply for and receive the King's one-third share of all fines and forfeitures, on the several Acts of Trade. For example, the No. 36 article states, "... you are to make up an account on oath of the King's thirds of all fines and forfeitures on the several Acts of Trade and to inform us to whom they have been accounted for, and what money had been paid thereon to any of the Governors, Deputy Auditors, or any other persons and by what authority, and you are to apply yourself to the Governor, and your Surveyor General for their assistance in recovering the said money which is to be paid into your hand ... and you are to charge yourself therewith in your accounts which are to be transmitted to the Comptroller General of the Customs, and you are to remit the balance to the Receiver General of the Customs, sending duplicates of your bills to the Comptroller General in order to his allowing the same in your Accounts, and you are to take care that your accounts of the King's share of all Fines and Forfeiture be duly transmitted Home with your Accounts."

The foregoing instruction having applied to the Honorable John Temple, Surveyor General of H.M. Customs in North America for his assistance to recover said money. The Surveyor General in consequence thereof wrote to the Judge of this Court to pay said money into my hands, declaring that no other person in this Province had a right to demand or receive His Majesty's share of fines and forfeitures on the several Acts of Trade, but the Collector of H.M. Revenues ...

The court then desired to be furnished with a copy of the instructions but it was refused. The Advocate General also alleged in the course of his arguments that a like dispute between the Governor and Collector at Jamaica, in the West Indies, had been heard before the King and Council and determined in favor of the Governor ... but declared he was not furnished with a copy of any Records of such determination ... The practice was to pay the money due to the King into the hands of the Governor or the Lt. Governor ...

In Dartmouth, the long awaited peace followed the end of the Seven Years War in North America and in Europe. It was time for those with farm lots to move out of the crowded village and start up the woodcutting and small farms. Some sold their village or town lots before moving into their farm lots.

The land sales included, Gotbib Sidler, shoemaker, selling his lot number 4 of the Letter G to Wildrie Ubley, yeoman, Halifax for £1. Esther Hill, widow, sold her lot, 50 feet by 100 feet, called number 7 of the Letter D, to James Clark, trader, for £2:5:0. Anne Sparks, widow, sold her lot number 8 of the Letter C, to Samuel Blagdon for £1:10:0. John Cunningham sold his grant of land, 230 acres, to Joseph Gerrish for £10. This land was bordered on the recent grants to William Steel and John Rouse, Martin Goble and John Reynolds. Jeane Hemsley sold 3 lots in Dartmouth, number 7, 13 and 15 of the letter C, to Ephraim Weston, for £6:15:0.

The state of the settlements in Nova Scotia, by 1763 were 1,797 families. This included 500 families in the Halifax harbour area.

There were several petitions for land proposed to the council from many parts of the province. As a result of the peace, all officers who served in North America during the late war, and reside there, would be entitled to land grants. The field officers were entitled to 5,000 acres; a captain, 3,000 acres; staff officers, 2,000 acres; non commission officers, 200 acres; and private soldiers 50 acres. The naval officers and seamen, who served in North America, were entitled to similar grants.

The civilian population were still intimidated by the presence of so many army and naval personnel in the area. It was necessary during the Seven Years War, but now they wanted to get on with building a permanent colony.

The civilian population had no middle class. At the top was the Governor and Council, appointed by London, or themselves, and the powerful wealthy merchants. The New Englanders and their adherents to the dissenters church, as well as the pacifist Quaker whalers, were in a separate class but serious minded, law abiding citizens. At the bottom of the social scale were the poor fishermen, carpenters, mechanics, labourers, woodcutters, farmers, boat builders, shoemakers, tailors and a variety of other trades.

In Dartmouth the fishermen, woodcutters and farmers were scattered on the outskirts of the town plot. The German farm lots were slowly clearing, but when large land grants to the veterans encroached on their unregistered lands, they had to move to another area or resort to a tenant farm owner relationship.

The Council in Halifax wanted to encourage the Fisheries by giving grants along the coast line. Such places as Canso, Tangier, Jeddore, Lawrencetown, Musquodobit, etc., were given grants, but the settlements were slow to become established. There was one main advantage, and that was to escape the surveillance of Halifax. This promoted smuggling as an everyday way of life.

The first preference was still land grants near the center, which was Halifax and Dartmouth. The merchants or council members knew that eventually Nova Scotia would prosper and that meant ownership of land in the capital region.

Dartmouth residents were confused by the method of land grants given for 25 new farm lots, just behind the farm lots next to the town plot. Those land grants went to Samuel Bladgon, two grants of 20 acres each. George Byers and others, two grants of 80 acres each. John Colebanks and others, two grants of 80 acres each. Samuel Colebanks and others, two grants of 80 acres each. Thomas Hardin and others received two grants of 80 acres each. Abraham Hill and others received two grants of 80 acres in each. Roger Hill and others received 80 acres in one grant and a separate 20 acres in the other grant. John Hughes and others received two grants of 100 acres each. These were 20 acre town lots and 80 acres wood lots.

Land in the Town Plot began to change hands due to this peace time spirit of optimism. Michael Libbard applied for and received lot number 12 of the Letter H.

On July 20, 1763 Robert Young sold lot number 11 of the Letter E to Peter MacKay, tailor, for £3. This deed was signed by John Hoppe, a neighbour. The west side of the lot was owned by Mathew Cox and it was 100 feet south of Baldgon's lot. On the east side was the lot of William Hall, and on the south side was the lot owned by Thomas Gunnels. This lot included 50 feet of all path ways, rights, easements to water, water courses, hedges, fences, privileges, profits, commodities, advantages and appurtenances. This was recorded in 1763 but actually took place in 1754.

On July 21, 1763 William Foye, the Provost Marshal, sold lot number 9 of the Letter I to Joseph Ford, Retailer, for £7 currency. This lot had belonged to Thomas Gunnels, labourer, but in order to satisfy an execution against him, by Ruben Hemsley, Halifax Blacksmith, the highest bidder at the public auction was Joseph Ford. It had several buildings on the property.

Joseph Ford, innholder, then sold number 9 of Letter J to Dennis Roach, retailer, for £3:10:0. The lot was 150 feet square.

Peter Mackay sold 2 lots, number 11 and 12 of the Letter E to Dennis Roach, innkeeper, for £6 currency. James Charard, Blacksmith, Halifax, sold lot number 4 of Letter D to Samuel Calbeck for £1:15:0. This transaction was witnessed by Henry Cunnison and Louis David from Dartmouth.

On March 16, 1763 the Board wrote to Lt. Governor Belcher that they desired that whenever there shall be occasion to supply the Treasury with dollars for the use of the Government he was to take them from Joshua Mauger or his agent at Halifax. This would be for the amount of dollars supplied and specified by Mauger.

On September 24, 1763 Montague Wilmot was to become the new Governor of Nova Scotia. He was granted full power and authority to suspend any member of the Council, if cause were found to do so.

On October 7 King George III, with the advice of the privy council, annexed the Island of St. John and Cape Breton, with the lesser islands adjacent thereto, to the Government of Nova Scotia

The Navy yard at Halifax gave the following report on salaries for the full-time staff. Joseph Gerrish, storekeeper and naval officer, £150 per year. One clerk at £60 and one at £50. House rent, £30. Master Attendant Hamilton, £150. Mr. A. Constable, master shipwright, £150. Clerk for same, £50. House rent, £30. John Carton, master carpenter and overseer of the navy buildings, 12 shillings each work day.

Admiral Coleville wrote to the Admiralty on October 25, 1763 saying that "smuggling will receive a severe check this winter." This was the enemy of fair trade, but it was so common that it ceases to become criminal or even considered unfair.

On October 29 he reported to the Admiralty from the H.M.S. *Romney* in Halifax harbour. This was more of a complaint because he said that "most of the ships under his command were ill provided for a carpenters crew ... There are but 2 Shipwrights and 2 caulkers, "born" in the yard, 4 watchmen but no labourers... I think a great need for it so I directed Mr. Hurd to enter 4 labourers and to discharge

the master sail maker whom we can do very well without ... The watchmen are only used at the gate and some occasioned labourers ... I ordered a Sargent guard of 12 marines from the H.M.S. *Romney* to do duty in the yard ... I have directed Mr. Hurd to hire 4 carpenters and sent ashore all the artificers from the *Romney* to make repairs on the buildings in the Yard. The old buildings could be burned easily by the faithless Indians and the Acadians. This would include our magazine (powder). The yard has been reduced to a very low establishment but will begin to refit the ships here in the Spring ...”

On June 8, 1763 the Council advised the Lt. Governor to make a Grant of land of the Common for the town of Halifax. On April 21, 1761 there was a ruling that lands held in Common cannot be divided. This was also confirmed in a report on September 7, 1761 in a letter from the Board to Jonathan Belcher that said there were 3 Acts that were passed by the Nova Scotia House of Assembly, that were repealed and annulled by His Majesty.

The first Act was annulled that which was to enable the proprietors to divide their lands held in common and undivided. The second Act was to prevent any private trade and commerce with the Indians. The third Act for continuing an Act to prevent any private trade or commerce with the Indians

The Council on June 8, 1763 were of the opinion that the lands which had been granted, “without the town,” were not within the limits of the Common, as appeared by the plan laid before the Board of Trade and not disapproved by their Lordships.

On June 30, 1763 the Lt. Governor informed the Council that a brig bound from St. Christophers to London, England, having sprung a leak had to put into Halifax harbour to refit. The master had died of smallpox at sea, and the brig was ordered over to Dartmouth, where it was for a week in order to prevent any communication of any infection to the inhabitants of this town. Captain Procter, now in charge, had applied for liberty to bring the brig to Bernard’s Wharf, to be unloaded and hose down. This was absolutely necessary before proceeding on voyage. Captain Procter informed the council that the master of the brig had died 17 days before arrival and his bedding and clothes had been thrown overboard and every precaution taken to prevent spreading the infection by washing the brig down with vinegar. It was the opinion of the surgeon that there was no danger after so long a time. The Council advised the brig to be brought over to Bernard’s Wharf.

On September 9, 1763 a letter was read to the Council from Rev. Dr. Daniel Burton, Secretary to the Society for Propagating the Gospel in Foreign Parts, expressing intent (kind inclinations) for promoting the interests of the Province, with that venerable society, for obtaining a schoolmaster in proper parts of the Province for the instruction of children and money from the Board in London, an allowance, for building churches where missionaries have been appointed by the Society. There was also a plan to have Mr. Wood go to Annapolis Royal as a missionary, because Mr. Breynton will undertake all the duties in Halifax upon himself. The Council advised the plan be laid before the Church Wardens and Vestry for their determination.

The Court of Vice Admiralty was still active, despite the peace treaty between England, France and Spain. A case of Salvage against the sloop, *General Gage*, and



its cargo of furs was heard on January of 1763. This sloop was shipwrecked near the Island of St. John's in the Gulf of St. Lawrence, on a voyage from Montreal to London. Some of the cargo was saved. A shallop and boat were hired for 61 days to get it afloat and sail it into Halifax. The cost was £173:17:0. The goods were auctioned off and £970 were raised. The total charges came to £832, which left only, just over £106 for the insurers.

On March 16, 1763 a ruling that went to the Court of St. James in London, England, was handed down. This was on appeal from James Major from the Island of Gurnsey for himself and the owners of the snow, *Two Brothers*.

In May of 1761 a cargo of wine was loaded with brandy and other goods and it was to go to Quebec. Some of the cargo was "Prize," and the proper certificate was obtained. When the snow left Gurnsey, it was driven into Plymouth by contrary winds. The *Two Brothers* then was put under the man-of-war, *Antelope*, convoy and was regularly searched. The port fees and other charges were paid and they obtained the usual permit and sailed with the *Antelope* as far as the fishing banks off Newfoundland. The *Two Brothers* then proceeded up the River St. Lawrence.

On July 19, 1761 contrary winds drove them to shelter behind an island. The master, James Major then went over land to Quebec and waited on General Murray to know whether he would permit the cargo to be landed, with the exception of the cargo of brandy. James Major then agreed with the captain of the *Dolphin*, to go to the island and unload the *Two Brothers*, but not the brandy. On July 29 General Murray gave Captain Wynn and the *Dolphin* a pass for that purpose. Wynn arrived on August 1 and began to unload the cargo, "brandy excepted."

The man-of-war ship, *Rochester*, Captain Burnet, arrived, came onboard, and forcibly seized the snow and her cargo. It was then taken to Halifax.

On September 8, 1761 Henry Newton, on behalf of His Majesty and on behalf of Captain Burnet, exhibited a Libel suit against the vessel and cargo. They alleged that the Acts 12 and 15 of Charles II, and the Acts 7 and 8 of William and Mary, read that none of the growth produce or manufactures of Europe, should be imported into any of the Plantations, but in ships duly Registered according to law; and if imported from any place but England, Wales, or the Town of Berwick on Tweed ... The appellants claimed the vessel and cargo, during the present war, is in Canada and that during the present war Canada is not within the meaning of the statutes, His Majesty not being restrained to Rule it by any particular laws, but according to his Pleasure, and that the Government of Canada had from its conquest been under the terms of Capitulation by such proclamations, Military Rules, Orders, and Regulations as His Majesty's Governors there had thought proper for the service of His Majesty.

It was declared that the snow, *Two Brothers*, with all her guns, tackle, ammunition, apparel and furniture, goods, wares and merchandise to be forfeited and sold at public auction. The "net proceeds" thereof amounted to over £3,173, Nova Scotia currency. James Major and Le Mesurier conceived themselves greatly aggrieved and took an appeal to His Majesty's Council in London, England.

After hearing what the council for the Appellants had to offer and considering the Record of the Proceedings transmitted from Nova Scotia, their Lordships do

agree humbly to report as their Opinion to Your Majesty that the sentence given by the Judge of Vice Admiralty Court in Halifax, Nova Scotia on September 23, 1761 should be reversed and the vessel and cargo be restored to the Appellants.

The Ruling stated, ... His Majesty took the said report in consideration and was pleased with the advice of the Privy Council to approve thereof and to order, "as it is hereby ordered that the said sentence given by the Judge of the Vice Admiralty Court at Halifax on September 23, 1761 be "Reversed" and the snow, *Two Brothers* and cargo, or the value thereof be restored to the Appellants ... Whereof the Governor, Lt. Governor or Commander in Chief of His Majesty's Province of Nova Scotia, for the time being and all others to whom it may concern, are to take notice and govern themselves accordingly."

On June 17, 1763 a charge of Salvage of the sloop *Industry*, was by a memorial to Judge John Collier from Elisha Freeman. He had saved the sloop, *Industry*, as it was cast away in the Cape Split area of the Bay of Fundy. It was "bilged." The request was the cargo be sold at public auction.

At the wreckage there was a variety of items sold. This included, 17 calf skins, 9 dozen yarn mittens, 6 seal leather skins, 7 sides of upper leather, 4 barrels of beef, 5 pair of leather breaches and 8 bushels of Indian meal. At the town of Cornwallis more cargo was sold, that included 15 bushels of Indian meal, 4 barrels of salt, 1 peck of beans and peas and 1 hogshhead of corn. The total value was £52:8:6.

The vessel had to be taken off the shore and after a series of failures, Captain Freeman got the vessel off the rocks and into the Bay of Fundy. On June 18 a Warrant of Appraisalment was issued and this was carried out by Francis White, John Duport and Malachy Salter. After this the decree was to sell the vessel at public auction. Malachy Salter bought the vessel for £126. The sloop and cargo sold for £178:8:6. The settlement charges, including £131 to Elisha Freeman, came to £170 and there was only £8:12:0 for the owners in Boston.

In July of 1763 the Court heard the charge of Libel against the sloop, *London*, for trading illicit and contraband goods. This charge was made by William Nesbitt, the Advocate General, on behalf of Henry Newton, the Collector of H.M. Customs. Also, Thomas Hayward, the Commander of H.M.Sloop *Senegal*, claimed the, *London*, as a prize. John Dyer, master, imported a quantity of wine, oil, lemons and other prohibited commodities directly from Lisbon and Portugal without first landing these goods in England. The sloop, *London*, was in Garbaroose Bay at anchor, when it was captured by the *Senegal*. It was carrying on illicit trade. The court ordered a trial first then the marshal was to seize the vessel and goods at a public auction. The crew claimed they were bound for Plymouth, New England, but a storm drove them to Newfoundland. They lost their jib and almost went ashore near Louisburg. They said they were trying to unload the vessel to make it easier to navigate. There was no decision handed down by the court. There was a possible connection with the owner, Joshua Mauger.

Custom House records were available in 1763. They showed 5 vessels entered on November 21. They included: 2 snows from Cork and Waterford; 1 schooner from Gaspe; 1 sloop from Piscataqua and a sloop from Quebec. There were none cleared outward. The H.M.S. *Weazel* arrived from Newfoundland, followed by the H.M.S. *Squirrel*, from Canso.

On October 1, 1763 a Nova Scotia Packet vessel was built and launched in Halifax. This indicated a revived interest in the Fishery and no threat of enemy privateers to interrupt that valuable industry.

## 1764

The most dominant issue this year was the question of what to do with the Acadians. They were conceived to be prisoners under the authority of General Amherst who did not issue any order to remove them to Canada. Governor Wilmot thought they were attached to France and to their Roman Catholic faith, as an inflexible devotion, and they hoped for resolutions in their favor. Wilmot thought their submission to the Government would never be sincere, and that their settlement in the province was inconsistent with its safety.

In September instructions were received from England, by which His Majesty permitted French Acadians to become settlers in Nova Scotia on their taking the Oath of Allegiance. About 165 families consisting of 990 persons were to be provided for in different settlements. There were 14 settlements pointed out, and 30 families were to be at Halifax and area. This included the South-East passage area near Dartmouth. Some made their way to Chezzetcook and started a small settlement. Their chief means of support would be woodcutting and the fishery.

The rest of the province began to open up for settlement. On June 5 several people petitioned for grants of land up to 20,000 acres each. This included the following: Michael Franklin, 20,000 acres; Richard Bulkeley, 20,000 acres; John Wentworth, 20,000 acres; Thomas Pownell, the agent for Nova Scotia, 20,000 acres; and Richard Wright, 10,000 acres.

In November of 1764 Rear Admiral, Lord Colville was granted a request for 20,000 acres of land on or about a harbour called Ship Harbour. There was also a memorial from Robert Sinclair for himself and 19 others for a grant of 20,000 acres between Halifax and Canso. The first grant would be for a Fishery on the West side of the Wilmot River, from Cape Wilmot to Gold's Island and across the gravel beach in Beaver Harbour, including the islands to Cape Wilmot, about 3,000 acres. The second grant would be 7,000 acres for agriculture near the head of the Wilmot River, and the remaining 10,000 acres by next summer.

The Council in Halifax recommended a memorial from the Quakers at Cape Sable be rejected. This was from 10 Quakers who had built houses and other conveniences, but the council had advised those islands were reserved in common for the people in Yarmouth and it would be a great advantage for that Township.

On July 25, 1764 the Council resolved that no fish flakes be built near 200 yards of the Navy Watering Place in Dartmouth; also no fish flakes were to be erected in front of the town within 200 yards of the limits.

In London, England, the House of Commons passed a vote that would have very serious effects on the continent of North America. It was to become the major cause of the American Revolution. The bill read as follows, "... that towards defraying the necessary expenses of protecting the colonies, it may be proper to charge certain stamp duties upon them ..."

The idea of being taxed in the British House of Commons, in which they were not represented, and of being charged with the cost of the great war, in which they had fought and lost so many of their people in defence of the territory and their honor, proved unpopular in North America. The people formed themselves into associations and vowed not to consume any British manufactured goods. They planned to manufacture whatever they needed by themselves. This would be anything that could be made locally. With ample justification they felt the Board should admit the word monopoly in their policy. This British mercantilist policy was far too stifling to their own local development of technology and their home industries.

This “Stamp Act” seemed to be the final insult. There were ways of getting around satisfying local demand for goods and still get by. After all, England was thousands of miles away and those who were appointed by their administration were patrons of the ruling class. This administration couldn’t be everywhere at the same time and North America was a large continent. The smuggling of liquors became a way of life, just to avoid the tax. Now they would make the same policy on, “manufactured goods,” that were only legal if transported from England. This bill received the Royal Assent by Commission on March 22, 1765.

Taxing the colonies was always a delicate problem. During the War of 1739 with Spain, Sir Robert Walpole was advised to tax the colonies, but declined this proposal on the grounds that England would profit more by their consumption of manufacturies. This would of course guaranty what the monopolists were hoping for, and they viewed this as a guaranty that nothing would interfere with their monopolies on either side of the Atlantic Ocean.

In September, Major General Spry came with his family from England. He was appointed Judge of the Court of Admiralty for the North American District. The trade and commerce of the port was back to its usual busy time. In one week of September there were 4 sloops and a brig entered. The sloops came from Piscataqua and Philadelphia, 2 of them, and 1 from Boston. There was also a brig from London, England. Cleared out was a schooner for Liverpool and London, and 2 sloops for Rhode Island.

On November 28 a cutter arrived from Piscataqua which had lost her bowsprit in a severe storm. A total of 4 sloops were cleared outward: 2 for Philadelphia, 1 for Lisbon and 1 for Virginia. There was also a brig cleared for Liverpool, England.

In the Nova Scotia Gazette on December 13 there appeared the following advertisement. “... Strayed or stolen from Mr. Thomas Hardin of Dartmouth. A gold colored stallion about one year old, 20 shillings rewards, white face and raw nose, black mane and tail mixed with white hair and one white hind foot. The horse was supposed to have been carried away by the French below the Eastern Battery.”

On December 19, 1764 there were three sloops, a schooner and a brig entered in: 2 were from Piscataqua, 1 from Boston and 1 from Philadelphia. Cleared outward for the West Indies were 4 schooners and 1 brig. For the port of Boston was 1 brig and 2 sloops, cleared for Old York.

When the brig, *Argyle*, arrived from London, there was a report given that a camp of 10,000 men were farming at Brest, France. There were naval preparations all over the country and a fleet of 10 ships were fitting out, destination unknown. This is very strong evidence that there will not be a lasting peace.

From the H.M.S. *Romney* in the Halifax harbour, came a report by Rear Admiral Colville to the Admiralty. He said that it was an exceptionally good year for the whale and cod fishery in the Gulf of St. Lawrence region. There were now 8 ships stationed in Halifax. The ship captains must pass an impress account with the Navy Board ... They have no apprehension for the stores received and to their ships at this place ... There was also a request made that the Yard also needed a cooper shop, sail loft, store houses and a large cellar for powder.

In another report in August he mentioned there were 6 ships of the line and 4 armed schooners at Halifax. There was so much smuggling going on that there was a need for more armed schooners.

On November 27 Colville reported to the Admiral that the Navy Board had recommended frugality and economy in purchasing stores. "I have complied ... but the charge in laying out of the public money is in the Storekeeper ... I want to appoint a clerk of the Survey who is acquainted with the Yards in England to be a cheque on the Storekeeper and examine his vouchers and trace them to their origin."

The Court of Vice Admiralty met on March 10, 1764 to hear a dispute about seamen's wages. In such cases, if proven that wages were due to a person, the vessel involved could be auctioned off and the court costs and the seamen's wages would be paid. The rest of the money would go to the Court Register for the benefit of the owners of the schooner. This was the case during March of this year.

On April 7, 1764 the court heard the charge of 11 hogsheads of French wines being imported illegally. Robert Bothwick was examined as a witness. He testified that he had information there was some French goods lodged on shore at Chadebucto Bay. "We proceeded to the area and went ashore at night. No time to search the woods and houses of the French people residing there so we left a guard ashore ... The next day we went ashore by the information of one of the Englishman on his sloop nearby. There were also French goods hidden in a "hay house" (barn) belonging to a Frenchman. The search revealed 10 hogsheads of claret and a pipe of white wine covered with hay and tree branches ... When we discovered the wine the master of the English sloop said he owned the wine and had bought it from the French at St. Peters and intended to have it sunk in the harbour... We arrived sooner than he expected and he had no opportunity to sink the vessel ... We took it onboard and proceeded to this port ..." George Hay was also examined and declared that what had been deposed by the former witness was true to his knowledge.

The commander of H.M.S. *Romney* produced his deposition from the Commissioners of the Customs, which was read. He disposed that information given him that French goods had been illegally imported into this Province ... he dispatched some people in the sloop, *Dispatch*, which was a tender employed in His Majesty's service; to make search for the same ... They found 11 hogsheads of French wine at the port of Chadebucto ... and took it onboard the *Dispatch* and brought them into this port where Commander Ferguson seized the goods...A proclamation was made for all claimers but none appeared.

On April 9 the court pronounced its decree. At the public auction the amount of £75:16:0 was raised for the 11 hogsheads of French wine. The distribution was one moiety to the Captain, officers and crew of the H.M.S. *Romney* and one-fourth of the other moiety to Lord Colville and the remainder to the collector of H.M. Revenue.

On June 5 a Libel charge was laid against the sloop, *Two Friends*, for illicit and contraband trade. The cargo was brandy from the Gurnsey Island, salt, wine, 3 casks of oyl, gin, etc. The sloop, *Two Friends*, went from Louisburg to Newfoundland where it took onboard 16 to 20 barrels of rope from a rope maker, also more hogsheads of wine, with 6 boxes and 2 parcels of canvas. When they returned to Louisburg they unloaded some cargo to two shallops. They were captured by the H.M.S. *Senegal*.

On June 15 a motion was made by the collector regarding the legality of the importation into H.M. Plantations in America was a point in doubt and the claimant tried to say the goods were prize goods taken from the enemy during the last war. The claimant, James Monk of Halifax for the business merchants put up the security to respond appraised value, if condemned by the court.

On June 18 the decree was pronounced. The vessel's master, Nicholas Enouf by his Proctor, James Monk, claims an appeal which is allowed by giving security of £300. The amount of the sales of the sloop came to over £314. After the deduction of court charges and other expenses there was over £196 for distribution. One moiety to the Captain and crew of the *Senegal*, and one-quarter to Lord Colville and three-quarters to the Collector of Customs.

On June 25, 1764 the master and mariners of the sloop, *Two Friends*, sued for wages. On June 27 the decree was pronounced. A total of 5 men which were Captain Enouf and 4 mariners received £38:6:8 for their wages.

## 1765

On January 30 the Governor Council determined that the House of Assembly should be dissolved, and writs issued for a new election. The County of Halifax was to have 4 members, the Town of Halifax 2 members and every other county was to have 2 members. There were 10 townships that would have one number each. All other townships that could prove they had 50 families, shall have a writ for the return of one member to represent them in general assembly. The writs were to be returnable on March 30 next.

The most talked about issue this year was the "Stamp Act" in the British House of Commons. The effects in North America eventually led to the American Revolution and for the small township of Dartmouth, it had brought about the third wave of migration, more so than the previous two that started in 1749. The bill for the Stamp Act received the Royal assent, by commission, on March 22, 1765.

When this was known in Boston, the ships in the harbour hung their colors at half mast. The bells in the churches rang muffled. The act was printed with a death's head to it, where it was usual to fix the stamp. The Act was publicly burnt in several places with the effigies of those who promoted it.

On April 20 there was £60,000 of stamp duty voted for expenses of protecting the colonies. By November 1 not a sheet of stamped paper could be had on the continent. The newspapers in Canada, that used them, could not find purchasers.

The vote in parliament for Nova Scotia was passed on March 26, 1765 for the civil establishment was for £4,911:14:11. This made the people of Nova Scotia depend on this annual grant from England and they were not inclined to become rebellious over this tax.

In England, the House of Commons refused to hear the petitions against the act on a division of 245 to 49. This act imposed 53 sorts of stamps and other duties. The stamps were made necessary for all deeds, law papers, obligations and every attorney, notary or barrister must pay £10 sterling for a stamped licence. The penalties were made recoverable in courts of law and to judges of admiralty.

The man who received most of the blame for this act was Lord Bute. He was one of a select group of the, "King's friends," and was made Prime Minister, thus becoming the most powerful man in the nation. He was hated with a rage of which there have been few examples in England's history. He wouldn't appear in public without a body guard of prize fighters, and even so was nearly killed by mobs on several occasions. He opposed every reform measure, destroyed the Liberal Party and ruined William Pitt who was considered England's greatest statesman.

Lord Bute seduced the Princess Augusta who was the wife of Frederick, Prince of Wales. It was through her influence that enabled him to control the government even before he became Prime Minister. He was the secret influence more mighty than the throne and thus betrays and clogs every administration. He also influenced the son of Princess Augusta, who later became King George III. He was known to tell the boy "... Remember that when you are King, you must be ruthless ...". If the colonists in North America needed someone to blame it was obvious to everybody that Lord Bute (pronounced Boot) and King George III were the villains.

In the different colonies there was a variety of events to show their anger and despair and generally against the appointed administrators sent out from England. These men had influence, were well connected, and usually had careers in the army or the navy. The sentiment in Nova Scotia was of mixed reactions. A lot of the people here were from New England but the Public Works Program was financed from England.

The most obvious consideration was that Nova Scotia was merely an outpost of New England. This is where the supplies came from and their political sentiments would naturally spill over. The Assembly had little if any power because the Council, which was composed of the wealthy merchants and appointed officers from England, made all the decisions. The Governors were military career officers and every naval officer commanding a man-of-war ship in the harbour became, ex-officio, a Justice of the Peace. This resentment reflected itself by the people burning an effigy of the local stamp-master on the rear slope of Citadel Hill, and dangling an old boot from the gallows. This was in derision of Lord Bute, and what he stood for. This made the authorities put a Captain's guard over the Stamp masters house to discourage any violence.

The people of Dartmouth had other concerns of a very local matter. It was this year that the only hangings took place in the township. There were several gallows, called "Gibbets" put up on Dartmouth Point. This area from then on was referred to as Gibbet Point. It was between Halifax harbour and Dartmouth cove. It was a general policy at that time in history to hang criminals at the scene of their crimes when a death sentence was the verdict of the trial. At a later time, the gallows on South Park street became the permanent location for this type of execution.

The first two men that were hung in Dartmouth were Cornelius Driscoll and David Lawlor. They were indicted for the murder of Owen Iverson and Anne Mullins. They were ordered to be hung in chains on May 20, 1765. Another man, Mathew Medford, was also charged with murder but was discharged by proclamation.

On May 28 there were four men hung at Gibbet Point. They were James Donnoly, David Taylor, Joshua Smith and John Evans. They were convicted of robbing money out of the house of Adam Prester in Dartmouth. The four men were discharged sailors from H.M.S. *Romney*. They asked for the benefit of clergy but were denied. The four were hung by chains until pronounced dead. The gibbet was kept there to remind people what could happen if they broke the law and received the maximum penalty.

The property transactions this year included Dennis Roach, a yeoman from Dartmouth buying land in Halifax from John Boyer, cabinet maker and barber, in Gallands Division for £100.

On September 26 Samuel Blagdon, Brewer, sold 270 acres of land near Dartmouth Cove, to John Hall, yeoman from Halifax, for £100. People were renting houses on this land and the revenue was considerable at that time.

On October 11 John Davidson sold lot number 12 of the Letter E, to Michael McGrath, for 5 shillings. This is the price of registration of the lot.

Amelia Mason and others received a grant of land in the Dartmouth Township for 3,000 acres. Frederick Ott and others received a grant for 3,000 acres in the same general area, between Dartmouth and Cole Harbour.

The activity with the Admiralty and Navy Board continued as Admiral Colville continued to try his influence to build up Halifax harbour as a major dockyard area.

In March of 1765 he wrote a report to the Admiralty stating, "... The storekeeper of the careening yard is unacquainted with the methods and establishments of the Yards in England and has no instruction to guide him in these matters ...". This report was the result of the Commissioner of the navy wanting all information on ships, stores, and the Careening Yard. The Board preached frugality and economy in the purchase and expenditure of stores. Colville also reported that he appointed a master shipwright who was formerly his carpenter on the H.M.S. *Northumberland*, and he appointed the Boatswain of the H.M.S. *Romney* to act in that station because he had sailed with Colville for 20 years. He further complained that trained sailmakers are not to be hired at this place, nor found aboard the ships. "... we therefore had to make the seamen onboard the H.M.S. *Romney* that could



handle the needle and palm, and also these men are sometimes employed as riggers, labourers, etc... When the *Romney* leaves Halifax, the yard will be ill provided..."

There was a court martial of 8 seamen held but only one charge, that against a seaman for stealing navy slops (clothes) out of the boardroom, was found guilty. He was sentenced to 300 lashes, from ship to ship and the value of the slop, about £13:7:11 would be charged against his wages ... During the previous winter there were 7 vessels out of Halifax harbour. One vessel was to winter at Marblehead and 9 other vessels were to cruize along the coast from North Carolina to Massachusetts..

On June 3, 1765 Admiral Colville wrote to the Admiralty about some of the court martials. He mentioned that a "Lt. Dugdale was cashiered from the schooner, *Magdalin*, for suffering some provisions to be taken aboard on Freight ... Also John Evans, seaman on the *Romney*, had his sentence of 700 lashes postponed. This was for desertion, but since he forfeited all clemency by being concerned in breaking open and robbing the house of a German settler in Dartmouth, he caused the sentence of the court martial to be executed."

On September 21, 1765 Colville reported his efforts in the protection of the Fishery and their preventing the illicit trade of smugglers. He passed on a report written by Captain Bishop on the H.M.S. *Fortune* which was a sloop stationed at Boston. This was about the riotous proceedings of the Boston mob regarding the Stamp Act. Captain Bishop asked Captain Gidoin on the H.M.S. *Jamaica*, to join him from the port of Piscataqua. This was at the request of Governor Bernard that the stamped papers be secured onboard the King's ships, except what was intended for Boston, then send it to the different provinces. He reported that "...he immediately sent Lt. Allen in the sloop, *Gaspee*, to help Captain Bishop. This was to recommend to him to continue to act in perfect concert with the Governor and Council and to employ the King's ships in carrying the stamps in case it should become necessary ... I also communicated this to Governor Ward at Rhode Island via Captain Leslie onboard the *Cygnnet* ... my instructions were to give assistance in his power for this protection... I shall dispatch the, *Maidstone*, to Rhode Island and the, *Viper*, to Boston until the present tumults shall subside ..."

Of the 25 vessels under Lord Colville's command, 7 were stationed at Halifax and would winter there.

On November 12, 1765 Colville wrote the following grievance to the Board. "... I have failed in my application to the Governor for redress." This stated, ... Drunkenness is remarkably prevalent at this place among the lower class of people, and seems to be encouraged by the Licences granted to the Retailers of rum, whereby some addition is made to the Revenue at the expense of Health and Morals of the people ... we had great difficulty getting ships manned at Plymouth, (England) the *Romney* was fitted with a very poor assortment raised in London by officers from the guard ships ... nothing but the most rigorous justice could deal with their prosperity to vice ... 3 of them were hanged for desertion ... 4 were condemned by the Civil power for robbery and house breaking, 2 of which were pardoned by the Governor and the others executed ... 2 others were condemned by the civil powers which now hang in chains for robbery and murder ... the most severe corporal

punishment I ever knew, have been inflicted; even 600 or 700 lashes per man have been given from ship to ship ... the criminals declared that Drunkenness was the cause of their misfortune ... we can prevent this onboard but on shore when the Dockyard was first established it was about a mile from town that would have secured us from pernicious neighborhood of rum retailers; but these pests of society have collected about us to the great prejudice of the service, under the sanction of government licence ... In other colonies it is usual for the Quarter Sessions to grant Rum Licences; but here the power is vested in the Governor ...

I wrote a memorial to the Governor setting forth that seamen are just like forward children, not knowing how to judge for themselves, but on account of their great use to the nation, are to be cherished as the first born of a fond parent ... I asked that all licences be taken away from such sellers of rum as were attracted by dependent upon the Dockyard, and that none might be granted for the future to any house in its neighbourhood.

In consequence, Mr. Bulkeley the Secretary, came to the Yard and expressed the Governor's readiness to comply with my request and desired to know the names of such persons whose licences I would have taken away. I immediately pointed out 2 houses kept by our most notorious enemies, Mrs. Hawes and Mrs. Gunnel. He assured me they would be forthwith deprived of their licences. A few days later he said the Government had withdrawn their authority for selling rum and would be prosecuted if they continue to sell rum. Notwithstanding this they continued to sell rum and I attempted to prosecute them at law, but the Governor had given Mrs. Hawes another licence, called a shop Licence. This meant selling rum from the alleyway next to the house. The Attorney General will not undertake to prosecute Mrs. Gunnel because he says its wrong for the Governor to deprive her of a licence for which she has paid even though it says on the Licence, . . . in force during his pleasure only ... I then went to the Governor but he felt that part of the Revenue came from such licences. Her Landlord told the Governor that she couldn't pay the rent without selling rum. He said he would do everything in his power to serve the cause of which I pleaded, but he hasn't granted my request.

I prevail upon your Lordships to obtain an order from the King to Governor Wilmot, to deprive the two women of all licence for selling rum in the neighborhood of the Dockyard."

On November 23, 1765 Lord Colville reported to the Admiralty that the H.M.S. *Senegal* and the H.M.S. *Magdalen*, brought into this port the captured ship, *Diedem*, belonging to London. It was seized at the Ile St. John, for taking aboard a quantity of masts without giving the security required by the Acts of Trade. She is Libelled in the Court of Vice Admiralty and will be tried next week.

The New England trading vessels began to increase their numbers entering and clearing Halifax harbour. The economy began to gear up to peacetime standards now that wars and enemy privateers were not a threat to the colony.

In September there were entered: 2 sloops from New London; a schooner from Philadelphia; 1 from New Orleans and a sloop from Boston. Cleared out included: 2 sloops and a schooner for Boston and 2 sloops for New London.

On October 16, 1765 the Custom House reported 3 vessels entered and 7 vessels were cleared outward. On October 23 there were 3 vessels entered and 5 vessels cleared outward.

The Brethern of the Friendly Society, (Quakers) had a notice published that on October 25 was one of their annual feast days and the Society will dine together at the house of John Simpson in Halifax. The dinner to be on the table at 2 o'clock precisely ...

The following week there were 5 sloops cleared outward bound and 3 schooners. Cleared out were 4 sloops and one schooner. These vessels were going to Boston, 6; to New London, 4; to Philadelphia, 2 and New Orleans, 1.

On November 7 entered was a sloop from Quebec and a schooner from Philadelphia. Cleared outwards was a sloop for Boston and one for West Indes and a schooner for Lisbon. The following week arrived a schooner from Boston and a sloop from Pistaqua. Cleared outward was a schooner from Boston and the same sloop that entered from Piscataqua.

There was a notice published by the Deputy Post master for Halifax, that letters have been privately collected and delivered contrary to the law, to the prejudice of the revenue and notice is given that all curriers, coachmen, waggon drivers, skippers of boats, watermen, wherry men and all dispensers of newspapers, and all other persons whatsoever in the illegal collecting, conveying or delivering of letters and packet, will be prosecuted with the utmost severity. The penalty is £5 sterling for every letter so collected or delivered, and £1000 sterling for every week such practice is continued.

## 1766

This year was one of turmoil and confusion over the Stamp Act and its reaction in the colonies. The colonies, including Nova Scotia had to bear a further burden because of the petitions drawn up by the manufacturing towns in England.

The repeal of this Stamp Act was carried out on February 1766 in the House of Commons in London. It was carried by a vote of 275 to 167. In the debate the great William Pitt spoke out most eloquently and earnestly in favor of the colonies. The repeal bill then received the King's assent on March 18, 1766 but with this was passed a far more oppressive Act. The Act declared the right of the King and parliament of Great Britain to make laws to bind the colonies in all cases whatsoever.

The Parliamentary grant voted for Nova Scotia from the House of Commons for 1766 was only £4,866:3:.

On May 23, Governor Wilmot died and the Honorable Benjamin Green Sr. assumed the Administration of the Government.

On August 23, 1766, Michael Franklin was appointed Lt. Governor of Nova Scotia by His Majesty. One of his first official duties was to send a report to the Earl of Shelburn, chairman of the Board of Trade and Plantations. This was to clarify the

position of local craftsmen and they did not compete with the manufacturing monopolies in England. The concern was if there was any serious competition by any local tradesmen.

Franklin reported the following, "... The country people in general work up for their own use, into stockings and a stuff called by them, homespun, what little wool their few sheep produce, and they also make part of their coarse linen from flax they produce. This year they raised 7,524 pounds of flax, which will probably be worked up by their families during the winter months . . . there hasn't been the least appearance of private persons for manufacturing, but only the work of their own families during the winter and leisure time ... It may be also proper to observe that all the inhabitants of the colony are employed either in husbandry, fishery, or providing lumber, and that all the manufacture for their clothing and utensils for farming and fishing are made in Great Britain ..."

What Franklin didn't report was that the smuggling of goods was very much the way of life for the coastal harbours and communities. The Fishermen neglected, on purpose, to report all their catch and the wood cutters would set up and dismantle their sawmills whenever the opportunity was worthwhile.

The small New England trading schooners were always around the coastal communities, except in winter, and it was easier for the settlers to use the barter system for anything needed. These goods had themselves been bartered for or made in the colonies in an effort to avoid paying the high costs from the merchants. These merchants were merely agents from the trading centers in Great Britain and their prices were arbitrarily set at whatever they wanted. In Halifax the merchants were on the Council, so the policy was thoroughly established by these, "special interest groups." The only way for the working people to avoid these prices, was to use the "barter" system with these coastal traders from the other colonies. The custom officers could not patrol the entire coastline and they were satisfied with their own quota of a few arrests.

This year a Mr. Emmanuel Wright was appointed Surveyor of mills. He was very skilled in "hanging" mill stones for grinding and dressing corn or flour. These mills began to appear in every village. Dartmouth had its share of sawmills and gristmills and years later one of these gristmills would include a bake house that supplied the Royal Navy with "hard tack." This was made of mainly flour, without salt, and mixed with other items. It was baked in ovens then stored in barrels for use at sea.

In Dartmouth, the emphasis was on the fishery and on small sawmill operations. The farms were small and the produce enough to sustain their families. Supplying the demand for wood stoves in both Halifax and Dartmouth kept a steady income for the seasonal farm and fishery operations. The Quakers had a whale industry going on a small scale. It was located at Gibbet Point. It was used to separate whale oil for candle wax, lamp oil and the heavy oil required for the coastal lighthouses. This industry was not on a scale big enough to be a threat to the monopolies in Great Britain.

The town and district continued to have grants of land given to various people, for use or merely investment. Charles Morris applied for and received a grant of

1,320 acres, near what is now Morris Lake. In another grant, Charles Morris and others, received a grant of 1,320 acres. On September 9 William Fox applied for 200 acres of land south of Lake Mic Mac in Dartmouth, but this was turned down because the land was previously granted. In the Cole Harbour area, Richard Monday received a grant of 500 acres. In the Eastern shore area of Ship Harbour, William Best, on behalf of several shipwrights in England received 6,000 acres. Francis White applied for 1,000 acres in the township granted on the Eastern side of Lawrencetown.

In July William Campbell was made Governor of Nova Scotia. On November 24 Campbell arrived on the ship, *Glasgow*. Plans were made for a proper reception.

On November 27 this day was appointed for a General Thanksgiving due to the plentiful and abundant harvest throughout the province. Every Tuesday would be the “market day” for the towns.

On November of 1766 Franklin wrote to the Board in London about a concern of the House of Assembly. This was about the act for partitioning lands in coparcenary, jointenancy and Tenancy in Common. Franklin wrote, “... this is deemed a very useful act but as an act being nearly of the same tenour as had been repealed by His Majesty, ... I could not assent to it, consistent with His Majesty’s instructions without approbation ...”

On December 5, 1766 Campbell reported to the Board that he would inspect every department. He summoned 6 merchants from the Town about the charges of Michael Franklin’s commercial dealings ... If a replacement was needed, Campbell would recommend Major Goreham for the position ... Franklin then took an oath before Campbell that he did not have any interests, profits or advantages or have agents relative to commerce in general or any branch of trade whatsoever.

The only records of shipping from the Custom House was in January for this year. This included, the arrival of 2 schooners from Boston and for clearance outward, there was a sloop and a snow for the West Indies and a schooner for Marblehead.

The news from the Admiralty was that this year, John Amherst, Rear Admiral of the Blue, will soon relieve Lord Colville on the North America station. It was reported that concerns of North America are the results of important councils held at Whitehall and the Court of St. James. There was a report from South Carolina that said, there were so many deserters from the H.M.S. *Cygnets* that the vessel could not put to sea.

On July 23, 1766 there was an extensive report made on Sable Island by a naval officer named DesBarres, that was sent to Lord Colville.

On October 6, 1766 Colville reported to Stephens that he received orders that only 12 sail of ships, schooners and sloops, were intended for his late station ... He was determined to reduce the number of artificers and labourers in the Halifax yard, after they were finished repairing the watering place and the crafts in the yard. He also stated he had enquired into the character of the workers. He also mentioned a report on August 16 to Joseph Gerrish who was His Majesty’s Storekeeper. This

said there was very little work at the yard to be completed, so he could have the mast pond gates repaired with the wharves and slips ... He would then discharge the men not needed. He informed Gerrish that, "... you are to discharge 6 men and you are not to carry any more than 21 men on the Yard Book for victuals and wages. There were to be seven vessels to sail out of Halifax for the winter season ..."

## 1767

On January 2, 1767 the Board sent Governor Campbell instructions regarding his position as their agent as well as the representative of His Majesty. Included were references to the Navigation Laws of England and the Duties of the Customs Office. Also to be kept would be a list of ships and vessels that included the name and number of ships entering and clearing outward, and the general cargo, size, and when and where registered. This list would extend to the registration of Prize vessels as well.

On January 3 the Council complains that maintaining the poor people who come to Halifax from different parts of the province but the tax payers could only pay so much and the rest had to come from the Treasury.

On March 13 there was a report submitted by the commander of His Majesty's troops about the undue occupation of land where there were military forts and lines of defence. The King's right to the land, when required, was sufficiently secured. The Governor and Council are of the opinion that any pretended sale made by the possessors of such lands cannot possibly hurt the King's Right, and the only sufferer in such cases will be the purchaser, because, ... "no man can convey another ..." (This was the reasoning used to protect land trusts such as grants of Common land).

On a more optimistic note, Campbell sent a report to Lord Shelburn, the Secretary of State, that stated, Nova Scotia has more ports of safety for ships of any burthen than any other province of America and almost at the entrance of those is blessed with fish which furnish all Europe and the West Indies, and ought to be the first nursery of seamen to supply the British Navy ... The colony, he commands, can always show a most noble and submissive obedience.

By September, the debt of the province was £23,000 arising from a deficiency of the revenues appropriated to encourage agriculture and the fishery, public buildings, roads and public services. These revenues came chiefly from the sale of rum and a few luxuries. To tax the farmers would be counter productive because these farms were just getting started. The removal of the two Regiments and the Navy would be most harmful because they were the consumers of what the merchants could depend on.

This year Mr. John Creighton was recommended to replace one of the members of the Council. He had served as an officer in the army until 1749. In Nova Scotia he was a magistrate and Justice in the Court of Common Pleas. He was also reputed to have a fair character. Later he would reside and own land grants in Dartmouth.

Property transactions in 1767 for Dartmouth, included Moses Webb selling lot number 7 of Section A, to Samuel Jones for £5. This lot was purchased from

Thomas Wiseman in 1752 but was not recorded until April 10, 1767. Samuel Jones then sold for £3, lot number 7 in Letter A, along with lots number 8 and 9 of Letter A, to Captain Joseph Morse on August of 1765 but not recorded until April 10, 1767.

On April 25 Henry Ferguson, Gentleman, Halifax, sold lot number 12 of letter "C" to Ephraim Whiston, cooper, for £2:10:0.

The cooper trade was now growing fast because of the goods that were being shipped to and from the West Indies, the colonies and Europe. This was known as the "trade triangle." Every facet of merchant trading involved storing goods, then shipping everything in barrels. The most sought after wood for the cooper trade was white oak, and Nova Scotia had an abundance of this. It was in great demand by the vineyards of Europe, and such places as the Azores Islands and Maderia and all countries bordering on the Mediterranean Sea. The monopolists did not try to control this local industry because it wouldn't be practical or even possible to prevent this operation.

Dartmouth had at least one cooperage operation on the waterfront. It was located near the Steam Boat Ferry at the foot of the present day Portland St. Every harbour town or sea port had a cooperage operation. This was a trade that would be handed down through the generations. The tools were usually made by these tradesmen, mainly because they were scarce. Tool makers were few and far between and the price charged by the merchants was too excessive.

Benjamin Green Sr. sent a memorial in for a deed of 2,000 acres of land that he felt he is entitled to as a staff officer. This would be in the Cole Harbour, Westphal area.

On the General's return of the Province of Nova Scotia, it listed Dartmouth as having a population of 39 people. This included 19 men, 7 boys, 1 negro, 11 women and 1 girl. There were 30 Protestants, 9 Roman Catholics. A total of 13 people were English, 9 were Irish, 8 were Americans and 9 were German settlers. There were 5 people born last year, 1 died. There were two people arrived last year and none of these 39 people left the Province. Also included in the report was that there were 14 horses, 1 bull, 6 cows and 2 young "neat" cattle.

On May 28, 1767 a memorial was sent to the Privy Council from Major Otho Hamilton and others who were Officers, Gentlemen, traders, etc. There were several conditions that included reservations be made for erecting fortifications, public wharfs, naval yards or other military purposes and a reservation of an entire liberty to all subjects to fish upon the coasts of such townships when on a sea shore.

Another important reservation was for all white and other Pine trees that are 24 inches in diameter upward and 12 inches from the ground, and if such trees are cut without licence from the Surveyor General of the Woods or his deputy, or from the Governor, the lot or share of land, on which they shall be so cut, shall be forfeited and the lands reverted to His Majesty ...

The Board then passed this on to Whitehall in London with a further recommendation for coal mines. Otho Hamilton received a grant of land between Dartmouth and the South East Passage.

The Admiralty continued to develop their naval facilities in Halifax harbour in spite of grants being reduced and cut back. They would send out public tenders for supplies of wood, stone, etc., and it provided a necessary income for these slack economic times between wars.

In September, Admiral Hood wrote to the chairman Stephens, that frost had done considerable damage to the wharves this year in the careening yard. He said a survey would be taken of the wharves and the mast pond and he suspected that many of the masts to be rotten . . . I expect every day to careen and refit the, *Lauceston*, and if a supply of stores, (this yard is now quite destitute of) should not arrive in time, the government will suffer for higher prices . . . there is not a plank of oak in the yard owing to various accidents that have befallen the sawmills in the province ... (lately these were purchased at great expense) ... the Navy Board should supply this from England."

In November, Lord Colville reported that he had an inspection survey carried out in the yard. The crew of the *Romney* will assist in the repairs and be paid six pence per day ... most of the buildings were of hemlock and not fit for buildings due to its being perishable, but when it was built it was convenient ... The mast pond cleaned out and it was full of mud. The sails, canvas and other stores were damaged by the severe frost, about 1,800 yards of sail, that caused mildew, were rat eaten and now we will have to reshingle all the buildings. A survey was taken of everything listed in the mast pond, which included masts, yards, booms, spars, bowsprits, top masts and standing masts.

Colville's report read as follows: ... (for costs for repairs.) Capstan House (for careening), cost £2,191:12:5; Store House at South End, cost £567:15:2; Breast Work, cost £647:14:3; Anchor Wharf, cost £316:18:0; Capsells of Careening Wharf and framing Careen pits, cost £257:14:10; Total is £5,175:15:10.

A survey was also taken of the serviceable timber at the Careening Yard: Oak (compass) 1,274 feet; Oak (straight) 1,209 feet; Pine (straight) all decayed; Oak (standard), 7 in number, serviceable; cheek pieces, 11 in number, serviceable; Tillers for ships, 17 in number; Ash, 33 pieces; Ash for Tressels, 38; Tressels trees, nil; Drumhead pieces for capstans, 20; Capstan pieces for the lower masts, 14; Topmasts, 6; 27 tons of oak timber recommended for sills of Capstan House, 30 tons of pine.

On October 1, 1767 there was a contract called for the building of the Careening Yard, wanted by March 10, 1768. (all or part by bidders): 134 tons of straight, squared oak timber, 12" by 23' long; 49 tons of straight, squared oak timber, 12" by 23' long; 29 tons of straight, squared oak timber, 12" by 16' long; 15 tons of straight, squared oak timber, 12" by 12", 17' long; 6 tons of straight, squared oak timber, 12" by 12", 16-20' long; 20 tons of straight, squared oak timber, 12" by 16", 22-30' long; 10 tons of straight, squared oak timber, 12" by 16", 14-15' long.

Pine Timber: 16 tons pine 15 inches by 12 inches and 23' long; 65,000' of pine boards and plank; 16,000' of 3" oak plank, 20' to 23'; 4,750' of 4" oak plank (upward boards); 492,000 shingles, clear of any sap; 29,000 clapboards, clear of any sap; 150 spars of 5", 6" and 7" in diameter; 120 hogsheads of stone lime, 166 barrels of tar, and 8 barrels of train oil.



On a number of occasions Christian Bartling from Dartmouth, and several other German settlers would successfully bid on similar contracts at the Navy Yard. This provided more income on and off season, or winter occupation, for the farmers in the province.

## 1768

On January 1, 1768 a memorial from Charles Palmer was presented for a settlement of 500 acres of land at Cole Harbour. It was advised that the land be granted. A letter was received from Benjamin Green stating his state of health that prevented him from giving attention to his duties as Provincial Treasurer and he desired to resign his post. It was resolved that the resignation be accepted and the new Treasurer shall enter into a Bond of Security of £1,000 for himself and find two other people of £500 each.

Another memorial was sent to the Council from 5 proprietors of Lawrencetown, complaining that Quit rents were demanded of them for the past four years. They apprehend that they are excused payment until after 10 years from the time it became practical to settle the township which was not until peace was made in 1761 with the Indians. An agreement made in 1757 with the province said they were cleared from the obligation of complying with the terms of that Grant by consenting to the removal of the troops from the Blockhouse. They asked that references made to the Council records for proof and that Government determine the time of payment. This was rejected.

Admiral Hood reported to the Admiralty that 6 vessels had wintered at Halifax during this winter season. On March 10 he reported that the Careening Yard gets more ruinous every week. Also the watering Wharf was washed away. His fleet were sent to the various stations as per ordered.

On March 21, 1768 the merchants of Boston wrote an appeal to Hood regarding the conduct and temper of the people of Boston and their adverse respect of things in general. They were concerned about the security of the Revenue, the safety of its Officers, and the honor of Government requires immediate aid. They requested 2 or more ships on their station.

On April 1, the worst storm on record hit the Halifax harbour area. It was from the southeast, accompanied by gale winds with snow and rain. The tides were extremely high and it did considerable damage to the wharfs of Halifax and Dartmouth and numerous buildings nearby. Several buildings, including St. Paul's Church, were badly damaged. Several vessels and boats were sunk, some were driven ashore when they were driven from their anchors.

On May 28 Lt. Governor Franklin acknowledged an order from the Secretary of State, forbidding any more coal being dug in Cape Breton Island, and brought to Nova Scotia to sell for fuel. The intent had been to raise a revenue for road construction. He was also requested to send a list of the manufacturers in Nova Scotia.

The merchants in Halifax wrote the Board in England, asking if they would repeal the Acts on the Duties of impost and excise on beer, rum and other distilled liquors. It was proposed that the duty be lowered from 5 pence to 3 pence and the excise be 10 pence per gallon on rum and liquors and if the law passed be raised to 1 shilling per gallon. The merchants in England that did business in Nova Scotia, also sent in a memorial complaining that more taxes would harm the trade and fisheries of Nova Scotia and disrupt the trade with the West Indies.

Those in England regarded any of these in the colonies and Nova Scotia, as a direct threat to their monopoly. Their attempts to rule out competition did more to create the American Revolution than any other single cause.

Adding a tax on spirits imported from other colonies started the open disturbances in Boston. The officers of customs were attacked in June. In August, an agreement not to import British goods after the end of 1768 was signed by the merchants of Boston.

Most of this excitement was kept up by injudicious acts of parliament, laying duties on tea, glass, paper, etc., that were passed in the House of Commons. This was after the repeal of the Stamp Act and it was an exercise of the alleged right of parliament to tax the colonies. These colonies objected because this was in reality, taxation without representation. The crown could only think of getting back part of the heavy cost of defeating the French and winning North America.

Another result of this turmoil was that orders were sent by General Gage to withdraw the garrisons from Fort Cumberland, Annapolis Royal, Fort Frederick, Fort Amherst, those on St. John Island and Louisburg, and to concentrate them all in Halifax.

The crown thought that sending troops to Boston, New York, Philadelphia, etc., would control the people there and then they could continue to impose their taxes. The crown was badly advised on this and the end result was the "American Revolution" which resulted in a crippled economy on both sides. It was a lesson well learned.

With the arrival of the troops, Halifax now had about 15,000 people to feed and shelter. The old way of life of a war time economy returned. The taverns, grog shops, prostitutes and smugglers were thriving once more until the fleet and the troops left for Boston.

On June 1 Admiral Hood wrote to the Admiralty about this storm. He stated, "...it was the heaviest gale that hit the harbour in history. There were numerous chimneys blown down, a large number of small boats lost and the small wharves all gone. Four of our ships were safe, but the careening yard suffered exceedingly ... the mast pond was ruined and the south brest works ruined. In the town an anchor wharf was much damaged. The crane was carried away ... There were 50 schooners, sloops and shallops, ruined, sunk or beat to pieces ... all wharfs are destroyed and many families are also totally ruined ... This is truly deplorable in so poor a place as Halifax ... There was 3 feet of water in my cellar even though I had me carrying water away all night ... never saw so great a storm in all my life ..."

On July 11, 1768 Admiral Hood reported to the Admiralty about the outrageous behavior of the people at Boston. “The customs men asked me for protection from the mob. Riots in Boston and disorder is the rule of the day ... A Mr. Hancock, trader and one of the richest men in Boston, had one of his vessels seized for illicit trade. The mob beat the collector and comptroller of customs and all other officers. The Collectors boat was burnt and they had to come to my ship, *Romney*, for protection ... They were put on Castle William Island but they requested a vessel to anchor near the island for their protection ...”

On August 20, 1768 Admiral Hood reported that since the reduction of His Majesty’s Careening Yard in 1763 business has increased considerably. The vessels come here for refit from all over North America. He then recommended more workers including a muster master, master shipwright and storekeepers and master attendant ... an additional storekeeper is absolutely necessary. There are 5 vessels stationed at Halifax. One vessel, the *Magdelan*, needed repairs badly and is not fit for sea duty. The *Romney*, 2 sloops, and 2 schooners were tied up in Boston all summer ...

On July 9 the Board wrote to Campbell, “... you are to pass a law or laws for repealing the Acts passed in August, 1767 for establishing the Duties of Impost and Excise and put them on the same foot which they stood antecedent to the laws of 1767—and you are to transmit to us an account of your proceedings, and if the House of Assembly shall make any difficulty, the acts are to be laid before us, in our Privy Council, for our Royal Disallowance.”

On September 15, 1768 Admiral Hood reported to the Admiralty that Colonel Dalrymple was ordered to embark with the 14th and 29th Regiment of Foot and a Company of Artillery, and to proceed to Boston and requesting my assistance in transporting them. The number is 5,002 which includes the women and children and the artillery ...

On September 28 six ships of the line and two armed schooners arrived in Boston from Halifax with those regiments and artillery.

On October 17 Dartmouth Cove and the rest of Halifax harbour assumed a new role in naval affairs. A Court of Vice Admiralty was appointed by King George III, giving jurisdiction over colonies belonging to the settlements at Quebec, Newfoundland and Nova Scotia, (which then included Cape Breton Island, Prince Edward Island and New Brunswick).

This jurisdiction would be within 3 leagues of the shore line, and in all cases arising from the capture of ships to the northward of latitude 43°, 15 minutes north, or of ships whose port of destination shall be within other of our said colonies.

The appointed judge of this Court of Vice Admiralty was Jonathan Sewell, established at Halifax, under the title of Judge Commissary Deputy and Surrogate of the Court of Vice Admiralty at Halifax. The salary was £600 per year to be paid by fines, penalties and forfeitures to be levied within the said colonies and plantations.

This was an attempt to stop the smuggling, and protect the monopolies of the merchants. It did not succeed. The smugglers knew every cove, bay, beech, and shoreline around Nova Scotia, and most of the fishermen who used these areas, knew better than the Royal Navy. This actually gave rise to the “privateering movement” that was so active and popular from 1768 to 1820. The privateers were former navy personnel and fishermen as well as coastal traders. They succeeded where the navy failed.

On November 10 the Custom House reported that 2 sloops had officially entered from Boston. Outward bound were 3 schooners for Philadelphia, a sloop for Boston. There were no other Custom House records available for 1768.

On December 1 the schooner, *Providence*, was on a passage from Fort Cumberland for Halifax with military stores. It was driven ashore at Prospect Bay and beat to pieces. The vessel and cargo were entirely lost, and with extreme difficulty the people onboard were saved except one man who was drowned trying to get ashore. The vessel was not insured.

## 1769

This year started off with a severe winter. The harbour of Halifax was so full of drift ice that it was impractical for vessels to come in or leave. On February 16 the temperature was 7 below zero at 8 o'clock in the morning. In March the snow in the woods was between 4 and 6 feet deep.

The Provincial Debt was another serious problem because it was growing so rapidly. In 1761 it was £3,775 but within 10 years it was expected to be at £25,000. The reduced Parliamentary Grant didn't help and the only reliable source of revenue was from the duties on rum and liquor that brought in about £2,000 per year. It would have been a simple matter to get more rum duties by lowering the duty and thereby selling more rum. This could cut down on smuggling.

Nova Scotia had the advantage of exchanging fish and lumber for molasses and raw sugar. Instead the price of rum in Nova Scotia was higher than in New England. Nova Scotians didn't own the trading vessels or the merchant firms that controlled these enterprises. The other reason was that there were two distillers in Halifax. Joshua Mauger founded a distillery at Halifax and he traded with anybody and everybody. He got his distillery products protected by having the House of Assembly impose a large impost duty on rum that was imported in Nova Scotia. The Molasses Act prevented private enterprise from converting cheap molasses into rum. This kind of monopolist practice is what drove people into bartering with the smugglers and they did so without the slightest hesitation.

When Joshua Mauger left Nova Scotia, two people, John Butler and Michael Franklin remained to cultivate his investments. Mauger then continued his ambitions in London. He became the chief influence in the firm of Brook Watson and Rashleigh which almost had a full monopoly of London's exports to Halifax. His second endeavor was to convince John Pownall and the Board of Trade that he was the one reliable guide on Nova Scotian affairs available in England. He became the agent for Nova Scotia.

In Nova Scotia the barter system was still the most common way to do business. Repeated requests to London for permission to issue paper currency were systematically refused. The people relieved this domestic pressure by issuing their own Treasury notes, or promissory notes, that would promise to pay the bearer a certain amount of money. The Legislature in 1763 authorized the issue of interest bearing certificates.

The trouble began when Province Notes were offered for obligations abroad. In 1766 General Gage in Boston, refused to accept them from Governor Campbell to make up for his borrowing from the, "military chest." Merchants and speculators were embarrassed by their creditors in England and the colonies because they accepted the notes at a substantial discount. Joshua Mauger and his associates held a very large block of these notes which they mentioned they would not hesitate to call in if they wanted to. Mauger by then held one-third of the entire debt of Nova Scotia. He informed the Board of Trade in London that his provincial notes would discount even further than the present 25%, should there be a change in the present way of business.

Lord Campbell went to London to plead the case for Nova Scotia. He explained that two distillers monopolized five-sixths of the rum trade would suffer, but the province would benefit if the Legislature would lower the impost on rum and then raise the excise tax. The revenue would increase from larger sales and the Provincial credit would improve. All this common sense was to no avail. The Board gave in to the lobby of the London Merchants and ordered Campbell to restore the old duty rates.

This system of doing business was not acceptable but it prevailed because people saw the danger in getting involved. Jonathan Belcher had been dismissed for his interference. Joshua Mauger and his agent Butler responded to the Temerity of Campbell by starting a campaign to get rid of him. Eventually some Assembly members came forth with the truth, Mauger, they said, "had established a plan of Dominion for himself and his dependants, which, in its consequences, has become ruinous to the Province." Even as late as 1774 Mauger was to have 6 men of the 9 active Council members under his control. He was thus able to dominate the Assembly and he even had one of his relations, Michael Franklin, be made Lieutenant Governor.

The situation for Nova Scotians was grim. There was no merchant marine and no potential for manufacturing due to the oppressive monopoly laws in England. The worst of causes was that such a limited amount of accumulated capitol. The economic overload was still Joshua Mauger, who was also a member of Parliament and the spokesman for Nova Scotia at the Board of Trade and Plantations and the Privy Council. This translated into the merchants being too dependent on him and their intimidation refused any boycott or embargoes on British manufactured goods.

Another factor was that absentee landlords owned most of the land in Dartmouth. Also, people would rent rather than build or buy their homes. The most common trades in Dartmouth were woodcutters, farmers and fishermen. They had to pay the same price from the merchants in both Halifax and Dartmouth. It was

either take it or leave it or hope for the smugglers to make goods available through the barter system.

On April 11, 1769 the Board informed Campbell that they disallowed the House of Assembly Act to prevent lame and infirm people from settling in Nova Scotia. For a reason offered that this act was too vague and indefinite. They also disallowed the act for establishing the rate of interest, because to them it did not appear to differ from a previous act about establishing the rate of Spanish dollars and the interest on money within the Province. They further recommended that before the Governor assents to pass the bill into law, to take care that a clause be inserted therein for the exact purport and effect.

Campbell sent a report to the Earl of Hillsborough, who was the Colonial Secretary, about the plan for the fortification of the area and the expense of a proper defence "... Halifax is the northern key of His Majesty's Dominions ... The Dockyard must be protected against sudden attack and it requires large sums of money for repairs ... it is highly advisable to establish this harbour as the only Department for the Royal Navy in His American Dominions ... The Dockyard is to become the repository of all His Majesty's Ships to a most considerable amount in value, should anything unforeseen happen to a Royal Port ... This place could be a staging area for troop movements, also as Captain Spry has recommended, put this place in a posture of defence ... more troops are required in the province. The estimated cost would be at £5,000."

On March 21, 1769 Campbell reported to Hillsborough that he, and the House of Assembly and Council, have assented to have Richard Cumberland for the new agent for Nova Scotia.

The news from Admiral Hood this year was also one of caution. In a letter from Boston, he said the squadron had suffered greatly by the desertions this winter. He also said he took caution not to distress the Trade of the Province (there was no elaboration on this). On July 25 he reported that there were five companies of the 64th Regiment destined for Halifax and are now onboard the *Romney*, and he proposed to sail there the next day.

He also reported an incident that happened at Rhode Island. The customs vessels were plundered and destroyed. Destroying the Revenue Cutters and sloops seem to be looked upon by the mob as a meritorious act and will incite them into further mischief. He wrote that smuggling was a way of life in the colonies. The mobs were usually people who had their vessel and cargoes captured by English Customs Officers. In retaliation the mobs would plunder and destroy the customs vessels. This actually resulted in the Royal Navy using their ships to do this work of customs officers. The problem was these vessels were needed elsewhere due to a shortage of available sea worthy vessels. This was mentioned in a report on October 18 that referred to the careening of vessels that did the work of Customs along the sea ports of the St. Lawrence River and in Newfoundland.

On November 23, 1769 hurricane force winds hit Halifax harbour. It caused severe damage to the merchant crafts and wharves and a lot of the buildings in town. The Careening Yard was not damaged. The Capstan House with North and South

wings had been completely rebuilt with stones and the slate roof was 40 yards of material ... the lower part of the boat house slip is completed. Also the watering wharf, cooperage, careening wharf and anchor wharf ... This winter I will reduce the number of Artificers in the yard. The list of supplies for the Careening Yard included 250–256 tons of building stone; 37 tons of 20 foot timber for scaffolding; 1,500 feet of 2 inch plank, and more carpenters would be required.

They only property sales this year for Dartmouth included James Theo Clark, on behalf of his deceased mother, selling 4 lots of land to Lewis Piers for the sum of £10. This was lot number 7, 8, 9 and 10 of the Letter D. In the Deeds Book it mentioned that merchants from London, Boston, Roxbury and Philadelphia would give mortgages to underwrite the costs of farming.

On May 18, 1769 Governor Campbell appointed Richard Bulkeley as Commissary and Judge of the Court of Vice Admiralty. (There were no records kept of the trials from 1764–1768.)

On June 3 there was a charge of Libel against the sloop, *Lucy*, Jacob Martin, master. This was for illicit and contraband goods in trade including Beaver skins. A memorial was presented from William Nesbitt, H.M. Advocate General on behalf of Henry Newton to prosecute for *H.M. S. Polly*, Savage Gardner, master, commissioned and sworn to act as a Customs House Officer, and make seizures of all vessels carrying on illicit trade.

The *Lucy* was captured on May 29, 1768 at Petit de Grat. It was sailed out of Salem, Massachusetts. The vessel had broke bulk of part of his cargo without legal entry thereof. Martin had taken some furs onboard, without having given bonds, as the law directs. The Court ordered it be allowed that part of the cargo of Beaver furs be taken into custody by William Smith, Marshal of this court, also he would bring in the vessel for trial. This trial was set after the Marshal notified all parties and affixing a copy on the mast of the sloop, and a copy served to Martin to appear in court on June 7 at the Court House in Halifax.

At the trial, was read a new Act of Parliament made in the seventh year of King George III, chapter 46, stating "... All masters of ships or other vessels trading in H.M. Plantations shall, before their breaking bulk or disposing any part of their cargo onboard such ship or vessel, make due entry of their cargo with the Chief Officer of the Customs, or those legally appointed to receive such entries under penalty and Forfeiture of £100 sterling, to be recovered from master so forfeiting." Martin had broke bulk and sold part of his cargo without making due entry.

On June 6 a proclamation was made for all claimants to come to court and assert claim, but none appeared on behalf of the sloop *Lucy*. Then Proclamation was made regarding the claim of the cargo. Malachy Salter appeared and claimed the cargo, (except the furs) on behalf of the owners. The Advocate General motioned the court to order the sloop *Lucy* to be unloaded under inspection of the Customs House Officers and the marshal. Three appraisers were appointed by a warrant.

On June 10 the ruling was handed down. The marshal was to take custody of the salt found onboard, and 2½ barrels of spirits.

On June 22 a decree against the sloop *Lucy* and the cargo was pronounced to be sold at public auction. The appraised value was £107:7:0. On June 29 the sale of the *Lucy* brought in £61 and this was from Malachy Salter. The skins, the salt and the spirits brought the total to £76:19:6. The court charges were over £28, which left over £46 for distribution. One-half of this distribution went to the crew of the *Polly*. The other half was divided by giving one-quarter to Commodore Hood, and three-quarters to the Collector of H.M. Customs.

On July 20, 1769 the charge of "Libel" was laid against the sloop, *Desire*, and cargo, Prince Gorham, master, for illicit and contraband trade. The master, Gorham, and John Fillis, Halifax merchant, submit themselves indebted to our Sovereign for £100 on condition to appear for the Acts of Trade. It was seized and captured by Captain Allen, master of the H.M.S. *Glasgow*, for breaking bulk before he had made an entry at Customs House and took in enumerated goods without giving bond.

The cargo taken into custody by the marshal of the court consisted of Fish, Indian meal, corn. The court ordered John Newton, Customs Surveyor, to inspect the cargo. The vessel took on 500 quintals of cod fish (dried) without his having given bond for the same. It was caught at a place called Bona Venture, then sent to Halifax. Captain Goreham becomes Libel to pay and has forfeited the sum of £100 sterling.

Proclamation was made for all claimers of the sloop, *Desire*, and her cargo to appear in court and assert claims. Mr. James Monk appeared and claimed the sloop, *Desire*, and cargo on behalf of the master and owners. There was over the side trading along the shores of the St. Lawrence River ports.

At the trial, Goreham asked that the Libel be dismissed and he be allowed his costs because this cause is not properly within the jurisdiction of this worshipful court or hath this court full cognizance thereof. His claim was that Jonathan Sewall was to have original jurisdiction of all causes arising within the limits of H.M. colonies of Quebec, Newfoundland and Nova Scotia, and has full power to appoint, to depute, and to appoint all officers except the Register and Marshal, and hath appointed Joseph Gerrish his Deputy and surrogate to act and transact all manner of civil and maritime business. The Court ordered this cause to be retained.

On May 10 he made due entry and reported to William Lovegrove, the Deputy Collector at Canso and obtained from him a permit to unload his cargo onboard the sloop, *Desire*, all in conformity with the law and statute.

The Court replied that the respondent hath not entered his vessel as by Act of Parliament is required, for that the within named William Lovegrove is no Custom House Officer in this Province, and this he is ready to prove, and asks the court to condemn Goreham to pay the £100 sterling with costs.

In evidence on a separate charge against the sloop, a Permit was shown for Captain Goreham to unload in any port within the district, he having here entered his cargo and secured the Duties of such Quantity of spirits as he may sell or land. This Permit came from Mr. Lovegrove, and was a deposition from James Bellaine from Petit de Gras and Ile Madame, who appeared before a Justice of the Peace on



June 26, 1769 stating that on May 8 there were many French people who were starving and had applied for provisions. Bellaine informed them he couldn't even provide for his own crew. The French people then insisted on Bellaine going with them to Arichat Harbour where the sloop, *Desire*, was anchored. It had provisions. They wanted Bellaine to "prevail" with Captain Goreham to spare them some provisions for themselves and families. Goreham said he would first go to Canso for a permit to land such goods. Bellaine declared, under oath, and the French told him if Captain Gorham refused them provisions they would compel him to "break bulk."

Captain Gorham appeared before William Lovegrove and did make and subscribe the annexed manifest. At the same time, Captain Enoch Rust, a merchant in Canso, became bound with Captain Gorham for all impost and excise duties on all spirits that Gorham should dispose of in this Province, and on May 10 there being no officer of the Customs or magistrate in this district and many of the people in a starving condition, give in writing a permit to Captain Gorham to land some of his provisions. Captain Enoch Rust wrote out his statement saying that on May 10 he became bound to William Lovegrove, then acting Deputy collector of Impost and Excise for this district of Canso, and subscribed his name with Captain Gorham to the obligation, and became security for payment of all impost and excise duties that may be due to Government.

The manifest, or cargo, sworn before Jonathan Binney was 5,009 barrels. These contained 999 gallons of rum, some barrels of bread, flour, meal, pork, chocolate, soap, shoes, shoe leather, snuff, fishing supplies, 555 pounds of tobacco, duty paid on snuff and 4 casks of Teneriffe wine, (duty paid).

A writ was signed by Captain Gorham saying he would pay custom duty on the rum if he should sell any in the province. He wrote that he had onboard 5 hogsheads and 9 barrels containing 989 gallons, and also any other just custom duties, if subjected to.

On July 31, 1769 the court read its opinion "... we do order and decree the sloop, *Desire*, with cargo, be condemned and forfeited and sold at Public Auction, and the money distributed by one moiety to the Commander of the ship H.M.S. Glasgow and one moiety to Collector of Customs, deducting one-quarter to be paid to Commodore Hood. There was a move to appeal but the court overruled it."

The Proctor, Malachy Salter, then moved that an Appeal be entered in said cause, to the High Court of Admiralty of England. The Court allowed this on the Respondents giving the usual security to prosecute said appeal with effect, namely £100 that was paid out of the forfeiture and appeal allowed, within six days ... he having by law forfeited that sum as aforesaid. Inventory was taken of cargo, vessel, etc., and evaluated at £480:19:9.

On August 18 the mariners sued for wages for service onboard the sloop, *Desire*, out of the appraised value of the sloop. The court ordered the Register to settle the account out of the money which Captain Gorham is hereby ordered and directed to pay into the Register's hands, part of the appraised value of the sloop for that purpose. There were five mariners and they received a total of £21:7:0. Of the evaluated costs of £480:19:9, there had to be £116:8:0 deducted for charges. Persecution amounted to £14:1:8.

On July 22 the court tried a Libel charge against Robert Linthorne, master of the brigantine, *Phoenix*, for the breach of the Acts of Trade. Captain Linthorne of the *Phoenix* was at Main a Dieux in Cape Breton charged with illegal practices in discharging his cargo without having first entered and reported at the Custom House. Captain Linthorne was ordered to be kept in custody until Bail is paid (£100 sterling). The bail was paid on July 22. The Proctor was John Butler and trial held on July 24, 1769.

The charge was read from the court and Linthorne claimed that the cause is a civil and Maritime cause and ought to be exhibited and prosecuted in the Court of Vice Admiralty, legally and duly constituted as stated and further that this cause is not properly within the jurisdiction of this court or hath this court full cognizance thereof, wherefore the respondent prays that the charge of Libel may be dismissed and he allowed his costs in this behalf most injuriously and wrongfully sustained.

The Court was of the opinion that this cause should be retained in the said court and ordered the same to be retained as the Publication of a Commission appointing such a court had never been made. A Customs Officer was sent to Main a Dieux to investigate rumors.

On July 31, a decree pronounced Robert Linthorne do forfeit and pay the Register £100 sterling in six days. The Proctor for the Respondent then moved for an Appeal to the King in Council, which motion the Court took into consideration and allowed.

On August 4, 1769 the charge of Libel was laid against the schooner, *Endeavor*, Abraham Trefethen, master. This was for the breach of the Acts of Trade. The vessel was trading over the side for fish. Richard Murray, Captain of H.M. Schooner, *St. John*, took over the *Endeavor* in Canso and brought it to Halifax on August 3. The marshal of the court reported he had the vessel in custody but couldn't find Captain Trefethen. The cargo, being fish, is in a perishing condition and required immediate care. The court then ordered the cargo to be unloaded and taken into proper care. At the trial, Malachy Salter represented the claimant and the schooner and cargo. The Court ordered the, "Green Fish," onboard be delivered to Malachy Salter. There was about 200 quintals.

On August 18 the Court made a proclamation and James Brenton, Solicitor and Proctor for the Promovment, moved that Malachy Salter, the claimant, give security before he proposes his claim agreeable to the Act of Parliament. The Proctor for the claimant declared they had it not in their power to give any security.

On August 19 the schooner, *Endeavor*, was condemned as forfeited, together with tackle, boats, apparel, furniture and cargo. The night before, however, 2 of her crew with, ... "some evil minded persons, ..." took the opportunity to run away with her. The Marshal was not informed until the next morning.

The Solicitor General then moved that the cargo of green fish be taken into custody of the Marshal. The claimant, Malachy Salter declared he was ready to give security for the 120 quintals of "Green Fish."

The record for the Custom House for the Port of Halifax, in November 13, 1769 includes the following: Entered in, a schooner from Boston and a schooner from St. Lucia. Outward bound, a ship for Falmouth, England, 3 sloops for Boston and a schooner for Philadelphia.

## 1770

In Boston, on March 5 riots took place between civilians and soldiers of the 29th Regiment. Captain Preston, with a party in arms from the main guard, fired on the inhabitants in King Street. Three men were killed and 7 were wounded. This was the cause of great excitement and it was carried by most of the newspapers.

The trial of Captain Preston and his soldiers was postponed until late in October when the angry passions had cooled down. The accusers were defended by John Adams who later became President of the United States. Preston was acquitted and he and his men were sent to Halifax. After the riot the troops were sent out of Boston and the militia took over Castle William until the following September.

In Charlestown, South Carolina, the people met and resolved against importing English goods They also censured Rhode Island and Georgia for their breach of compact.

When the 64th and 65th Regiments returned from Boston to Halifax it helped avoid a serious depression, but also reinforced the feeling of patriotism toward the Mother Country. There was a modest revival of profitable enterprise, at least for the grog shops and patrons along the waterfront. The merchants, however, were still uncertain as to what future the new settlement would have.

Some of the townships in Nova Scotia called for town hall meetings to debate and resolve on the many questions that this spirit of independence seemed to arouse. On April 14th the Governor and Council ordered the Attorney General to notify all persons concerned, that such meetings were contrary to law, and if persisted in they could be prosecuted.

In Halifax, after the Fourth Assembly had grumbled its way through 1769 there was no common agreement. In April of 1779, Campbell dissolved the House and then issued writs for a Fifth Assembly.

Nothing had been done to increase revenue and check the growth of debt. Nova Scotia was actually floundering since 1768. The confusion of being loyal to the crown was one thing but people had to work to feed themselves and their families. The money came from England, but all the market goods came from the New England colonies.

The Fifth Assembly had a more vigorous public spirit. Of the 28 members, 16 were new. Also the local press began to send out appeals on issues and this raised the public awareness. With this came public concern and involvement. The financial problem was the most important issue and in 1770 the House agreed to an increase in the excise tax to a shilling per gallon. Campbell also regularized the

money vote procedure. Both the House and the Council agreed and approved the revenue bills and this spirit of cooperation would prevail for the next 15 years. There were no personal quarrels between the controlling merchants and new members. There were enough new members to avoid the cliques that were controlled by the special interest people. This was to represent all the people and they began to mature as a democratic body is expected to behave, and not merely puppets on strings.

In June, there were several laws passed in the Assembly. This included, an Act for regulating the Common belonging to the several townships in the Province. Also an Act to maintain the Poor, and an Act to prohibit the exportation of raw hides of sheep out of the Province, other than to Great Britain.

In April, there was a memorial from George Smith, merchant, to establish a Salmon fishery, and permission to occupy Sheet Harbour and rivers including the St. Mary's River. This was granted for seven years provided no other person be prevented from fishing those harbours and rivers.

Also this year saw 260 acres of land on the east side of Bedford Basin being sold for taxes. The price was £19:18:4. William Foye, the sheriff, sold the land to Robert Campbell. This was to satisfy a claim against Mary Magdalen Howe, by two Halifax merchants, Robert Campbell and Thomas Ainslie.

This year the Dockyard, or the King's Yard, began to expand thanks to the insight and vision of Commodore Hood, the Admiralty, and the Navy Board. This spilled over into local employment and it reinforced the local dependency on the annual grants from England. The building of a new store at the back of the Capstan House called for 170 tons of timber. This included 5,000' of 4" by 6" pine plank, and 49,800' of pine boards, scaffolding and shoring material.

In March, Hood directed the Captains to come here to clean and refit their vessels but return to sea duty as soon as they were able and keep their stay as short as possible. There were 9 vessels now stationed at Halifax.

From Portsmouth, Hood wrote to the Admiralty that he thought it essentially necessary at this time that the produce of the woods of Nova Scotia should be particularly known ... "I ordered Mr. William Johns, the acting Master Shipwright of H.M. Careening Yard at Halifax, to examine them; and I herewith send you his journal with an account of the several species of timber with which the woods abound for the information of my Lords Commissioners of the Admiralty; and from the proofs I have had of the integrity and cleverness of Mr. Johns, as well as his attention to his duty, I am very sure the fullest credit may be given to his report, which I have also sent to the Navy Board ..."

Mr. Johns report was made on July 20, 1770. He mentions Grindstone material from 24" to 60" and their prices, but mentions timber from 8 places. Oak trees, black birch, elm, ash, beach, maple and pine and also spruce spars from 15" down in thickness. Masts from 30" to 16", also ash trees for oars and rafters, etc. Prices for all these were included. His report was sent directly to Commodore Hood.

Included in this report, Johns mentions going up the Shubenacadie River from the Bay of Fundy. The timber products were very good for farming ... very good oak trees, but not very large...plentiful pine timber and spruce that would make the largest topmast and topsail yards...some larger masts may be had here and elm of all dimensions in good quality. There was a survey of Chester Basin with a very good report, also of Mahone Bay, Lunenburg, Liverpool, Shelburne, Yarmouth, and Annapolis, then the long survey of the St. John River. They travelled up this river for 80 miles and had a very good report. There were masts being cut there already and trading with the New Englanders was in full swing.

On November 6, 1770 Commodore Hood was relieved of his command and he was replaced by Commodore Gambier. His first report concerning Halifax from the H.M.S. *Salisbury* at Boston stated that it was necessary for the safety of the King's Yard at Halifax, and stores, for me to order the ships of the line, *Mermaid* and *Hope*, to Halifax for the protection of the King's Yard and Port. There was illicit trading now going on between Holland and America. There would be three ships stationed in Halifax in 1770.

On March 31 at the Court of Vice Admiralty there was a "Libel" charge made against the schooner, *St. George*, Thomas Waugh, commander. This charge was made because the new Register for the vessel was made surreptitiously, instead of the old Register. The Advocate General moved that a subpoena be issued to summon Joseph Dogget to be a witness.

On April 20 the Marshal returned the summons for Joseph Dogget, "non est inventus." The Advocate General filed the information given to the collector of Customs which was read. The two last clauses of the acts (4 of them) of King George III was read to the court. The Advocate General then closed the case and moved for a decree which was then pronounced.

## 1771

On January 9, 1771 the report of William Johns, master shipwright at the Halifax Navy Yard, completed his report on the produce of the Woods of Nova Scotia for Mr. R. Hughes at the Admiralty Office. This had been ordered by Commander Hood and by this time he was commander in Chief of His Majesty's Ships and vessels in North America. Hughes then sent the report to the Board of Trade.

Johns had surveyed the timber for its potential for the Royal Navy at Chester, LaHave River, Liverpool, Cape Sable, Annapolis, and the St. John River valley, which received the best report. There were great quantities of large straight elms, ash, black birch, maple and spruce... The masts were from 20 inches down to the smallest spars, pine timber very large and very good. Pine masts from 28 inches down, plenty of 30 and 31 inches in diameter straight and very sound. This was for 80 miles up the river, with larger masts even further up, but it would take 10 or 12 days to travel . . . I saw 12-14 masts brought down the river. There were logs of 20-22 feet, 5 of them were 4 to 5 feet thick at base and 2 to 3 feet wide at the top. There are plenty of oak reserves. This river has vast potential ... At Chipody there was

great potential for grindstone. There was little timber at the head of the Bay of Fundy ... Lord Egmont's land had good oak potential, lots of pine timber and spruce for topmast and topsail yards and there were elm trees for larger masts ...

On January 4, 1771, the legal advisor to the Board in London wrote the following report, "...In humble obedience to your Lordships command, signified by Mr. Pownall. I have perused and considered nine acts passed by the Lt. Governor, Council, and Assembly of Nova Scotia for the year 1768 ...

These acts are intended to put the law of Nova Scotia on the same footing with that of Great Britain, and although some of the said Acts are not accurately drawn, and some are not absolutely necessary, the laws of Nova Scotia derived from Great Britain including in it the provisions of some of these acts, yet as this might have been subject of doubt, perhaps more especially as there is room for a question at that time when Nova Scotia became a British colony ... I am of the opinion these acts are proper in point of law ..."

On March 22, 1771, Jackson wrote to the Board on his recommendation of the 21 Acts that were approved by the House of Assembly in Nova Scotia. Two of these acts in 1771 included an Act for regulating Ferries, and an Act for Regulating the Commons belonging to the several townships in this Province. There were two acts that Jackson objected to. One was the act that imposed a duty on British manufactured goods. He said this would encourage smuggling. This cannot but prejudice the manner of the people which so far are proper subjects for taxation...

... The other act, regarding the Fishery is void in so much as the Assembly of Nova Scotia is not competent to making acts for the punishing offences committed three leagues from the shore of the provinces.

On February 6 the Board gave their approval of the Act for raising the sum of £1,000 by a lottery for building bridges and making Roads of communication through the Province.

On February 27 Captain Gambier onboard the *Salisbury* at Boston Harbour wrote to the Admiralty that the hired sloop, *Granby*, which had been on patrol against smugglers at Cape Cod, was getting ready to carry the quarterly money payment to Halifax, "to pay the yard," and also to assist the sloop, *Beaver*, to bring naval stores here to Boston ... Gambier also informed the Admiralty that he was informed by General Gage that Regiments 64 and 65 were ordered to Boston from Halifax.

On March 28 at Boston, there was, according to an invoice and Bill of Laden, money in 3 boxes to the value of £2,740. This included dollars, Guineas, Gold Louis, doubloons, pistoles, moidores, and French Guineas. In a small bag there was £148:3:4. This was received onboard the hired sloop, *Granby*, from Charles Lyell. This was signed for by George Hays which he promised to deliver to Joseph Gerrish, the naval storekeeper at Halifax, (the danger of the seas accepted) . . .

On April 8, 1771 the *Granby* ran into a severe storm, failed to weather the lighthouse island near Sambro and was dashed to pieces on the shore line of rocks. Killed or drowned were all hands, consisting of the Captain, 3 naval petty officers and 12 seamen and the best pilot in North America.

In the early hours of the next morning, Thomas Cobb and Daniel Collins were walking along the shore hunting. They noticed the shipwrecked *Granby* and made their way onboard. They found a piece of canvas, a pendant, a quilt, a cutlass, and three dollars in coins among the ballast. They went back to the beach, but then decided to search the shipwrecked vessel.

Collins went back onboard and looked under the platform. He saw a box that looked like a shott box, but it was a money chest. He pried it open with a piece of wood, then cut the lashings. He took out a bag of pistereens, a bag of gold and 2 bags of dollars. A further search revealed a box that had been broken and was lying just outside the wreck by the stern post. There was another bag of dollars hanging over the edge of the box.

At this point they began to panic. Their first reaction was to hide two bags of dollars in the woods not far from the wreck. Then they carried the gold, another bag of dollars and the bag of pistereens over to the house of John Milea.

When Mrs. Milea saw this she began to get frantic with fear. Her husband was away and she ordered Collins to take the money out of the house. Both Cobb and Collins were working for John Milea and lived in separate shanties, or shacks, nearby. They were utterly confused as to what to do, so they hid the money in the bushes near the Milea house. Before the fear and anxiety of punishment for having a fortune being discovered by the neighboring fishermen, Mrs. Milea was overcome by curiosity. She then ordered Cobb and Collins to bring the money back into the house. When the contents were dumped on a table, her eyes became fixed on the gold coins. When she tried to count them she was so confused she had to stop. She couldn't even try to count the coins in the other bags that had dollars and pistereens.

As darkness came they decided to hide the money in their houses. In the words of Thomas Cobb, "... they took the money and put it in their cabins and lay on it that night ... The next day they hid the bags of money in the bushes for fear of the local fishermen." News of the shipwreck was out now and anybody who had access to a boat, large or small, was on his way or preparing to be on their way.

James Robertson, the master attendant of the Navy Yard at Halifax was one of the first to arrive in any official capacity. Another official was Malachy Salter who was asked to go by John Gerrish. Two others were ordered to go by John Gerrish. They were John Neale, and Jacob Hurd. These men had to testify at the long drawn out trial that took place at the Court of Vice Admiralty. The proceedings started on April 24 at the Court of Vice Admiralty before Judge Richard Bulkeley, who was also the Commissary. The trial lasted until August 12, 1771.

Malachy Salter received credit for saving the money and it was turned over to Joseph Gerrish the Naval storekeeper. Salter also received a reward of £120 sterling and it was further ordered that Malachy Salter pay such court costs, to be taxed and allowed by the court. These court costs included £4:7:4 to the Judge. The Register got £5, the Marshal got £14, the Cryer got £10:6:0; the Keeper got £10:6:0 and a charge of 15 shillings for the paper.

Commodore Gambier laid all the blame for this accident on the Halifax Administration. He wrote to the Admiralty about the *Granby*, with the money and

stores for the Navy Yard at Halifax, saying, "... pains were taken to recover from the local fishermen what they had recovered from the wreck and about £2,000 of the money ..." The Governor, as Vice Admiral ordered the Marshal of the Admiralty Court to deliver the money to the Naval storekeeper upon his giving a Receipt, and a process was commenced to ascertain the property and determine the Rights of the several claimants for salvage ...

... The storekeeper laid claim to the whole on behalf of His Majesty and objected against any salvage being allowed, because the people who took the money from the wreck had concealed it and denied to the Deputy Marshal of the Admiralty that they knew anything of the matter, also believed to have embezzled a considerable sum ... he thought they deserved punishment more than a Reward.

(Actually, Salter had promised Cobb and Collins to get jobs at the Naval Yard if they returned the money. They refused until Salter made them swear on the cross that they were innocent. This made them break down and tell the truth. There were no charges laid but also there were no jobs for them at the Naval Yard.) Gambier also thought that as a servant of the King, Salter should not get a reward (He received £120) but merely a gratuity ... The storekeeper wrote to me and expected a decree for the whole, after deducting the fees for the court ... The next letter informed me that Lord William Campbell, as Vice Admiral, had put in his claim.

This incident led to a clash of wills between Campbell and Gambier, and Gambier wrote the incident to the Admiralty stating there was reason to believe the accident was the result of not having a light at the Light House when it was so necessary. The King's ships bound to Halifax are frequently obliged to fire at the Light House to make them show a light, and the masters of merchant ships and vessels complain heavily at being forced to pay for the support of a light of which they get no benefit from. This is an expense to the Government of Great Britain (which provides an annual grant) ... and serves no other purpose than the shameful one of putting money in the pocket of a nominer of the Governor's, who has long acted with the most bare-faced collusion, to the great danger of His Majesty's Service ...

This example of maladministration seemed to reflect on the policy of colonial government and its failure in human relations. There was great indignation in England. Gambier came to Halifax and told the administration what he thought of them. They, of course, had the lamest excuses to offer.

Benjamin Green had taken over from Campbell when he left for Boston. Green and the council decided to draw up new regulations for the Light House. With the £100 grant received from England, Michael Franklin decided it would cost £124 for the repairs. The Assembly refused to vote this extra money because they felt that if the operation was conducted properly there would be enough. The Executive Council then decided to risk borrowing unconstitutionally from the Treasury rather than face the consequences from London for an inefficient light.

On May 22, 1771 the Board wrote to Campbell regarding the act for granting an excise tax to His Majesty on tea, coffee and playing cards ... "we thought it our duty to recommend disallowance to His Majesty, had we not been restrained by a consideration for the distressed and almost bankrupt state of the public treasury of



the Province. It is our duty however, to desire that your Lordship will not give your assent to any bill of the like nature, that shall be proposed to you for the future, unless there is an exception with regard to Tea, coffee and playing cards imported from Great Britain, of the like nature, with that contained in the Act, for granting to His Majesty an impost on Loaf sugar and cyder.”

On October 18, 1771 Benjamin Green wrote to the Board that “Lord William Campbell sailed for Boston, and, ... agreeable to His Majesty’s instructions, I have taken on the Administration of the Government.”

The council continued its business as usual, and on September 2, 1771 issued a proclamation against profaneness and immorality. On September 29 Council considered Gambier’s complaint against the Light House was well founded. They felt the lanthorn and oil was to blame, also the foggy weather. Since then Gambier went to England to complain. The Council resolved that measures be taken to prevent further complaints.

On October 3 they proposed regulations for the operation of the Light House. There were to be 2 people employed as lighthouse keepers, an agent to buy the oil, an account kept for all stores and they were not to leave the island without permission. A report was to be submitted every 3 months.

The Court of Vice Admiralty had other cases to decide in 1771. On February 15 the charge of Libel was laid against the sloop, *Two Brothers*, John Lay, master, for illicit trade and contraband trade. This vessel was seized at Bras D’Or in Cape Breton, by the schooner, *Hope*, master George Dawson. “... Item, all vessels trading from St. Pierre, Newfoundland, now in the possession of the French, shall be liable to seizure and confiscation ... This involved imported wines to Cape Breton. People would trade caldrons of coal for wine, then sell the wine to other people in the small rural communities. George Dawson was appointed as Customs Officer.

The pronounced sentence by the Court was that the sloop, *Two Brothers*, with tackle, etc., and 2 casks of French wine, taken from a store near Alexander Hays house, be condemned as forfeited and sold at public auction, etc., and the money from the sale go to the Register who will pay one moiety to Captain George Gambier, Commander in Chief of H.M. Ships and vessels in North America. The other three-fourths to Henry Newton, Collector of Customs.

The appraisers, Joseph Woodmas, and Thomas Handwell, shipwrights, gave a value of £67 for the sloop, 2 hogsheads of claret and 41 caldrons of coal. The Auction sale only produced £28:1:3 and the charge to be deducted came to £22:7:5. This only left £5:13:9 to be distributed to the captain and crew of the schooner, *Hope*, the Collector of Customs, and to Commodore Gambier.

On August 10, 1771 there was a trial of several mariners versus the ship, *Brundell*, commanded by David Adamson. These charges included tainted food, extreme cruelty, and excessive work loads. The Court ordered the “libel” of the mariners dismissed as, “groundless and vexatious” and the master of the *Brundell*, David Adamson, to pay the costs of the court which was £6:5:10. He deducted this out of the wages now due to the “Promovents,” for their service onboard the said

ship, *Brundell*, and that he pay John Jones, the other libellant, the wages due to him for his service onboard the ship ...

In October, Commodore Gambier was relieved of command by Rear Admiral Montague. His last recommendation before this was that the Naval storekeeper and the master shipwright should constantly visit the Light House to see its operation.

The only property transaction on the Dartmouth side of the harbour was the creditors of Henry Forgeon selling 200 acres near Bedford Basin, to Elias Marshal for £10. This took place on April 13, 1771.

It was reported on November 6 that there would be 2 ships stationed at Halifax for the winter.

## 1772

On January 2, 1772 Montague wrote to the Admiralty about the desertions from His Majesty's ships ... "It is very great at this place and impossible to prevent ... There is now no assistance for the civil officers to prevent it ... The chief cause of these desertions is the lack of pay ... Life aboard ship was very dangerous and the pay, for many reasons, was never received by the mariners at the end of their voyages."

Life on a merchant vessel was very good, but on a privateering vessel the rewards more than made up for any discomforts. Also the discipline was more reasonable.

When Michael Franklin returned to Halifax from England he had at least one bit of good news. He reported that the King had granted £200 for the repair of St. Paul's Church. He wished to convey this to the council but there was a problem to get enough to constitute a quorum. Only five were needed but of the six living in Halifax, Benjamin Green was never to attend again and 3 of the other 5 were 60 years of age and infirm. The main reason was that the lighthouse incident made them very unpopular. Of the six members, Belcher, Green, Morris, Bulkeley, Newton and Gerrish, four of them had received large grants of land in Dartmouth.

The lighthouse incident resulted in a lack of confidence by the people of Nova Scotia towards the Executive Council. This truly resulted in a sad state of affairs. The poverty and economic depression seemed to bring out the worst in the Council members. Personal greed and shamelessness by these decision makers made the Assembly members reluctant to travel to Halifax. There were not enough to have a quorum. This made the Council members feel superior over their House of Assembly elected representatives. The Lords of Trade and Plantations reacted against this negative situation and began to pressure these council members.

When the Assembly had enough members for a quorum, all they did was squabble tediously over and over. The Council did not dare to conspicuously deny to the Assembly, its normal constitutional rights in control of local revenues, but the Assembly was not powerful enough to force a conclusive public settlement of the issue. Nobody seemed to have any money and few believed that the Provincial securities could be redeemed.

With the American Revolution getting underway, the Mother Country began to ignore the new colony of Nova Scotia. When Lord William Campbell returned to Halifax on July 10 he complained of the obstacles to the new settlement. One of these was the requirement to have the Surveyor of the King's Woods, John Wentworth, Governor of New Hampshire, being required to first survey any new large grants in the colonies. If there was potential for naval timber, then another location would have to be named.

The other complaint from Campbell was that he had been requested, frequently, to send armed schooners to patrol the coast line from Canso to the Bay des Chaleurs area. The fishermen were ignoring the local merchants and only doing business with contraband goods.

Towards the end of 1772 Mr. Benjamin Green and John Collier passed away.

In the dispatch letter No. 84 to the Board, has reported, "... In obedience to the King's command signified by your Lordship's letter, (No. 54), the present mode of carrying on the service of the Light House is ordered to cease ... Mr. Mathew Pinnell is already appointed the Keeper, and as I shall endeavor your Lordship's intentions, shall be fully answered by causing the Light to be as useful as possible ..."

He intended to go there with Captain Kheeler on H.M.S. *Mercury*, who is the present Commanding Officer of the Navy here, along with the Lt. Montague, son of the Admiral, after which they would be enabled to form a better judgement of any regulations that may be required . . .

At the House of Assembly the most controversial law, and one of only a few, was finally passed. This was a bill entitled, an Act in amendment of and for continuing the several Acts of the General Assembly of this Province relating to the duties of Impost and Excise on Beer, rum, and other distilled spiritous liquor, cyder, loaf sugar and wines therein mentioned ...

The only property transaction in Dartmouth for 1772 was on March 25. This was between Francis Sidler, who sold one-quarter of his late father's property in the German lots, to Christian Bartling for £16:3:0. His father, Gotlieb Siddler had received his farm lot after most of the Germans went to Lunenburg in 1754. These farms lots, called German lots, were situated in the now called Westphal area of Dartmouth. They were around Penhorn lake, Oathill lake and up to Topsail lake.

There were no cases tried at the Court of Vice Admiralty this year. The new Admiral in charge wrote to the Admiralty about a variety of concerns mainly the construction and repair of the ships and vessels on the North America station.

A report from the master shipwright at Halifax stated the fir timber on the wharf for the mast house slip and pond is quite rotten ... There were 200,000 new shingles required for the buildings. This gave the local men at least some employment and they were quick to take full advantage. The Public Works Program was over and the activity was now centered around the Navy Yard. This would be the normal routine between wars for the working men in the area. Shipbuilding was slow in getting underway because the public auctions usually provided the merchants with their needs for trading vessels or fishing vessels.

In November, there was a shipwright's report on H.M.S. *Gibraltar*, ...the planks in her bottom were eaten by worms and it is rendered unseaworthy...the anchor stocks were unfit for further service, the upper decks were recalled in order to heave down with safety and be rendered fit for sea ... the shift planks are decayed...the bottom must be carefully caulked and new sheathing.

At this time there were ships being maintained and serviced in South Carolina. Ships would also be built there because it was actually cheaper to build a new ship than try to rebuild a vessel that was not seaworthy. These shipbuilders and tradesmen would be moved to Halifax when the American Revolution was under way.

There was a shipbuilder at Charlestown that had served his time, learned his trade, at the Deptford Yard in England. A surveyor's report stated the presence of live oak timber in great quantities at both North and South Carolina. A vessel called the *Live Oak* was built there of live oak, pitch pine and yellow pine. It was a 200 ton vessel that had sailed for 23 years without change or decay.

On November 26, 1772 John Porter presented a memorial for 500 Acres of land at Cole Harbour near Rich Munday's land. This was granted. Also granted was a memorial of Christian Bartlin, who set forth that he had purchased from the heirs of the late Gotlieb Siddler, all his real and personal estate in the township of Dartmouth, and that upon examination of the titles of said estate, he finds that part of it, consisting of about 200 acres is held by a Vote of Council and that he had no grant for which he paid the heirs £20, therefore praying that he has made some improvement on said land besides paying the sum that he may have a grant in his own name, confirming said land to him and his Heirs. — Granted —

## 1773

On January 5, 1773 Mr. R. Jackson, the legal advisor to the crown, wrote to the Board that he has considered 9 Acts passed by the House of Assembly, the Governor, and the Council of Nova Scotia. The most important act, regarding the future of Nova Scotia, was the Act that included an Act declaring what shall be deemed merchantable timber for exportation to Great Britain.

Also in January, there was a memorial from Sebastian Zouberholder and Philip Knaut for 400 acres of land in Mahone Bay for the use of a common. This was granted.

On April 8 a memorial from James Creighton for 150 acres of land in the Township of Dartmouth was presented. It was granted. It was in the area of Russel Lake. The land had very good soil for farming and could support a number of families. At the turn of the 18th-century a large number of French prisoners of war were residing in the area and it became known as French Town.

On July 6 a memorial was presented to Council by William Nesbitt on behalf of James Creighton for 280 acres in the Dartmouth Cove area of Halifax harbour. This land had been granted to John Salisbury in 1750 but he never used the land. This was rapidly developing because of its waterfrontage and the inland trail that joined the Shubenacadie Lakes system. Creighton's Ferry was located at the start of this trail that would be called, "Old Ferry Road" in later years.

In May, Campbell wrote to the Earl of Dartmouth, now chairman of the Board of Trade and Plantations, complaining of all the smuggling that hampered the administration of the Province. The answer from the Earl of Dartmouth was to send a vessel to patrol the Canso area and attempt to curtail this nefarious activity.

In July, a Mr. Winckworth Tonge was sworn in as Naval Officer and this was signed by Richard Bulkeley and William Campbell. The following month, in a report to the Board, Campbell said he received His Majesty's Orders in Council, whereby no further grants of land were to be made until further instructions. Campbell also made complaints about Winckworth Tonge interfering with Officers in different parts of the province, by demanding half of their fees, although they have no salaries, they were told to pay or be replaced. Tonge is in the King's mandamus, titled Clerk of the Naval Office and can replace people ... He stated, "How far am I to admit his pretensions ...?"

Previous to this John Butler wrote to the supply contractors, Watson and Rashleigh, complaining that Tonge declared to the Governor his intentions to take fees and appoint Deputies all over the Province, although this is contrary to the express Acts of Parliament.

Lord Campbell then called a conference for advice from the Council. They stated the Government of Nova Scotia was by Act of British Parliament, and the Naval Officer and Tonge had no power to appoint deputies or exact fees.

Governor Campbell continued to make trouble for the Board until he was officially replaced. He ordered an armed schooner to patrol the Gulf of St. Lawrence area and one of the first captured vessels was the brig, *Phoenix*, Captain Robert Linthorne. The vessel and crew were caught smuggling and illicit trading at Main-a-Dieu on Cape Breton Island. It was unwise to go through the prosecution and the heavy fine that would result, because this brig came from Poole in England. This was Joshua Mauger's constituency for the British House of Commons.

Something had to be done and action came from Butler and Mauger whose Nova Scotia commercial interests were being challenged. Between them they plotted the removal of Governor Campbell. They reminded people (certain ones with influence) that Campbell had refused to submit gracefully after his fumbling defeat in the matter of duties in 1768 but had agreed to the increase in the excise tax in 1770. Now he was closing down the lacerative smuggling trade in 1773. For Mauger and his agent Butler, Governor Campbell just could not take a hint. The special interest groups were here to stay. From Campbell's perspective he thought he was doing his duty, but this only made him dangerous. Joshua Mauger was free to maneuver in London and he took action.

Governor Campbell had previously asked to be transferred. The new Secretary of State, Lord Dartmouth, decided to send him to South Carolina before Mauger's main attack was launched. The Earl of Dartmouth had become Secretary for the American colonies in 1772 as a result of the political maneuvers of King George III. He was a serious and methodical person and this made him a great statesman. In spite of his dedication to office he was puzzled over the conflicting reports about Nova Scotia. Each report seemed to indicate a different point of view. These reports came from Campbell, the London merchants and also from a Nova Scotia law student in London, who was recommended by Mauger. His name was James Monk Jr.

Lord Dartmouth also had a relative, Major Frances Legge, who was a soldier and had the right family connections. This as it turned out, was about all he had for this difficult office. Lord Dartmouth informed Campbell that if he went south, as was his request, then he must resign the office of Governor of Nova Scotia.

In June of 1773 Lord Dartmouth had decided to send Legge to investigate this, "curious" province. Legge was to report to Lord Dartmouth on how Nova Scotia could be established on a proper footing in loyal subservience to the crown. Campbell was given the Governorship of South Carolina where the climate eased his serious eye problem.

The political unrest in New England made it difficult for Nova Scotians because of the uncertainty of what the future might hold for them. People were still moving into Nova Scotia, but some were leaving, but only in small numbers. Land, even good farm land, with access to harbours was very cheap. The economy was mainly to blame. Money became very scarce and entire families were deprived of the necessities of life.

The House of Assembly published the following report in the Halifax Gazette on March 23, 1773. "... The Inhabitants of the Town of Halifax are hereby notified to meet at the Court House on Monday, April 5 at 11 o'clock to take under their consideration the state of the poor of the said township, and to make such provisions for them as may be judged necessary ...". The Overseers of the Poor were John George Pyke, Andrew Wallis, Bernard Johnson and Francis Boyd.

In spite of this new settlers arrived, about 30 families, on a ship called the *Hector*. They settled in an area called Pictou and began to carve a civilized community out of a wilderness. On the Dartmouth side of the harbour, Robert Cowie sold 200 acres of land in the Cow Bay area to William Best, for £50.

In September, William and Mary Palmer sold 350 acres of land in the Cole Harbour area to William Patterson for £44:10:0. John Mignor sold 250 acres of land, South East of the Charles Palmer grant at Cole Harbour, called Wamsack, (which is the Mic Mac Indian word for Cold Harbour) for £6. Christian Bartling of Dartmouth sold a lot of land in the north suburbs of Halifax to Christian Wagner for £35. This was registered as lot number 5 of the Letter E.

On June 10, 1773 Lord Dartmouth officially appointed Frances Legge as the new Governor of Nova Scotia. This year the former Treasurer of Nova Scotia, Benjamin Green, died.

On November 15 there was a representation from Mr. Alexander Thompson, agent to the contractor for victualling His Majesty's Ships, set forth that the usual and customary drawback, allowed on spiritous liquors, issued to the seamen onboard said ships, having been lately taken off and disallowed by law of the Province, by which the contractors became, "a considerable sufferer," and therefore praying that he might obtain some relief in that case.

Admiral Montague reported to the Admiralty from Halifax, that the snow, *Egmont*, should be sold at Halifax because it is entirely unseaworthy ... He further emphasized the need for small schooners and the low draught vessels to curtail the illicit smuggling trade. The survey vessels were still not complete "... The tradesmen at the Navy Yard and the crews on the survey vessels want to be paid at least every three months, it being their only support for their families ..."

In Another report, Montague stated the H.M.S. *Lizard* took a survey of Cumberland Island at the inlet of St. Mary's River ... There were Live oak trees, as good as any in North America. They were 14 to 30 feet in height, and the branches were fit for standards and knees agreeable to, "the stretches." The survey went up the River for 50 miles ... "I had some trees cut down, which proved excellent" ... one tree was 3 feet in diameter and 30 feet long with a curve where admitted to hold for the fourth futtock and top timber of a 64 gun ship, and it was 22' in length.

In September he reported that he was directed to repair the stocks, storehouses and wharves at the yard in Halifax from time to time. There were estimates for building two Dutch Stoves for warming the sail loft, and also a shed against a wall to warm seamen and the shed over the Steamers for boat work ...

In August, there were 2 ships and one schooner stationed at Halifax that were,... "heaving down" ... There were also now two survey vessels. The Board of Ordnance sent 6-pounder guns to Halifax.

On December 8 and again on the 17th, Montague sent a report to the Admiralty about the infamous Boston Tea Party. His description included, "... the town and country for miles around are in anarchy and total confusion ... there were town meetings called and there were inflammatory speeches made... There was a mob led by John Hancock and Samuel Adams, and they destroyed the tea by dumping it into the harbour ..."

On October 18, 1773 the Court of Vice Admiralty finally heard the Appeal Case of the Court versus Thomas Lenthorne, the master of the brigantine, *Phoenix*, and John Butler, his Surety. Butler referred to an appeal of the decree of July 31, 1769. Mr. R. Lenthorne had been ordered to pay £100 sterling for the breach of the Acts of Trade. Since that time the money has not been paid. The Attorney General, William Nesbitt, requested that Lenthorne and John Butler be cited to appear in the court and show cause why the fine and court costs should be paid into court.

On October 22 it was ordered that John Butler, the Surety, do with pay the £100 sterling, deducting £13:15:10 paid into Court by Robert Lenthorne, court and incident charges being first deducted, and we further order that John Butler pay such costs of this court as hath been incurred in this behalf – to be taxed and allowed by us. (The Captain, Robert Lenthorne, by testimony is now beyond the sea and not within the jurisdiction of this Court.)

The Settlement and Distribution of Captain Lenthorne's fine of 100 pound sterling (Nova Scotia currency £110.) Deducted were various charges that totalled £20:11:10 which left £89:8:2; one-third went to the King, £29:16:0; one-third went to the Governor, £29:16:0; and one-third went to Henry Newton and the prosecutors, £29:16:0.

Shipping records for 1773 were not available, except for the first week of August. There was a schooner from St. John's Newfoundland, a schooner from Boston and another from Philadelphia. A ship arrived from Poole in England. From Rhode Island came news of the loss of the H.M. Sloop *Tamer* with every person onboard drowned. This included Captain Montague. The schooner, *Hope*, was also lost off St. Peters.

Frances Legge may have had several good qualities as a person, but as an Administrator he was a failure. He came to Nova Scotia with the intention of putting the province on a good relationship with Great Britain, but instead he almost made Nova Scotia the thirteenth colony of the United States. He made only enemies who became cornered and then they were dangerous. This eventually led to his dismissal but in the meantime, he caused a lot of problems that interfered with Nova Scotia being able to stand on its own, and thereby contribute to the "Empire."

Without looking ahead, he began to meddle in every detail of the "spoils" system, and had no compromise on how things operated. Every source of graft and politics were threatened, which included the duty system, the smuggling, salaries, grants, the pilot boat, the lighthouse, orphans home and the debt structure. He allowed people to come to the province and buy land that would be put to proper use. This was in a sense ironic because he thought the land grants should only go to disbanded army and navy veterans. The civilians were better settlers and it was through their enterprise that persevered over the years and the difficult climate, the patronage system and the temptation to join in with the New Englanders.

Frances Legge corresponded with his political patron, Lord Dartmouth, with the intent to clean up the spoils system in Nova Scotia.

Lord Dartmouth sent out two men from London, Richard Gibbons Jr., as a legal advisor, and James Monk Jr., who would act as the Solicitor General. Monk made it obvious that he felt more obliged to Lord Dartmouth than his original political patron, Joshua Mauger. His new tasks only created more problems than he could solve.

The Board corresponded with Governor Legge on March 31, 1774 regarding the laws passed in the House of Assembly the previous year. "The drawback on the Duty of Excise on rum supplied to the King's ships is taken off. Allowing this drawback has been the ground of great fraud and abuse ... We recommend that you not give your assent to any act in the future of this kind (to disallow some exemption of the duty), at the same time provide a check on any frauds committed . . . the rum to the navy must have a permit granted by the Governor upon a certificate signed by the Commanding Officer of the ships, and no storekeeper be credited for the duties but upon producing a certificate of the Provincial Treasurer that it has been proved before him by a Receipt of the Purser that the rum in the permit has been actually received onboard ...

... We have no objection to the contractor having a full exemption from the payment of any Provincial Duty on Rum for the Navy, as it appears to be just and necessary ... Upon conversing with the contractor, during the operation of that law, Duties had been suspended through your, "Interposition." Attention on your part will be followed by a total remission. The other branches of Legislature will concur in enacting the necessary provision ..."

On March 23, 1774 Governor Legge reported to the Board before that dispatch was received. (It would usually take up to two months for correspondence between Great Britain and Nova Scotia) ... "I have demanded an account of the Receiver



General, Mr. Woodmass, by who I find that upward of 5 million acres have been granted. The annual revenue of which must have amounted to upwards of £5,000. When receiving his accounts and receipts, I was somewhat surprised that no more than £430, exclusive of ten percent allowed him by His Majesty for collection, has been received. I therefore ordered a committee of the Council to examine into his Book of Receipts ... the report enclosed . . .”

Among the grants of the uncultivated lands are those which have been given agreeable to disbanded officers and soldiers who may not yet settle them, and are mostly not resident, and until this takes place little can be expected.

Legge then made a wise recommendation. The Quit Rents on Grants in the Wilderness be extended to 7 years to encourage these settlers. Roads are needed between settlements and take up to seven years to build.

There were complaints that the Light House hadn't shown a light for several nights "... I ordered the account of Mr. Woodmass to be examined. He had spent above £20 of the collected duties. With the advice of Council, I ordered the collection of duties be made at the Excise Office... . Regarding the Pilot Boat, it should be at the Light House, not in the harbour. When Captain Rouse died, the Light House and Pilot Boat went to his son to help support the widow and family. They were expected to pay (out of the fees) for piloting and navigation repairs. This present way the boat has no use to the public and never once used since I arrived in the colony . . . I propose Mrs. Rouse receive a pension of £190 out of the grant of £203 and the vessel be sold. A proper boat with 2 men then be kept at the Light House Island under the care of the Keeper. The wages and repairs would be £20. The rest of the money used for oil ... I had to borrow from the Public Account for winter fuel ...”

At the House of Assembly in Halifax, on March 10 it was Resolved that the Attorney General be directed to pursue the most speedy and effectual methods for recovering the several debts due to Government.

On April 6, 1774 it was ordered that a proclamation be issued offering over and above the sum of 50 Guineas, already offered by the Governor, £100 reward to any person who shall discover the persons concerned in breaking open the Bureau of the Governor, together with the King's Pardon to such person or persons as should make discovery.

On April 19 the Governor wanted an enquiry into the Orphan House operation, and the orphans, also the condition of buildings, the repairs, and a committee of the Council to report thereon. On May 12 this committee on the Orphan House management made several regulations on savings in order to make repairs.

On May 10, 1774 Legge reported to Lord Dartmouth, that last September 200 people came from the Highlands of Scotland to settle in the North East part of Nova Scotia. This land had been granted in a township about 10 years ago ... A few days ago 2 brigantines arrived in Halifax from Hull in England, with 280 people from Yorkshire. There will be 3 more vessels arriving here from Yorkshire and the total will be about 600 people ... These people don't expect land grants and some will purchase, some will be farm tenants and some will be labourers ...

On May 25 Legge reported to Lord Dartmouth that he granted permission to Michael Flannigan and 4 other people to reside on Sable Island to cultivate and improve for their support and maintenance, and also to help those who may be shipwrecked there ... so many shipwrecked people have perished for want of help for themselves and their cargoes ...

Two days later, Legge wrote to Lord Dartmouth, complaining that Mr. Nesbitt, the Attorney General, and his report for the appropriation of money he was entrusted with as a public officer, as surrogate judge of probates, (which office he has since resigned) as it is his duty to prosecute for debts due to the crown and on many other accounts, large sums of public money have been lost through his neglect ... "I wrote to Mr. Pownell's secretary to the Board to have the opinion of their solicitor, or Attorney General."

In a later report on July 6 Governor Legge reported to Lord Dartmouth he had received his letter concerning the drawback of the Duty of Excise on Spirituous liquors supplied the King's Ships and shall read this to the Assembly ... "I will not give assent to any Bill that shall charge the contractor with any Duty, except what is necessary to prevent frauds and abuses..." The whole revenue of the Province comes from the duties on liquor. The advantage is to the Distiller here of 5 pence per gallon. This means that the trade here with the West Indies is almost lost as the principal exports are lumber, fish, horses, hides, etc., and are most suitable for that market ...

This would have promoted the general trade and welfare of the colony, enabling them to purchase with their own products the articles of trade which are now purchased with money or bills and thereby lessening the remittance for the payments of British manufacturies imported here.

... The Navigation Laws should be under examination by the British Parliament because the colonies suffer and the existing laws are regarded more to the advancement of special interests, than to help to increase the public revenue ... Word here was received that the trading towns on the Eastern sea coast of the continent made a combination not to trade with Great Britain or the West Indies ... "I will use all my influence to encourage the West Indies trade and free it from obstruction, such as the Impost duty ..."

On September 4 Legge suggested to Lord Dartmouth that Quit rents should be used to make public roads throughout the settlement, ... "as to who of the Granters should pay, I will have to determine this by examination ..."

September 20 Governor Legge complained to Lord Dartmouth about a meeting that was called by the merchants about the tea being consigned to one of the merchants. A Town Crier was sent around town to inform people that such a meeting was illegal. This tea issue caused a lot of trouble in the other colonies.

A meeting was called by the Council, for their advice for an enquiry . . . "I invited the merchants to attend ..." The council felt that the merchant, William Smith, who tried to call the meeting with the other merchants about the tea consignment, had acted illegally and Smith was then dismissed from his office. His advisor was a magistrate, John Fillis, who had informed other merchants when the tea had arrived before ... This was to inflame the people and it was unbecoming of

a magistrate to do this. It was recommended that Fillis also be dismissed from office. (Smith made a claim that he had a quantity of tea that was private property and did not belong to the East India Company. He claimed also that the tea was from New England merchants.) It was further resolved that a Proclamation be issued against unlawful meetings and Assemblies . . . “as they will answer the contrary at their Peril ...”

The battle opened during the October, November and December meetings of the House of Assembly. It was badly attended and the feeling of apathy still existed through the colony. There had been almost no trade on a large scale with the rest of the world, with the exception of the smugglers. The annual revenue was only £1,600 with an unpaid of £2,000 but the local expense of Government was £2,400 with interest.

But the one fishermen refused to pay any duties. This fisherman had a local fishing establishment. The other fishermen had little property to seize. This is because if they recorded property deeds, the property could be seized for failure to pay debts. They would move freely around harbours and bays. The Dartmouth fishermen were scattered from Tufts Cove to Cow Bay. This way they could avoid the revenue and customs officials. The other threat was the press gangs that could legally take them and press them into H.M. Service, without any redress from the officials in Halifax.

When the militia was called, the wood cutters and farmers of Dartmouth became conspicuous by their absence. The town gave the appearance of being small but there was a thriving population. The German farm lots were productive but they did not want to draw attention and they had reason not to. They made it known that they were here to grow corn, and “not soldiers.”

This was also the way of life for most communities and the Legislature realized they had better work out a different plan of action. This led to a clash between the merchants and landlords on the Council, and the land users in the Assembly. The two groups flatly disagreed with each other on the question of land tax. Both parties addressed the Governor while rejecting the other’s Bills.

Governor Legge shared with Lord Dartmouth the idea of substituting Nova Scotia for New England trade with the West Indies. The old mistake of tampering with impost and excise duties on rum was made again. Legge wanted to please both the rich merchants on Council and the Assembly elected members, but he pleased nobody. He sent on to London this difficulty with the lengthy documents involved.

On November 6 Legge reported to Lord Dartmouth that “the liberty of granting temporary licences for the Fishery would promote and increase it ... As to recommending Mr. Creighton (for a seat on the Council), I regret this as I was led into this, but since he has openly opposed and joined with a number of Assembly men to accuse the Council for not complying with the most unreasonable Bill for taxing the wilderness lands ... The ill consequences of which followed . . . I beg leave to withdraw that recommendation ...”

While waiting instructions from London, there was a loud cry from the Legislature about the Treasury Office. Young Benjamin Green, put in to succeed

his father in 1768 seems to have been very incompetent. His bookkeeping methods were bad and inconsistent. Vouchers were missing and no salaries, except his own, were paid for the third quarter of 1774. The Executive Council, for reasons of their own, resolved that his accounts were “just,” but they decided that a plan ought to be laid down for keeping the Provincial accounts in a more clear manner.

The Assembly members struck back. They appointed a committee of six to audit and report on the Provincial Accounts. This was typical of how the Council operated and the concept of responsible government was not in practice. This was reflected by 9 seats declared vacant in the House of Assembly, for non-attendance. This was out of 34 members.

Despite this, the colony was attracting new settlers. Halifax and Dartmouth had received their share of so many settlers that came from Yorkshire and Scotland. They came prepared to purchase land with potential for farming, and not wait for the land grant office to allow them what was left over from the merchants on council, and their political patrons.

On March 9 Thomas Hardin, fisherman from Dartmouth, sold two tracts of land to William Welsh, Halifax merchant, for £26:13:4 pence. The first lot was number 6 of Letter A, 20 acres. It bounded on land granted to James Quinn and George Bayers. The second tract had 80 acres, bounded on John Calbeck’s land and north east on ungranted land then north west to Roger Hill’s grant. The land was actually closer to 100 acres when all buildings were considered.

William Welsh bought 500 acres of land from Benjamin Green Jr. in the Cole Harbour area, for £1710:0. The land was located on the road leading to Lawrencetown, between the grant to Benjamin Wakefield. Welsh also sold 3,000 acres of land in the Musquodobit Harbour area to Simon Giffen for £91. This involved three lots of land.

In July, John Hughes sold 80 acres of his land grant to James Quin and others, to John Murphy for £7. It was bounded on land of Christian Bartling and George Bayer. Richard Monday also sold 50 acres in Cole Harbour to John Murphy for £20.

The news from Admiral Montague to the Navy Board was quiet for a change. On May 18 Montague wrote to Stephens ... When the Naval Officer sent up an order for purchasing timber, plank, pitch, tar, lime, etc. (For the Yard) they charged a commission of five percent. “... I have tried to prevent this ... There was concern about supplies of fresh vegetables for the seamen and also the garrison at Boston, and it was requested to send parsnips, onion, potatoes and carrots. These will keep for many months, if sent before the frost sets in ... A small vessel, 100 tons, will sail from Lisbon or Oporto, with onions, oranges, lemons, etc., in October and another in February...”

The Court of Vice Admiralty was also quiet this year. There was only one case to be heard and that was in March 17, 1774. The case was the Petition of John Fillis on behalf of John Walsh, master of the schooner, *Mary*, now shipwrecked. This took place on a voyage from Philadelphia to Halifax, with a cargo of sundry items and merchandise. It was wrecked on a reef about 8 o’clock at night near Mauger’s

Beach on McNabs Island. The vessel filled with water and was stranded. Some of the cargo was saved.

The Court ordered that the salvage goods be auctioned off. There was a warrant of survey issued. The salvaged goods included barrels of flour, Rye, Sugar, Oatmeal, Bread, soap, boxes of candles and 14 barrels of beer. One of the appraisers was Thomas Cochrane from Dartmouth. The sails, cables and anchors were saved and brought to Halifax. The hull was recommended to be surveyed and appraised and then all were ordered by the Court to be sold at Public Auction. Amount of sales at Auction was £119:2:9, less the Marshal's commission £4:2:0, less charges to be deducted £25:8:0. The remainder for owners and insurers £168:12:9.

This year the Grand Jury appointed Benjamin Green Jr. as the Surveyor of High roads. Ephraim Weston was to be the Surveyor of Pickled Fish. Others were appointed as cullers of fish, hogreves, gaugers of casks, surveyor of cord wood, fence viewers and Gersham Tufts to be the Surveyor of Lumber.

The shipping news reported 2 shipwrecks this year on McNabs Island. One previously described from Philadelphia, and the other from Lunenburg that was loaded with hay, cattle and roots. The vessels and cargoes were entirely lost.

The most notorious news regarding shipping was the ship from New England that had 27 chests of tea from East Indies. It was consigned to Mr. S. Mark and it was landed at Robert Campbell's store on July 12.

On May 31 an Act was passed by the British Parliament to stop the trade at the port of Boston, as of June 1, 1774. This may have been designed to curtail the trading with the colonies, but instead it increased both legal and illegal trading in Nova Scotia with the colonies.

As of October 18 the H.M. Dockyard began to contract for fresh beef, barley, flax seed, flour, peas and local red wine. These contracts would be for a year and they continued to create more employment for the local farmers.

## 1775

Lord Dartmouth gave instructions to Governor Legge to encourage the auditors to look into the affairs of the colony. Now court proceedings against defaulters were coming as fast as the auditors gave information to the Attorney General. This gave the Governor the support he needed against the old officials and mercantile alliance that caused so many problems to the growth of the new colony.

Records were difficult to produce because the bulk of the Provincial debt was incurred, and the conversion of the bounty certificates in the merchants hands into interest-bearing securities and this concealment, was very serious.

Governor Legge grew impatient when records were not produced that showed Benjamin Green's accounts. Also Legge believed that Michael Franklin, who ceased attending Council, was behind the suppression or destruction of records,

because Franklin was the chief beneficiary of the conversion operations. After this all collectors of public money were ordered to turn in their accounts.

Governor Legge then sent to Lord Dartmouth a confidential historical reconstruction of the Mauger, Franklin, Butler control of the province, transmitting the blunt accusations of the Assembly address that had been purposely unrecorded. These accusations were unrecorded but not destroyed. Legge then used them to build his case against this mercantile group in control.

The Auditor's report showed that there were over £11,000 in deficiencies toward the province. Fines were levied in an attempt to collect the money but this was an oversimplification of the overall picture, because when Legge turned over the accounts to the Assembly they found several modifying circumstances. The bookkeeping was technically poor and was hampered by all the irregularities from the medley of sterling, various colonial and foreign currencies, and the local debt certificates. Another problem was the absence of a Court of Exchequer with equity jurisdiction.

One man, Jonathan Binney, an unscrupulous trouble maker, welcomed the chance to become a political martyr as a protest against the tyranny of Governor Legge and James Monk. Binney was caught selling fishing licences wholesale at \$2.00 each to New Englanders whom he certified as Nova Scotians. He also sold clearances from Halifax to Liverpool and other ports and therefore, connived at trading with the rebel colonies.

Governor Legge made the mistake of attending his trial and later on his opponents took advantage of this when they tried to have him dismissed. Legge was now fighting with almost every member of Council and he asked Lord Dartmouth to have them dismissed. The Council then took steps to buy the loyalty of several members of the Assembly and were successful in challenging a new proposal by Legge to change the number of Assembly men from Halifax, and also the number required to form a quorum. The Assembly wouldn't accept this so Legge turned to the British Parliament. The British government referred this measure back to the Nova Scotia Legislature.

Up to that point Legge and the Assembly got along reasonably well and might have reached some understanding. The assembly wanted to present to the crown a list of grievances and offered a review to the British parliament. The address was not directed toward Legge, but against former Governor Campbell who had arranged the escheat of 2,000 acres that were granted to two officers. Legge took this as a personal attack against his ability as an effective administrator. His emotions got the better of his judgement, as often happens when guilt and insecurity result from getting a responsible position as a result of patronage and not qualification.

The abuse that the Assembly complained about were numerous. This included smuggling, custom service fees, native Lieutenant Governors who were mere puppets of the rich and powerful merchants, men without landed estates or officials of the Revenues as Councilors, revenue officers as Assemblymen, lack of the ballot and of triennial assemblies with one annual session, official interference in elections, native judges manipulation of constituency, boundaries, a provost

marshal instead of sheriffs, high legal fees, disreputable justices of the peace, costly admiralty and equity procedure, severe escheat procedure, refusal of the Council to cooperate with the Assembly members, etc. The list went on because these abuses had existed for over 20 years. The Assembly even proposed a tax to be levied for the British Crown on all non-British or British colonial imports, except bay salt which was used in curing dried fish.

The list of grievances was forwarded to England and it went over the heads of Legge and that “financial oligarchy” called the Council. The result was that Legge felt more threatened than ever. He began to have feelings of persecution and he mistrusted everyone around him. To cover his feelings he began to show a cooperative spirit with the Assembly by consenting to forward to England a total of four of their cherished bills which had been rejected by the Council. One of these was for raising a loan of £20,000 and issuing a paper currency. A second was for reform in the statement and examination of public accounts. The third was for the proper regulation of elections and the delimitation of Assembly sessions. The fourth was for the taxation of real and personal estates.

In substance and content these bills would have solved the major problem of rapid growth and development of the province of Nova Scotia. The people would feel confident and private enterprise would have fostered. The affairs at that time were just not favorable for a model of democracy because of the state of war that existed between England and the colonies.

The economy would change to war time measures. Trading would be hampered, the press gangs would threaten the future of the fishermen; the militia would call in all able bodied workers to defend Halifax against attack and land invasion. The model of democracy would have to give way to war and its aftermath. All were preoccupied with the American Revolution.

On January 6, 1775 Governor Legge reported to Lord Dartmouth that no record had been kept of the sums of money granted in this Province to the present time. The debt incurred was more than £20,000. “... I appointed certain Commissioners out of the Council and the House of Assembly and the Provost Marshal. The Accounts have never been examined although often requested by the House of Assembly. They were shown an Annual Treasurer’s Account only. The Commissioners called Benjamin Green Jr., the present Treasurer, to appear, and demanded the Receipts, Vouchers, and Books of Accounts during the late Treasurer’s administration. Green said he did not have the Books or papers from the late Treasurer. His widow also denied any knowledge of the Public Accounts and thought they had all been destroyed by her husband ... In my astonishment I laid the issue before the Chief Justice, the Attorney General and the Solicitor General. The period of these missing books and accounts also contain the funds for borrowing all the money that the Government is in debt, which amounts to £50,000. This will affect the public credit here ... It seems to be a general rule that whoever is appointed Governor here, by His Majesty, he will meet with every opposition by the people here with, “emissaries,” in England, that will obtain their dismissal. This happened to the late Governor William Campbell in a manner most injurious to his private and public character ... I might have suspended the present Treasurer for so great a neglect of duty, but lenient measures might bring to light the whole of these transactions.”

On February 14 Legge informed Lord Dartmouth that “the Council examined the present Treasurer’s Accounts who signed in June following his appointment. This was Benjamin Green Jr., and it appears that he has recourse to his father’s books ... In council he declared that the account was framed at Mr. Michael Franklin’s house; who was then the Lt. Governor ... I have issued a proclamation offering a reward of £500 to the person who shall convict any person of concealing these books, and £100 to any person who shall voluntarily deliver them up ... I am convinced that these books are concealed on purpose to prevent a regular and due examination into the state of the Public Funds ...”

In a separate report in February, Legge recommended that Halifax be the intermediate Port between Upper Canada, due to the St. Lawrence freezing over from November to May, and the West Indies. Previously the French used Louisbourg for this purpose. Legge said the Port of Halifax was the best in America for safety and convenience, year round, and the closest to the West Indies. The fisheries could be transferred from New England to Nova Scotia and this would prevent smuggling by New Englanders for our fish, in return for manufactured goods from countries other than England.

In April, Legge reported that the sale of lands as per instructions would be carried out. The Council and Assembly passed an Act on Reserving land so as not to distress the Fishery. “... The supply of provisions from the people of Massachusetts Colony to General Gage and Admiral Graves is cut off by the American rebels ... the inhabitants of Nova Scotia are requested to send all kinds of provisions to them ... The transports that arrived here on April 27 will leave for Boston with 4 companies of the 65th Regiment ...”

May 2, 1775 Mr. John Newton and Jonathan Binney were tried at the Supreme Court and the verdict found against them for the sum of £736 currency. It was supposed that through their influence among the common people that no just verdict would be found. A special jury was summoned and after a very long trial, a verdict in favor of the crown was found by them.

On May 8 Mr. Newton paid the Treasury his fine, but Jonathan Binney obstinately refused and was sent to jail.

Five of the Council members, Henry Newton, Binney, Goold, who are all collectors of the Revenues and are accomplices in arrears, Mr. Butler, the principal distiller here, in conjunction with Richard Bulkeley, formed a party to prevent any enquiry into past depredations of the Public Funds. “... I humbly offer it to your Lordships consideration as a measure more immediately necessary for His Majesty’s interests and the public welfare of this province, that they should be immediately displaced from their seats at the Council Board ...”

On May 12 Governor Legge reported to Lord Dartmouth that the rebellion in the colonies is driving people out and they want to settle in Nova Scotia. “... Several vessels have already arrived with their families and many other families plan to follow. Among those already arrived are persons of wealth and ability, having now on the coast, fishermen’s vessels and others employed in the West Indies trade, all of which they have ordered into this port ... As by the Act regulating the Fishery, the protection of these vessels will depend on my certificates. I thought it a necessary



step to have them take the Oath of Allegiance and Supremacy ... Their settlement will promote the welfare of the Province by which means the trade of Great Britain, from the effects of the Fishery will be continued and preserved both in remittances and supplies ...”

On July 31, 1775 Legge reported to Dartmouth that the Provincial congress of Massachusetts Bay have empowered the people of Machias and others, about 700 to 800, to act against England. They had captured an armed schooner there and several people were killed ... In Halifax there were several fires in the Navy Yard, mostly hay stacks that were supposed to go to Boston. The powder magazine is in the Navy Yard and could be destroyed ... “I have ordered troops to be on duty at the magazine, and ordered the militia to do night duty and patrol the streets. There are great stores of cannon and magazine stores here that are needed for the protection of the Navy Yard here ... I propose a Regiment of 1,000 men be raised for the defence of this province . . . The Americans will not allow any vessel to sail from the continent with any kind of provisions for our relief ... Unless we get a supply of bread corn from Quebec, all the other supplies will be provided by the sea and some from the land.”

On August 19, 1775 Legge reported some grim news about the Revolution. “...the affairs in America are becoming critical. The Rebels consist of about 19,750 men and have surrounded our troops in Boston. They are entrenched and cannot be attacked without sustaining severe losses. The last attack at Charlestown, although a victory, we lost over 1,000 of our best troops. Such another victory would put us on the defensive ... The Americans assembled 900 men under Colonel Prebble and are mediating an attack against this Province ... To preserve the Province will be to His Majesty’s interest in America as this is the only port where ships can be cleaned and have a supply of masts and other timber. Should it be necessary, the Regiments could retreat here with their supplies ... There are vessels here that are loaded but dare not depart ... fortifications should be erected for the magazines and cannons as it will be the only safe place in America for their deposit...At present there is no defence about the town, and we lay open to the country on every side ... the batteries are dismantled, the carriages of the Guns are all decayed and lying on the ground ...”

On September 5, 1775 Frances Legge, Captain General and Governor in Chief, issued a proclamation that declared from September 5 the militia would be deemed subject to, and be governed by an act entitled, “an Act for the better regulating the militia on active service in time of war “... of which all persons concerned are due to take notice ...”

In the same edition of the Nova Scotia Gazette, a notice appeared from Thomas Gage, Genral and Commander in Chief of all his majesty’s forces in North America. This referred to any deserters (soldiers) that may want to surrender themselves and they would receive full pardon. Also people convicted of aiding or abetting deserters or escaped prisoners of war, would be charged to the full extent of the law. There were no cases on record when civilians were involved with this practice.

On October 17, 1775 Legge reported the Rebels are in Canada and had captured Iles au Noix in the Sorrell River. When Colonel Goreham returned from Boston, he reported that 1,500 Rebels had marched eastward under General

Thomas ... They intended to descend on this Province as well as Canada. Their design was to destroy the Navy Yard here, cut off the supply of wood, hay and provisions for the troops at Boston ... "I have issued a proclamation to alert the militia when I heard that the Rebels made a descent on the St. John's River and burnt Fort Frederick after seizing a vessel . . . I was denied a supply of provisions from a ship loaded here and report that there are no provisions left at this point ... I have also called the Assembly and shall recommend the necessity to exert themselves for the defence of this Province ..."

On November 4, 1775 Governor Legge reported that Admiral Graves had stationed several frigates in the Bay of Fundy and this prevented the Rebels from their designed attempt. He also proposed to station 2 Ships of War there ... (He addressed both the Council and the House of Assembly about the need to impress seamen. This has been a disadvantage to the Trade and Fishery to the Province and the West Indies.)

On December 20 Legge reported that there were 5 armed vessels now cruising the coast, and they are building and fitting out many armed vessels to be ready in the Spring. The American Congress has allotted 5,000 men for the attack on this Province. "...The smallpox in Halifax and some British Frigates in the Bay of Fundy has prevented an attack so far ...

... The arrival of the 27th Regiment with the recruits of Goreham and McLeans Regiments have greatly altered the military appearance in this Province and I hope will ensure its safety ..."

Both the Council and the Assembly made an effort to raise revenue for the province by having Crown land sales. A total of 218 lots were advertised for sale by auction in Halifax. They were priced at 6 and 7 pence per acre. The Quit Rent was to be one-half pence per acre.

In May, there were 80 settlers arrived from Hull in England. They were on the ship, *Jenny*, Captain Forster, and most were farmers. The people with large land grants decided to encourage sale of their land by holding public auction in Halifax. After all the grant cost them nothing, so any price would still be profit. These settlers knew good land from unproductive land and were very selective. They naturally chose the Bay of Fundy region and it is not likely they wanted land on the Eastern Shore.

The Admiralty in England were immediately involved when the Rebels started their insurrection in the colonies. Admiral Shuldhham was transferred from Portsmouth to Boston and his first request at Boston was for a set of "ice saws," such as they use in the Greenland Fishery (up to 16 feet long).

On October 25 this admiral received 20 acts of the 14th year of George III, Chapter 19. One was to discontinue the landing and discharging of goods within the Harbour of Boston. All the ship captains in North America were to burn and destroy every armed vessel that appeared to be fitted out by the inhabitants of the Colonies which are associated in Arms against the King.

By February 21 there were 17 ships and 8 schooners with a total of 502 guns and 3,475 men stationed in Boston.

On September 19 a ship from France was seized by one of the naval ships and brought to Halifax. Captain Marion Arbuthnot was appointed Commissioner of the Navy Yard at Halifax. There was a report that 12 ships, 100 marines, and 5 Regiments of Foot were ordered to America.

In Halifax an advertisement in the Gazette quoted, ... “all carpenters or others that understand felling or hewing timber may have employment this winter at Halifax from one dollar to 3 shillings per day – apply to Captain Spry.”

In Dartmouth, the only land sale was Frances Green selling 300 acres in Lawrencetown to Benjamin Green for £20. This was lot number 5 and had been originally granted to Dr. John Baxter from Sir Charles Lawrence in 1754.

At the Court of Vice Admiralty, a case against the shipwrecked vessel, *New Margaret*, was heard. It was loaded with sugar, indigo, cotton, wool, coffee, etc., from the French Island of St. Domingo. It had become stranded near Barrington, Nova Scotia. Robert Fletcher, Halifax merchant, spoke on behalf of the ship’s master, Charles Neven, and the owners and insurers. John Butler also petitioned for the owners.

“... All wrecks are within and pertain to the jurisdiction of the court ...” It was allowed and ordered that George Monk, the Marshal of the Court, proceed to Cape Sable to take the vessel into custody. Governor Legge wrote to the court, stating, “You are hereby authorized and directed to empower the marshall to give all aid and assistance to said master and mariners and impress any vessel or vessels with their crews to be aiding and assisting in the savings and security said ship and goods for the benefit of all persons intrusted therein, and to make due return of his proceedings herein into the Office of the Register of the said Court.” Several vessels were hired to bring the trade goods to port.

John Butler’s memorial was for proper persons and expenses be put in charge of the Freight operations and give accurate expenses. The ship, *Canadian*, was chartered to carry the crew and baggage back to France. The costs were to come out of the sale of the goods. Inventory made of sails and rigging separated from goods and cargo. There were six vessels and their crews involved for a total expense of £510. The Court ordered John Butler to pay this.

On December 17 the rigging, sails and cables were sold separately at a Public Auction. They brought in £122:3:5. There was a total of 39 different items sold. Thomas Cochran from Dartmouth bid and received the main sail, a top gallant sail, cables, blocks, ropes, etc.

On December 21, 1775 the Court ordered Mr. Robert Fletcher to appear in court and produce the authority for his petition of November 22 on behalf of Ship master, Charles Neven of the vessel. Two letters were produced, one written on November 6, 1775. One letter recommended George Deschamps of Windsor at the request of Captain Neven to get advice from Robert Fletcher. The second part read ... “I am [sic] in a brigantine bottom at Nantucket for which need a Register, Mr. Lendall Pitts now bound to Halifax has undertaken to get a Register for her in my behalf your rendering any advice in the matter should he need it will be most due acknowledged the troubles in New England has compelled me to be an inhabitant of Nova Scotia consequently am entitled to a Register ...”

Samuel Parker, formerly of the Machias Custom House.

The second letter was from George Dechamps, who had recommended Captain Neven to Samuel Parker.

The records from the Customs House for the year 1775 show that a total of 61 vessels entered Halifax harbour between February and December. This included 13 Naval vessels and transports. The rest were trading vessels from the Colonies and Great Britain.

## 1776

The woodcutters and fishermen of Dartmouth still managed to melt into the silent forest around Halifax harbour when the call for 1,000 militia was sent out. The regular army units were sent to Boston with General Gage and the port of Halifax was virtually undefended. The woodcutters, tradesmen, etc., stayed on their farms or workshops. The German settlers had moved to the outskirts of the village where the soil had potential for farms. This would be in the Westphal to Lake Major area. This would be close to the markets in Halifax, but too far for the press gangs to be effective.

The food grown on the farms was in great demand. The food production had suddenly dropped very drastically because the farmers in the militia had to come to Halifax to work on the defence of the harbour.

When loyalists were sent to Halifax, Governor Legge wrote to Lord Dartmouth and requested he dispatch 1,000 barrels of flour from England, and 600 barrels of pork and butter from Ireland. Legge reported that the farm produce from the Bay of Fundy region was being sent to the troops in Boston where they were fighting a “full scale” war.

Another concern was that when the militia came to Halifax there were over 400 New England settlers who had sympathy with the American cause. The British forces, commanded by Lord William Howe who succeeded Gage, evacuated Boston on March 17. On the 30 of March a fleet of 3 men-of-war ships along with 47 transports, arrived at Halifax. This also included 1,500 loyalists and their families.

The next month, April 2 a second flotilla arrived with 100 vessels. As a result of such a heavy demand for food and fuel, the Governor and Council, by proclamation, fixed the prices on these items. This would prevent profiteering and at the same time provide the farmers with an opportunity to sell their goods on the open market. No longer would the farmer and fishermen be at the mercy of the local merchants who would arbitrarily set prices according to the local market demand. Now the price of beef, veal, lamb, mutton and fresh pork were set at 1 shilling per pound, Halifax currency. Milk was set at 6 pence per quart; fresh butter at 1 shilling and 6 pence per pound ... All persons transgressing these regulations shall be deemed extortioners and punished accordingly. The Justices of the Peace, Clerks at the market, and each Keeper of the Market House will see to the due execution of the said proclamation and the Laws against Forestalling and Regulating of Provisions and anything relating to the Market House.

This practice of setting prices continued each year and it was a benefit to farmers and the local consumers. The fishermen continued to trade, “over the side” with the smugglers and also sell their fish at the wharf markets.

On January 1, 1776 Legge reported to the Board that he was informed that Annapolis and King’s county residents, in general, refused to be embodied in the militia. He felt that every public advice given in Council is counteracted in private and that none but troops in pay can be depended on for our defence in this, “alarming and critical time.”

He also reported that he proclaimed Martial Law and he thought it advisable to nominate a Council of War to consist of the Commanding Officer of the Troops, the Commodore stationed here, and 2 members of the Council, Mr. Morris and Mr. Creighton, and Lt. Col. Denson of my Regiment ... The Rebels now have about 8,000 men in Canada and 17,000 men in Boston.

People who are disaffected with this Government are trying to encourage and promote those in several parts of the Province. Memorials were sent to me from Truro, Onslow and the County of Cumberland ... It will require the most diligent attention to prevent their joining with the enemy should there be an invasion.

The arrival of the 27th Regiment means we will not require drawing the Militia from the out settlements to this place ... “I thought it necessary to garrison the forts at Annapolis and Cumberland and recommended this to General Howe ...”

On January 12 Legge reported that there is only one Frigate, the H.M.S. *Cerberus*, left in Halifax for our defence ... “The preservation of the Navy Yard and the Navigation of the Port depends on a sufficient number of ships here ... The Rebels are continually on our sea coast and intercept the transports leaving this Province ... Some 3,000 quarters of beef sent here have been captured in supply vessels.”

On February 12 the Council was called regarding the complaint against the council member, John Butler, who was the Commissary for Provisions. The charge was that he carried on correspondence with the Rebels, because a rebel vessel was captured and there were letters from Butler found onboard. Butler was able to prove his innocence.

On February 16 Legge reported that an invasion is expected in the Spring. Officers have been employed in recruiting at Halifax and adjacent parts (100 men so far), Officers sent to Newfoundland to recruit men, 100 Acadians have enlisted from the St. Mary’s Bay area. Colonel Creighton enlisted 70 men from Lunenburg ... With the militia at Halifax there are now 400 men. There are 500 militia in King’s County, Cobequid and Cumberland...The number of families coming from the Continent has slowed due to the Rebels stopping these vessels and seizing their effects “...General Howe informed me that 200 families will embark from Boston to this place and some are in distress “... there are no provisions available ... I again ask for Provisions...There were 14 men from Cumberland that went to New England to invite the Rebels into Nova Scotia...The Council advised 300 men to march into that district to support the authority of the Crown. General Massey could only agree on 50 men going when the Bay is free of ice...”

On April 1, 1776 Council received a letter from Brigadier General Robertson, who was sent from General Howe in Boston. This was to inform the Province that soon 2,000 officers and 300 men would be arriving and there would be a need for provisions and living quarters, also civilians who would seek Asylum in this province.

Council established a committee to inspect houses and buildings and how many could be provided for, also an enquiry in every township of the number of horned cows, sheep and swine that are fit for slaughter, and a committee formed to regulate the prices of provisions and thus prevent extortion ... The military Officers addressed the Council and expressed their satisfaction.

On April 10 Legge reported to the Board that on March 30 there were a total of 50 vessels arrived in Halifax harbour from Boston, with people who were loyal to the crown ... Instructions from Lord Dartmouth were to assist those in distress. The army had evacuated Boston on March 17, 1776. The fleet of ships that were to provide provisions for them last winter, had been blown off course and ended up in the West Indies. This fleet is expected to return to Halifax any day now . . . The Fleet and Army here have only one month of allowance for their survival ... "with the advice of Council I have settled the price of food here ..."

On April 17 the Council was concerned about rentals and rent costs. A committee was formed to make inventory of the available on housing and rent charges. It was also resolved that the council meet every Tuesday and Friday on a weekly basis during the present exigencies.

On April 22, 1776 Legge received a letter from Whitehead in London, written on February 27, 1776. This was in regard to the two petitions sent to the King. One was from five members of the council, and the other was from several, "principle Gentlemen," wealthy merchants, in which divers charges and accusations were preferred against Legge. There was also a copy of a paper by Jonathan Binney and several matters with which he was charged. "... Upon receipt of these Papers you are to lose no time in collecting and preparing such proofs and depositions in your own behalf, and in answer thereinto as you shall think necessary for your vindication and defence on your arrival in England ..." This was signed by Lord Germain who was the new Chairman of the Board of Trade and Plantations.

On April 26 Marion Arbuthnot wrote to the Board that he received word that he was appointed Lt. Governor and the third in command in the absence of a new Governor of Nova Scotia. "... If we are attacked we have 2,000 Regulars and some militia. There is an absolute necessity for troops to go to Fort Cumberland and Annapolis and a few to Windsor ... At least 500 men are needed in the various posts of the Province ..."

In April, a second flotilla of transports with 100 vessels from the Boston area arrived. This stretched the available food supplies to the limit and more provisions were requested on an emergency basis.

On May 12, 1776 the former Governor Frances Legge sailed for England. The behind the scenes maneuvering began to come to light. Joshua Mauger was the chief architect and principal beneficiary of the Nova Scotian fiscal structure. He

asked Lord Pownal to ask Lord Dartmouth to take no action without consulting him. Lord Pownal responded just as Mauger hoped he would. Pownal was the most powerful permanent official on the Board of Trade and Plantations, and Mauger never yielded his advantage. Both sides would be heard and judged accordingly.

In one of King George III's political shuffles, Lord Dartmouth was eased out of authority by being made Lord of the Privy Seal, who then made Lord Germaine the chairman. Legge would continue to hold his salary even though he did not reside in Nova Scotia. Michael Franklin, who gradually merged as Frances Legge's chief opponent also went down in the affair. He expected to be the Lt. Governor on Legge's removal, but instead it went to the commissioner of the Navy Yard, Mariot Arbuthnot. There would be three others before Governor John Parr was appointed in 1782.

In times of revolution the crown had to be very careful and they could not stand the risk of losing Nova Scotia. They realized that Frances Legge was interested in reform, but he did all the right things in the wrong way. The British administration recognized in the colonies, but Nova Scotia in particular, their own corrupt system of white-washed sullied reputations or salvaged reproofs with salaries, while the British taxpayer met the bills. The settlers were still in a state of poverty and they saw only a mock tyrant knocked down and were not able to get at the real tyrants who controlled and fleeced their domestic economy and public finance. Things simply had not changed.

Whenever somebody threatened the powerful merchants, by such things as land tax reform or changing protective tariffs, they would use their wealth and influence to conspire to get rid of them. After all there was too much money to be made with the war of Independence. The people in general were now too busy earning big salaries on the Public Works Program etc., and they put political sentiment aside while the economy and the people were prospering.

In May, it was reported that the rebel privateers were so numerous that the Supreme Court circuit had to wait until September. This was for the Bay of Fundy area.

On June 3 it was reported that there were 2,030 women and children left behind when the army embarks from Boston. A committee (for New York) formed to inspect out houses and old buildings fit to house them ... The Treasurer reported that he had money enough to begin payment of the Public demands, at the rate of 10 shillings to the pound. It was then resolved that the Treasurer have the Nova Scotia Gazette publish a notice, that payment will be made to all persons having demands on the Treasury of 10 shillings to the pound, in part payment of all demands on the Revenue arising from the duties of Impost and Excise.

On July 12 it was ordered that a proclamation be issued against printing or publishing treasonable papers. On July 17 the sale of gunpowder and firearms from trading vessels would be prohibited.

On July 8 Arbuthnot reported to the Board that General Howe and Admiral Shulldham left on June 6. Commodore Hotham had called into port with the Hessian Regiment. There were 13 ships under the escorts of 2 sloops of war. There were

also 13 ships that had previously left with the 72nd Highland Regiment. "... The Light Cavalry will be conveyed by Frigate to Sandy Hook near New York city ..."

(Halifax harbour was once again being used as a staging area during a time of war).

On August 15 Arbuthnot reported to the Board that he had spent considerable time visiting all parts of the province. There were 450 men in the militia from the Valley region and another 500 men from the Cobequid, Londonderry region. "... As to the Regiment from Nova Scotia (Volunteers), Lt. Col. Denson has the gout, Major Creighton refuses to take up his commission and only Captain Studholm has ever served in an army. The subalterns have all gone to sea ..."

On October 3, 1775 Arbuthnot reported that he would prevent any intercourse or correspondence between the colonies in Rebellion and any person in this Province. "...All vessels will be searched and their movements watched ..."

On October 8 his report stated that with success by the Army in the colonies, Lord Howe has been able to send some Ships of War for protection. There were many occasions when pirate ships entered defenceless harbours and terrorized the inhabitants after destroying their vessels. General Massey sent 50 men to Barrington and 30 men to Liverpool. They took extra arms and ammunition for those who will help repel an attack.

On November 7 the report stated in Halifax harbour there was only one 40-gun ship and 3 Frigates. "... He wrote to Captain Jacobs to land his marines ... the men of this town patrol the streets with 20 in each group ..."

At the end of November, Arbuthnot gave up his commission to Sir George Collier.

On August 23 the Provincial Treasurer issued new notes. There was a committee appointed to countersign the new notes and be present at the cancelling of the old notes. General Massey received word that a Rebel army of New Englanders and 800 Indians plan to attack Fort Cumberland, then proceed to Halifax to destroy the Navy Yard.

On October 16 Collier reported to the Board that there were so many attacks by American Privateers that the Council resolved to fit out two armed vessels of shallow draughts to defend the coast from further, "... insults and depredations..."

Locally there were complaints about irregularities committed in several public houses around and in Halifax. The magistrates were ordered to enquire into the character of the retailers of spiritous liquors.

News from the Admiralty in London was that the Victualling Officer would buy vegetables, hides of beef and pork from the farmers for the use of the Navy and Army. The local merchants just couldn't keep up with the demand. There was also a shortage of ordnance and small stores at Halifax, for the use of the fleet. The request from the naval Officer in charge of the Navy Yard was to ask for a store ship to be sent here, complete with 3 and 4 pound shot for the small cruisers.

The defence of the Halifax Yard now has one ship, 40 guns, and a sloop. The ship *Carberees*, had run up on rocks twice and is now dismasted at the wharf. There



are only 500 men in the garrison and many of those recruited from the Newfoundland Fishery. Arbutnot, on January 15 asked for two deck ships to command the heights above the Yard and the crews would assist in barricading the Yard.

On January 20, 1776 Admiral Shuldham wrote to the Admiralty Chairman, Stephens, that there are no rope walks, nor any ordnance for naval stores, iron, hemp, sail duck or light canvas. They were trying to get these stores to Boston.

On February 24 Shuldham reported that the Rebels have taken over the Piscataqua River area of New Hampshire. This was the center for ships masts and naval timber and it prevented any access for the Royal Navy. On March 8 Shuldham wrote to Stephens that they were embarking all the Ordnance stores at Boston, and were preparing to proceed to Halifax after Boston was evacuated.

The state of the Rebel Marine forces included 4 ships, 4 brigs, 1 sloop, 13 frigates and some ordered to be built by the Continental forces. They would be from 28 to 36-guns in size, one floating battery, 35 rafts and 13 rowing gallies.

On March 17 the embarkation of the British troops was completed without the loss of a single man. The ordnance stores were left behind. Also taken were 2 vessels that belonged to John Hancock one of the Rebel leaders. On the stocks were six vessels that had to be left behind.

On April 2, 1776 the whole fleet arrived at Halifax from Boston Harbour. The cargo of this fleet included captured goods on the 44 ships captured by the Royal Navy in the last two years. These were from vessels trading illegally and it included vessels from Europe, Mediterranean, West Indies, etc.

On June 6 the Admiral reported that he had no confidence in the men taken from the Rebel vessels, "... not by law impowered to do so ... I have orders to send the marines on our ships to the Battalions serving on shore, and request I use them on ships before disembarked to shore duty . . . On April 24 I ordered the ships crews for two-thirds allowance of victualling supplies due to the needs of the Army.

"On May 10 there was a shortage of Rum for our ships and I had to borrow 10,000 gallons from the store belonging to the Army (of which) I have acquainted the Victualling Board. There is still a great scarcity of ordnance and small stores ... When I apply to charter vessels, the owners in the colonies declare they would sooner burn than help the Royal Navy now employed against Boston . . ."

On May 10 Studholm wrote to Stevens about the greater importance the King's Yard and the harbour of Halifax and the whole province of Nova Scotia is now become to Great Britain ... He also stressed how he required more ships ... The Rebels are sending out a host of privateer vessels and have infested the seas so that no vessel, unless well armed, can leave port, or even approach here ... He also reported that he ordered lime juice to be mixed with "Grog" to avoid spoilage ...

Vice Admiral Samuel Graves reported to Stevens that the Boston Port Bill prohibited the loading and unloading of goods, wares and merchandise within the harbour, also vessels cannot come into the harbour.

The Customs House reports for 1776 were as follows: May 28, 1776 Entered a French schooner captured by the H.M.S. *Orpheus*, also the *Senegal*, a sloop-of-war, arrived with the H.M.S. *Merlin* and a brig from London. There were also 7 vessels from the West Indies and 3 from Great Britain. Cleared outbound were 2 man-of-war ships for London. A total of 4 vessels for the West Indies, 1 for Maderia and 1 for London.

On July 9 several transport vessels from the Bay of Fundy region entered under the escort of H.M.S. *Tanner*. Also entered was a Navy ship from London and among the passengers was a master shipwright for the Halifax Navy Yard. This ship was escorted by H.M.S. *Rainbow*. Cleared outward were many transports under the convoy of 2 of the Navy ships and also 1 Frigate and 2 Naval vessels to transport foreign troops. There were also 2 vessels for Newfoundland, 2 for Quebec and 1 for England.

On September 10, 1776 several victualling ships finally arrived from England and Ireland. Cleared outward were the H.M.S. *Savage* and the H.M.S. *Tarter*, on a cruise.

On September 17 the H.M.S. *Milford* arrived with 2 captured vessels. Also arrived was a vessel from Quebec and several victualling ships from Cork, Ireland, 1 from Maderia, 2 from the West Indies, and 3 from England. Cleared outward were 4 vessels from the West Indies.

The Court of Vice Admiralty began to have a very busy year and it would continue for some time in the future. It started on February 24 with the *Promovents*, Henry Newton and Captain William Quarme of the armed schooner, *Halifax*, versus Daniel Turner, master of the schooner, *King Solomon*. Turner had loaded 857 quintals of cod fish for delivery to an overseas port. It was chased by the customs vessel, *Halifax*, for up to 4 hours. There were no clearance papers or bond, onboard from any Customs House. The trial was set for March 9, 1776. It was brought out that papers were thrown overboard.

The Court ordered that the schooner, with all tackle, apparel, boats, stores, furniture, and cargo be sold at public auction. The vessel was sold to Captain William Quarme for £171. The cargo of cod fish sold for £617:3:4. The charges came to £147:7:10 and what was left was £640:15:6. There was one moiety for the Captain Quarme, his officers and crew of the schooner, *Halifax*. Of the other moiety, three-fourths went to His Majesty and one-fourth went to Admiral Shuldham.

On March 30, 1776 the case was heard of William Duddlington, master of the sloop-of-war, *Senegal*, versus 14 casks of cocoa nuts, 15 casks of sugar and 99 casks of molasses, seized by Duddlington for illegal transportation. William Freeman appeared on behalf of Jesse Atwood of Liverpool and claimed 2 hogsheads of molasses, marked IA, containing about 200 gallons and produced a sworn deposition by the said Jesse Atwood, before Simeon Perkins, Justice of the Peace for Queens County, purporting that the said molasses had been paid its accustomed duties.

A Customs record from Halifax was shown to the court. It certified that 40 hogsheads of foreign molasses had been imported in the sloop, *Mermaid*, Silas

Newell, master, from Cape Nicola. Captain Duddlington's crew took possession as it was supposed to be Rebel property.

On April 3 the Court ruled the 14 casks of cocoa, 15 casks of brown sugar and 99 casks of molasses to be forfeited, except the two hogsheads of molasses claimed by William Freeman, to be sold at public auction.

On April 6 the sales of the goods came to £1,024:3:11 less the duties paid, £229:3:0 and other charges £239:8:1. For distribution was £574:12:6 of which one-third went to His Majesty (£191:10:10), one-third to the Governor (£191:10:10) and one-third to William Duddlington as the informer and prosecutor. Four people from Dartmouth bought some of the goods at the public auction, include Frederick Ott, William Bridge, Charles Morris Jr. and Robert Hills.

On April 15 a trial was held for Thomas Bishop, master of H.M.S. *Lively* versus Sundry goods seized onboard the schooner *Tarter*.

A charge of libel was filed and entered. On February near Cape Anne in New England, Captain Bishop seized the schooner *Tarter* and carried her to Boston. The cargo had two hogsheads and one tierce and 13 barrels of sugar, 9 hogsheads and one barrel of coffee, and 6 hogsheads of cocoa nuts. (Everything was now in Halifax because the *Tarter* tried to enter a harbour, Boston, now in Rebellion). It is likely that the *Tarter* tried to run the blockade. It was judged and decreed condemned and ordered to be delivered to Customs agents for Captain Bishop and crew, to be divided in such proportions as one moiety, etc., by Royal Proclamation.

On April 16, 1776 the record says, "Cause," Alexander Ghrame, master of H.M.S. *Kingfisher*, versus the brigantine, *Juno* and its cargo, William Keith, master. The brig was positioned near the mouth of the Delaware River, to enter the port of Philadelphia on February 28 when the H.M.S. *Kingfisher* took possession of her. Information was given that there was powder onboard. It was running the blockade, so a search was made and found 24 hogsheads of saltpeter, 12 barrels of sulphur and 20 barrels of Gun Powder. The gun powder was immediately put onboard the H.M.S. *Roebuck* and the sulphur and salt peter were taken to Halifax, along with the Captain and crew of the *Juno*.

The Court declared the cargo condemned and lawful prize of the captors, and ordered them to be delivered to the Agents for Captain Grame and crew. This was to be divided in such proportions and manner as His Majesty thinks fit to order and direct by his Royal Proclamation hereafter to be issued for that purpose.

On April 16, 1776 "Cause," Commodore Banks, commander of H.M. Ship-of-War, *Renown*, versus the sloop, *Charming Polly*" and cargo. The prize vessel, *Charming Polly*, had been captured by Captain Dunn on a transport ship, *Pacific*. It was then delivered to Commodore Banks. It had been captured near Cape Cod on March 4 with no papers onboard. The cargo was rye and Indian corn. The court condemned the vessel and cargo and declared it for public auction etc.

On April 24 "Cause," John Collins commander of H.M. Ship-of-War, *Nautilus*, versus the sloop, *John*, William Chase master, on a charge of libel that was filed and entered on April 27. The sloop, *John*, was captured on a trading voyage

to the Colonies which are now in rebellion. It was trying to enter a port loaded with bread and flour. The allegations were fully proved and the court decreed the sloop, *John*, together with her boats, tackle, furniture, and cargo, etc., be lawful "Prize," to her captors as of May 13.

On April 27 "Cause," Captain Burr of H.M.S. *Milford*, versus John Gray, master of the sloop *Britannia* and cargo. The sloop *Britannia* was seized by Captain Burr. It was owned by inhabitants of the colonies now under, "Rebellion." Also Captain Gray was found trading lumber with no papers, with one of these colonies. The Court pronounced the vessel and cargo, furniture, etc., to be lawful prize to the captors thereof. It was to be delivered to the agent or agents of Captain Burr and crew, to be divided in such proportions and after such manner as His Majesty shall think fit to order and direct by his Royal Proclamation, to be issued for that purpose.

Another "Cause" on April 27, 1776 was between Captain Dawson, Commander of the armed brig, *Hope*, versus the schooner, *Betsy*, Henry White master. The *Betsy* was caught trying to trade by running a blockade over one of the ports of the colonies now in, "open rebellion." The Court of Vice Admiralty condemned the vessel and cargo as a "Prize" to her captors.

The third "Cause" on April 27, 1776 was between Captain Andrew Snape Hammon of H.M.S. *Roebuck*, versus Thomas Rowe, master of the ship *Chance*. It was seized by Captain Hammon and found trading on a pretended voyage from one of the colonies now in open rebellion. Sundry papers were found on the ship *Chance*. The court decreed the ship, *Chance*, with furniture, cargo, tackle, etc., to be lawful prize to her captors. This was followed by the usual public auction and the money distributed accordingly etc, by Royal Proclamation.

On May 2, 1776 "Cause," was entered between John Stanhope, Commander of H.M. Sloop-of-War, *Raven*, versus a sum of money found onboard the ship, *Rittenhouse*. This vessel was captured in December of 1775 off the Cape Henry of Virginia. It belonged to Thomas York and John Potts of Philadelphia, bound from Lisbon to her home port. There were 22 casks of wine and £2,000 in cash (specie) and £800 in sterling Bills of Exchange. The money was the proceeds of a sale of her cargo sold at Lisbon. The £2,000 was condemned as lawful prize to the captors thereof as His Majesty directs by Royal Proclamation on May 22, 1776.

On June 18 the Court decreed the brigantine, *Mermaid*, condemned as a lawful prize to her captors.

On June 7, 1776 the Court condemned 29 bars of iron found in the packet, "New York," as lawful prize to the captors.

On June 17 the schooner, *Lyon*, master Moses Barlow, and cargo was condemned as lawful prize to her captors, John Symonds, Commander, and crew of the H.M.S. *Cerberus*. It was captured 20 leagues off the coast of Long Island. The *Lyon* was loaded with arms, powder, sulphur, flint, steal, salt and molasses. There were no claimers appearing at the trial.

On June 8 the Court decreed the schooner, *James*, and cargo, condemned as lawful prize to her captors, Hyde Parker, Commander of the H.M. Ship of War,

*Phoenix*, and crew, along with H.M. Ship of War, *Asia*, George Vanderput, Commander, and crew. The *James* was taken by the crew of the *Asia* using small boats in the East River above New York. It was loaded with a cargo of dry goods, spirits and flour. It was running a blockade. At the trial there were no claimers appeared.

On June 8 the Court condemned a ship called the *Lady Gage* as lawful prize to her captors. There were no claimers appeared. The *Lady Gage*, was captured in the Amboy River by the crew of the ship, *Asia*, on March 28. The cargo had been discharged and no papers were found onboard.

On June 8 the Court condemned the sloop, *Hannah*, and cargo as a lawful prize to her captors, Hyde Parker and George Vanderput, onboard a tender from the H.M.S. *Phoenix*. The *Hannah* was captured off Egg Harbour, loaded with molasses and brandy, bound for West Jersey. No claimers appeared for the *Hannah* and cargo.

Also on June 8 the court condemned the brig, *Amazon*, as lawful prize to her captors Hyde Parker and George Vanderput and crew of the H.M.S. *Phoenix*. The *Amazon* was captured by a tender from the *Phoenix* at Sandy Hook, New York, on April 19. There were no papers onboard and it was in ballast, and bound for New York. There were no claimers appear for the vessel.

In June there were 264 barrels of flour auctioned off for £198:14:0. These had been damaged as part of the cargo of the ship, *Stephenson*. A Warrant of Survey was issued before the public auction took place. The Marshal's Commission was £3:19:6 and the Court charges came to £13:14:0.

On June 21 the court decreed the cargo of the schooner, *Esther*, was condemned as lawful prize to the captors thereof. It was seized in February by Commander Andrew Barkley and crew of the H.M. Ship of War, *Scarborough*. It was taken in the Georgia River by Barkley and his crew and there were no papers onboard. The goods had been transferred to the ship, *Rittenhouse*, then sent to Halifax.

On June 8 the Court ruled the brig, *Diligence*, and cargo were condemned as lawful prize to the captors thereof and there were no claimers appeared. The *Diligence* was captured by the captains and crews of the *Phoenix* and the *Asia* on March 17 off Sandy Hook, near New York. It was loaded with cyder, cotton, molasses and salt bound for Elizabeth Town, New Jersey. The papers from the *Diligence* were put on file.

Also on June 8, 1776 the court ruled the schooner, *Hawke*, and cargo condemned as lawful prize to the captors thereof. This schooner was captured by Commander John Symonds and crew of the Ship of War, *Cerberus*, on June 1st. The *Hawke* was taken near the East end of Long Island, loaded with arms, powder, dry goods, gin and rum, but there were no papers found onboard. They understood it had been bound for New York when captured.

On June 29, 1776 the Court issued a Decree that pronounced the schooner, *William*, and cargo, condemned as a lawful prize to the captors thereof. The schooner, *William*, was captured by Commander John Symonds and crew of the

H.M. Ship of War *Cerberus*, on June 1, 1776. She was loaded with fish and bound to the West Indies. There were no papers found onboard.

Also on June 29, 1776 a Court Decree pronounced the brig, *Elizabeth*, and cargo condemned as lawful prize to the captors thereof. It was captured by Commander John Symonds and crew of the H.M. Ship of War, *Cerberus*, on June 1st, near the east end of Long Island. It was loaded with powder, arms and dry goods. No papers were found onboard and it was bound for New York.

On July 1, 1776 a mystery ship was condemned as lawful prize to the captors thereof. It was captured near Cape Ann and there were no people onboard, or any papers. It was taken on June 10 by Commander Thomas Bishop and crew of the H.M. Ship of War, "Lively," then brought to Halifax.

On July 15 a Decree pronounced as on file whereby the brig, *Recovery*, and her cargo condemned as lawful prize to the captors thereof. It was captured on June 18 off the Cape of Philadelphia by Commander Alexander Grame, and crew of the H.M. Ship *Kingfisher*. It was going up the River Delaware, loaded with molasses. The court also

On July 15 the Court ordered the schooner, *Molly*, and cargo condemned as lawful prize to the captors thereof. The *Molly* was captured by the Commander and crew of H.M.S. *Mercury*, near Philadelphia on May 24. It was loaded with corn and oats, bound for Santa Cruz. The rudder of the *Molly* gave way and they took the cargo out and brought her to Halifax. All the papers were given to the Attorney General and filed in court.

Also on July 15 the court decreed the schooner, *Lydia*, and cargo condemned as lawful prize to the captors thereof. The schooner was captured by Commander Banks, and crew, on the H.M. Ship of War, *Renown*, near Nantasket Road. It was outward bound with a cargo of lumber, but there were no papers found onboard.

On July 18 the Court condemned the schooner, *Lydia*, as lawful prize to her captors thereof. Three Royal Navy ships, the H.M.S. *Lively*, the H.M.S. *Milford*, and the H.M.S. *Hope*, captured the schooner, *Lydia*, and cargo about seven leagues off Cape Ann. It was loaded with barrel staves and fish, and bound for the West Indies.

On July 18 the Court decreed that the brigantine, "Mary," and cargo condemned as lawful prize to the captors thereof. It was captured by the tender from the H.M.S. *Phoenix* near New York in March of this year. The master and crew of the *Mary* had deserted the brig and went ashore on Long Island. All the papers were found onboard. It was loaded with rum and it was bound for New York harbour.

On July 18 the Court condemned the sloop, *Fanny*, and her cargocaptors thereof. This sloop was detained then brought into Halifax, by the commander and crew of the H.M. Ship of War, *Niger*. The *Fanny* had a cargo of flour, tobacco and lumber.

On August 14 the Court decreed the sloop, *Success*, as a lawful prize to the captors thereof. It was captured by the commander and crew of the *Kingfisher* on January 12 near Cape Henry. The cargo was salt and they were not certain if any papers were found onboard.

Also on August 14 the sloop, *Britannia*, and cargo were condemned as lawful prize to the captors thereof. It was captured off Cape Ann on July 16 bound to Boston, with a cargo of wood. There were no papers found onboard.

On August 22 the court condemned two schooners as lawful prize, etc. These were captured near Machias, by the commander and crew of the H.M.S. *Viper*, on August 2. Both of these schooners were loaded with wood and empty casks, and there were no papers found onboard.

On August 23 the court condemned a schooner called the *Triton*, and cargo as lawful prize, etc. It was captured by the crew of H.M. Ship of War, *Milford*, on July 21 in Massachusetts Bay, bound from Kennebec River to the West Indies with lumber, flour and fish. The papers were destroyed and the crew deserted the vessel.

In August, there was a decree handed down on a vessel that had been recaptured from the Rebels. This was the ship *Princess Royal*, that was seized by Commander John Burr and crew on the H.M. Ship of War, *Milford*. At the trial a mariner on the *Princess Royal* testified that on July 10 near the Island of Bermuda, they were chased by an armed schooner from the colonies, now in rebellion. They were hailed and ordered to lower their boat. Captain Duffy answered that he could not because of damage. The armed schooner then sent its own boat over with 12 armed men. They took possession and removed the master, the boatswain, 2 mates, 5 foremast men, etc., then set sail for New England. On July 25 The H.M.S. *Milford* gave chase to the *Princess Royal* and took her within 3 leagues of Cape Ann, near Newberry, Mass. The vessel was then brought to Halifax. The ship and cargo is owned by people residing in England and some in Jamaica.

Alexander Leith, the master of the vessel, claimed ship and cargo on behalf of the informer Captain David Seemoody of London, merchant. It was decreed that the claimant was ordered to pay one-eighth part of the ship and cargo to the captors thereof. On such payment the ship and cargo to be restored.

On August 13 there were four different court decrees handed down as lawful prizes to the captors thereof. The first was against a brigantine, name unknown, and cargo. It was captured by the Commander and crew of the H.M. Ship of War, *Liverpool*, on August 1 near Cape Cod. The cargo was molasses. The captain and crew deserted the vessel after cutting the sails and all rigging to pieces. There were no papers found onboard.

The next hearing was against the sloop, *Swen*, and cargo. This was also captured near Cape Cod by the *Liverpool*. It was laden with Indian corn but it had papers onboard.

The H.M. Ship of War, *Liverpool*” also captured a schooner called the “*Neptune* near the mouth of the Delaware River. It was loaded with lemons and baled goods bound for Philadelphia. There were no papers found onboard.

The fourth vessel captured by the crew of the H.M.S. *Liverpool*, was the sloop *Sally* and cargo of bale goods. It was taken near the Nantucket shoals and taken to headquarters on Long Island. The Attorney General, Henry Nesbitt, received her papers before it was condemned as a lawful prize to the captors thereof.

The court granted an auction on August 14, 15 and 16 for damaged goods onboard the snow *Carolina*, Thomas Menard, master. Menard presented a memorial saying they ran into a storm between Europe and Halifax. Part of the cargo was damaged and he asked for a warrant to survey the ship and cargo. This proved out and then he requested the Marshal of the Court to sell the damaged part of the cargo at public auction. This was granted and the amount of the sales was £1,149:5:9. The court charges came to £97:8:9 which left £1,051:7:0 for the owners and insurers. This included 216 items sold off during the 3 days it took to complete the auction. Some of the bidders bought more than one item and some items were included in a package or bundle. These items included candles, shoes, stays, thread, clothing goods, cheese, toasters, tea kettles, snuff boxes, mittens, sugar boxes, canisters, tools, sauce pans, spices, cotton goods, wooden goods, boots, linen, tobacco, skins, figs, barley, raisins, buttons, valves, blankets, cloth, flannel material, serges, etc.

On August 28 the commander and crew of the H.M. Ship of War, *Otter*," captured a 40 ton schooner, *Sandwich*, at a wharf in Norfolk, Virginia. There was no cargo onboard and it was brought to Halifax. The court condemned it as a lawful prize to the captors thereof. The *Otter* also captured the schooner, *Dolphin*, and cargo near Cape Charles in Virginia on June 17. It was bound for Martinico in the West Indies and it was loaded with flour. The court also condemned this vessel as Lawful Prize etc.

On August 29 there was a trial against the sloop, *Swift*, which was captured on August 4 at Spanish River. The capture was by Henry Newton, Customs, and Commander Bromedge of the H.M. Ship of War, *Savage*. The *Swift* was carrying an illicit cargo of coffee, 17 hogsheads of French sugar, French wine and 60 casks of rum. There were no clearance papers and they had bought this at St. Pierre, Miquelon. The Court ordered the marshal to take the *Swift* into custody with cargo etc., and affix a copy of a notice on the mast, of a court order citing the Captain of the *Swift* to appear before this court.

After the trial a warrant was issued for these people to make an inventory and appraise the cargo, particularly the rum, held in French casks and whether it is the growth of Jamaica or from the French Islands in the West Indies. The Commission felt it was from the French Islands.

On September 9 the court pronounced the vessel, *Swift*, and cargo, tackle, etc., to be condemned as forfeited accordingly and to be sold at Public Auction by the Marshal of the Court. The sales came to £1,261:9:7 but there was a deduction for a duty on the rum and a Duty on the sugar. Other charges amounted to £510:10:9. Half of the remainder went to Captain Bromedge and his crew and officers on the H.M.S. *Savage*. The other half was divided into quarters. One-quarter to Admiral Lord Howe and three-quarters to His Majesty.

On September 24 the captured sloop, *Baltimore*, was condemned as lawful prize etc. It had been captured on August 13 near Cape Sable. It was on a voyage to Machias, Maine, and it had a cargo of molasses and coffee. There was no Register onboard or any papers.



On October 2 the court condemned the schooner, *Warren*, with boats, tackle and all other apparel as lawful prize etc. It had been captured on September 12 by the captain and crew of the H.M.S. *Liverpool*, near George's Bank. The *Warren* was chased from five in the morning until eleven o'clock. It carried 8 carriage guns and had a crew of 43 men onboard.

On September 18 there was another law suit that involved a recaptured vessel. This was a ship named *John*, John Hunter, master. Hunter testified that he was captured by the rebel schooner *Independence*, which was an armed vessel with 6 carriage and swivel guns and a crew of 50 men. They were captured about 30 leagues south east of Cape Race. The rebels then proceeded to take the ship, *John*, to Boston on September 8. When the H.M.S. *Milford*, came in sight, it chased the *John* for 6 hours before both the *John* and the *Independence* were captured. They were then brought to Halifax for trial. Hunter claimed the ship, *John*, on behalf of His Majesty, as she was in service. He also offered to pay one-eighth salvage to the captors on behalf of the King.

On September 18 a Warrant of Appraisement was issued then the decree was pronounced.

On September 19 the court issued a Warrant of Appraisement for the brig, *Diana*, and cargo. This vessel was also a recapture by the H.M.S. *Milford*. It had been captured in August by an armed vessel called the *Rover*. It had 14 guns and crew of 95 men onboard. The *Diana* was chased for 8 hours before being captured and taken to Salem, Massachusetts. From there it went to Bracer Cove, near Cape Ann. The *Milford* arrived and "Cut the brig out under the fire of the Rebels."

On September 17 Captain Mayberry of the brig, *Diana*, claimed this vessel and asked the court for time to file his claim. On September 19 the court issued a Warrant of Appraisement for the brig, *Diana*, and cargo. The court decreed to order that the captors and claimants should pay the costs incurred in this behalf proportionally between them.

On October 14 another recaptured vessel was involved. This was the ship, *Hester*, and her cargo. It was captured by the H.M.S. Man-of-War, *Liverpool*, on September 20 near George's Bank, bound for New England. It had been previously taken by a Privateer from the colonies, now in rebellion. The vessel was called the *Columbus* and had 32 guns mounted. On October 10 David Crombie, the master of the *Hester* appeared to claim the ship and cargo.

On October 14 the Court ordered the claimant to pay to Henry Bellew, his Officers and crew of the *Liverpool*, one-eighth part of the true value of the ship, *Hester*, and her cargo in lieu of salvage.

Also on October 14 "Cause" was pronounced between Hugh Dalrymple, Commander of the H.M.S. *Juno*, versus the brigantine *Diana*, a recapture. This happened on October 6 near Cape Sable. The *Diana* was loaded with provisions but the only papers was a charter party between John Wilkenson, owner, and the commissioners for victualling His Majesty's Navy. Also a Mediterranean pass and a copy of a commission give to John Lee, commander of the schooner, *Hawke* by the congress, signed by John Hancock, President. The schooner was out of Newberry

port. The crew were all rebels and were returning to Newberry port. A mariner testified that the Nancy was captured by a Rebel privateer called the *Hawke* last September. Just 14 days later they fell in with the brig, *Diana*, which they captured.

On October 6 they were captured by H.M.S. *Juno* and they retook the *Diana*. On October 19 William Nesbitt appeared on behalf of John Butler to claim the *Diana* and cargo for the owners and the insurers and all others condemned. On October 26 the Court issued a Warrant of Appraisement and a decree was pronounced.

Also on October 26 the Court of Vice Admiralty heard a case against another recaptured vessel. The H.M.S. *Milford* had retaken the brigantine, *Halifax*, on September 22. Peter Robinson of the H.M.S. *Cerberus* was Prize master of a brig called *Joseph*. On the way to Halifax they were captured by a Rebel schooner, privateer, called the *General Putnam*. All the people were transferred to the brig, *Joseph*. On September 22 this Privateer fell in with the brigantine, *Halifax*. In October, the brig, *Halifax*, was retaken by the H.M.S. *Milford* and taken to Halifax.

On October 28 Richard Hinkley, master of the brig, *Halifax*, claimed the brig and cargo for the owners and insurers. By an "Interlocutory Order of the Court," it was ordered to be sold for the payment of one-eighth part and any court charges.

On October 29 a Warrant of Survey and return was read. On October 31 the auction was held and the sales totalled £626:10:11. The costs were £13:6:8. The charges deducted were £85:6:8. The settlement was one-eighth for the captors and seven-eighths for the owners and insurers.

On November 16 the Court heard a case involving another recaptured vessel. This was the brigantine, *Venus*, and cargo that was captured by the H.M.S. *Milford* on November 1 just eastward of Cape Ann. The *Venus* had been previously captured by the Rebel privateer, *Hawke*. After the *Venus* was taken by the Rebels they were returning to Newberry Port when taken by the H.M.S. *Milford*.

On November 16 James Crawford, super cargo and part owner of the brig, *Venus*, appeared to claim the *Venus* and her cargo. A Warrant of Appraisement was filed. The Advocate General moved for a decree which was pronounced as on file.

On November 21 the next recaptured vessel for the court to have a trial was the ship, *Betsy*, and cargo. This vessel had been on the Grand Banks on November 2 when it was captured by a Rebel brig called the *Washington*. It mounted 12 carriage guns and swivels. The Rebels put on a crew and they proceeded to Cape Ann. On November 17 they were recaptured by the H.M.S. *Hope*. They were then taken to Halifax. Mr. William Nesbitt appeared for John Butler and claimed the cargo for the contractors and all concerned in the cargo. A Warrant of Appraisement was given on December 11, 1776 and William Nesbitt moved for a decree and it was pronounced. The cargo was unloaded and appraised and all costs came to £87:4:10.

The next court hearing involved a shipwreck on a ledge near the Point Pleasant Park area. This involved a damaged cargo of sugar onboard a ship called *Hester*, David Crombie, master. He represented himself at the court, and the owners and insurers. He stated he was ill when he tried to navigate into the Harbour. He also

said he wasn't acquainted with the Harbour. Under a fair wind the ship ran on a ledge near Point Pleasant Park. After several days both the vessel and cargo were damaged, even though efforts were made to lighten the ship, and for want of sufficient craft, which at that time could not be procured and a storm was coming on. It was necessary to throw overboard about 50 hogsheads of sugar to lighten the ship. It got off the ledge later on and was saved. The expenses had been very high due to the high price of labor. He informed the court he would like to settle these charges. He asked the marshal to sell the damaged cargo (sugar) to pay for the costs and charges.

On October 29 the court ordered and allowed the same. This involved 53 hogsheads and tierces of sugar. The charges to be deducted came to £593:18:2 and demonstrates just how expensive it was to salvage anything from a shipwrecked vessel. There were 19 people involved, including three from Dartmouth. Frederick Ott for provisions, James Creighton for hire of his vessel, and Thomas Cochran for hire of his brig and sundry supplies. It also cost David Crombie over £200 for out of pocket expenses to hire people to help save the ship. The duties paid on the sugar came to over £97 and this left a balance of just over £400 for the owners and the insurers.

On November 4 there was a shipwreck near Devil's Island near the South East Passage of Halifax harbour. The court issued a "cause," of the ship, *Euphrates*, Captain Hugh Gordon, castaway on the coast. On the memorial of Elias Marshal, a ship on the shore of the South East Passage, supposed to be bound from London to Halifax, loaded with provisions for the Navy, became stranded. The cargo and ship would be lost if assistance not provided. The ship's master is a stranger. "Your memorialist has got craft and is ready and willing to use his utmost endeavors towards saving the ship for such allowance for expenses and salvage as may be thought reasonable to be made by this court for his time, trouble and risk therein.

William Nesbitt then asked the court to grant him permission to enter onboard. Also allowed to enter was Elias Marshal, the master shipwright in His Majesty's Dockyard, and others. He reported that he proceeded to the wreck, assisted by Sir George Collier, and there was a prospect of saving a considerable part of the cargo, along with the guns, cables, anchors, rigging and sails of the ship. They are now, daily, bringing these up to the town from the wreck ... He finds the charges for storage and truckage very high, that part of these charges might be saved, were the rigging and furniture of the ship aforesaid, and such parts of the cargo may be damaged, immediately sold by the Marshal of this Court. William Nesbitt then requested the marshal take into custody the equipment that is landed in the town and dispose of them at public sale.

On November 7 it was allowed by Richard Bulkeley, Judge and Surrogate of the Court of Vice Admiralty, and ordered by the Commodore of the Harbour. The cost of sending the crewmen home, and wages, was £196:16:4. This money would come from the public auction of the ship and cargo as requested for the judge to Decree. This was called the "Portlidge Bill." Out of the 15 crew members, 3 ran away or deserted, and their pay share falls to the "Chest of Chatham," a Navy Yard in England. On November 21 the Court ordered Elias Marshal to submit a full account of his expenses for paying for vessels and crafts, labourers and provisions in saving materials from the ship, *Euphrates*.

The Court then ordered an inventory and appraisal. The Deputy Marshal reported the Ships Biscuit lost, flour and peas lost, boats dashed to pieces, all sails in use and ship falling on her beams with sails washed under her and torn to pieces with the rigging. There were 123 items for sale, all bought by ships masters. The hull of the *Euphrates* sold to Elias Marshal as it lies in the sea.

On December 13, 1776 the sloop, *Joseph*, and cargo was condemned as a lawful prize and ordered to be delivered to her captors. The *Joseph* was captured on November 6 by H.M. Ship of War, *Juno*, near Kennebec, Maine. It was registered in Newberry port, Massachusetts. The cargo was spermaceti, candles, and several hogsheads of barrel staves.

On December 23 the Court condemned the brig, *Dolphin*, as a lawful prize etc. The *Dolphin* was owned by merchants in Falmouth, (now Portland, Maine), and it was bound for the West Indies. On November 19 it was captured by the H.M.S. *Unicorn*, on the George's Banks. The cargo consisted of boards, shingles, stove and hoops.

## 1777

On January 30, 1777 Major General Massey reported to the Board that some British prisoners of war took over an American vessel and brought it to Halifax... They reported news of the success of General Clinton, who is now in possession of Rhode Island. Previous to this Massey pleaded with the Board ... "I cannot describe to your Lordships the vast number of distressed poor people who come to me in the utmost want ... I pray to God this unnatural Rebellion may be soon over, and that Peace and plenty may appear again, which I have seen flourishing in many parts of America, where the poorer sort lived once in luxury ..."

As the regular troops and the marines and sailors of His Majesty moved in and out of Halifax, the population began to out grow its resources. Loyalists were also coming and going and this only increased the burden on what resources could be found. Housing was now almost as big a problem as the limited food sources.

The fear of another smallpox epidemic was a constant threat as well. The chief cause of this epidemic was the unsanitary conditions that prevailed in any over crowded sea port. The top priority was for the armed forces as they could do no wrong. The civilians, except the well to do merchants, were treated like second class citizens in both legal proceedings and domestic affairs. The merchants, distillers, tavern keepers and the madams of the bawdy houses did a thriving business despite all the poverty around them.

The sanitary habits often led people to be careless in disposing of body wastes and during the winter months these waste products would overflow from the outhouse or even be dumped on the ice in the harbour. Sometimes these slop pails that held the body waste, were dumped into the closest alley way or street gutter. In the springtime the rain would wash this down toward the harbour. The spring is when these smallpox epidemics would start.

In the Spring of 1777 a smallpox epidemic started in Halifax. A loyalist doctor, John Jefferies, received the appointment as Surgeon General to the forces. He ordered

and supervised the first mass inoculation of 1,500 soldiers of the garrison. Not one of them died. This was the time when the practice was to transfer the disease direct by scab from an infected person. Large quantities of mercurial pills, and then wrapping the patient in blankets to control the eruption that would then follow. Often the linen was not changed regardless of all the filth that would follow.

Another major problem of personal hygiene was the lack of soap, and bathing was thought to be harmful. This brought on problems like the "itch." People would often anoint themselves with homemade remedies, called salve. The fleas and lice were everywhere, particularly in beds and cots. These would transmit diseases and infections and it would show up in the scars on people's faces and hands. This vermin thrived in heavy clothes, carpets, furniture and in the bed clothes. Mattresses were usually blankets, stuffed with straw or hay or even dead leaves.

The most urgent problem was the lack of a proper diet. Fresh vegetables were only available during the summer and the short fall season, but the rest of the year the diet consisted of salted meat or salted fish. The trading vessels extended the availability of fresh fruit and potatoes and bread stuffs, or flour and corn baked goods were sold when available. That is if there was a decent growing season the summer before. Those who were acquainted with homemade remedies that called for roots, berries, bark or flowers, such as farmers and part-time fishermen, managed to survive with their families. Cod liver oil, or spruce beer was another way to not only ward off scurvy but provide a source of vitamins. The people living in Dartmouth avoided the over crowding of Halifax and the merchant class began to buy up property in Dartmouth, just in case they had to evacuate their families when any epidemic broke out. This was often brought into port by the numerous vessels that came and went for the merchants and the, "King's men."

The night air was considered bad for the health, except for a short time in summer when the windows had to be opened. The rest of the year these houses were sealed as tight as could be. The fireplace was kept growing all year because the new stove invention was not yet available. The open fireplace was very inefficient as most of the heat went up the chimney. In winter there were cold, freezing draughts that would move along the floors and walls next to where the windows and doors were located.

Women were susceptible to consumption because they avoided the fresh air and sunshine. It carried off more women than men because the men were used to working outdoors in the fresh air and sunshine. Another common killer of women was puerperal fever, or "childbed fever." It was caused by the unsanitary conditions of their life style and the improper diet they had to live on.

The men had their share of troubles in that they were subject to great quantities of cheap rum. The smugglers, or "rum runners," from New England, and the West Indies, still would visit the area regardless of the Rebellion of the Colonies. In Halifax, the distillers were putting out about 90,000 gallons per year and this made it available, and cheap so the labourers and native Indians could afford it.

Rum was so common that it was found in every home or business. Wages were often paid in Rum and every household had its keg for guests or otherwise. It was still the main vice of the era, and would be so for many years. This led to addiction

and men would do without food for themselves or their families to keep up their habit. Stores offered free rum to customers and often transactions would begin and end with a mug of the, "West Indies gift to the British Empire."

In the Bay of Fundy area the new England settlers who took over the abandoned farm land of the expelled Acadians, brought with them their ways of life. This included staying in bed until seven or eight in the morning. When they got up they would get a mug full of rum, then they would prepare their breakfast. At eleven o'clock they would return. At two o'clock they would return then leave and return at four o'clock for tea. Then they would go for an hour or so and return home for the day. This coming and going was always for a mug of rum. The effect was that it interfered with farm production because drinking and working did not go together. Farm production began to fall off and the Government could not control the problem of smuggling rum.

Another serious problem in the area in 1777 was that over 500 prisoners of war had to be fed and guarded on a daily basis. They were often put on abandoned ship hulks and anchored in quiet areas like Dartmouth Cove.

The news across the province was very grim. The American privateers continued to terrorize the people in the Bay of Fundy region and along the south shore. The militia forces were scattered throughout the region and if the Americans had mounted a serious attack, they may well have made Nova Scotia, the thirteenth colony. The war was going badly for the British and in October, General Burgoyne surrendered his army to the American rebel forces near Saratoga in upstate New York.

The only encouraging news from Nova Scotians was that Michael Franklin was appointed Superintendent of Indian Affairs. His connections with both the Halifax special interests groups and with the Indians made him the perfect choice. He had previously lived with various Indian groups and was able to communicate and understand their language and ways of living. Being related to Joshua Mauger gave him special status with those who controlled the Council. His energies could now be used to keep the various Indian groups loyal to the crown, or at least peaceful on a neutral basis. This would be to their advantage because when they sided with the French, they lost favor with the side that was victorious. The Rebels continued to try to buy these tribes, especially in the St. John River area and it would require someone who could reason with them to avoid an all out war.

In Halifax, a list of captains (masters) and their vessels who paid the Light House tax was published. This included the vessel, *Experiment*, a 20-ton vessel owned by William Orchard from Dartmouth. It was bound for Newfoundland and the tax paid was 10 shillings.

The only property transaction in Dartmouth, included the sale of a lot in the Letter D, owned by Deborah Clark, widow of James Clark, to Lewis Piers for £2:10:0. This lot bounded on the street to the north of the land of Cheny Brownjohn. This was registered on August 6, 1777.

On October 11 attacks were made at Machias and the ports along the New England coastline. Recaptured were 2 brigantines and 3 smaller vessels. The major concern in Halifax was the expenses for the militia and provisions for the

fleet and the army. The debt was estimated to be £24,000 and rising. A total of 400 Rebels were taken near the St. John River area, along with 180 sick and dying men. Word received said that the American Congress had voted 2,000 more men to assist the Rebels in their campaign against Nova Scotia.

On December 23, 1777 Arbuthnot requested that the 400 Rebel prisoners be removed out of the province. Also he requested that two frigates winter at Annapolis Royal and two others at the St. John River area to discourage any further Rebel incursions. He requested 3 small cutters, or swift sailing Bermuda sloops, carrying 12 guns and from 50 to 60 men. This would protect the fishery from the Rebel privateers... A pirate, named "Leach" had taken several vessels just off the Lighthouse Island, and then came in as far as the North West Arm. Last summer he made £10,000 capturing English merchant ships ... The retaken or recaptured ships were sold by the Court of Vice Admiralty to private venturers. These same vessels are often then recaptured by the Rebels and turned against us ... "Sir George Collier, who now commands the Navy Department, says the King's ships shall take these vessels from any private parties..."

"Please send me 3 or 4 Letters of Marque (licences for Privateers) and I will answer for it and keep the Bay of Fundy area safe for the protection of this province..." He also reported to the Board "that all goods brought here in prizes have been sold at exorbitant prices to supply the Rebels, and that trade has gone on here, though I have often spoke of it but some people told me they did not think it my business..."

In November of 1777 Admiral Howe reported to the Admiralty that a vessel named, *Delaware*, surrendered to the British troops under the command of the Earl of Cornwallis at Philadelphia. The style of construction of these privateer vessels made a big impression on Admiral Howe. He described them as typical and said there length on the gun deck was 121 feet, the keel of tonnage 96 feet. The extreme breadth was 32.6 feet. She mounted 24 guns on the upper deck and when furnished with proper artillery it would be capable of carrying 12-pounders with great facility.

In November, the Council complained about the great number of Rebel Prisoners of War in the area and the potential danger that could arise. They made a Resolution that application be made to both Sir John Collier and General Massey to take the necessary measures for removing these prisoners of war.

This year, 1777 there were 68 cases of Libel in the Court of Vice Admiralty. Of these included 14 cases of vessels that were taken by the Rebels, but then recaptured by the Royal Navy, then sent into Halifax for trial. The list of vessels are as follows, all condemned as lawful prizes.

March 21, 1777 H.M.S. *Milford* versus brigantine, *Elizabeth*, a recapture.

March 29, 1777 H.M.S. *Milford* versus schooner, *Two Sisters*.

April 15, 1777 H.M.S. *Diamond* and H.M.S. *Grayhound* versus sloop, *Polly*.

April 18, 1777 H.M.S. *Milford* versus brigantine, *Cabot*, a Privateer (Rebel).

May 8, 1777 H.M.S. *Grayhound* and H.M.S. *Diamond* versus brigantine, *Thimolion*.

May 5, 1777 Armed sloop, *Hearlem*, versus sloop, *Olive*, and cargo.

May 5, 1777 Armed sloop, *Hearlem*, versus brigantine, *Marquis of Kildare*, and cargo.

May 7 H.M.S. *Diamond* versus brigantine, *Hannah*, and cargo. The H.M.S. *Diamond* versus sloop, *Diamond*, and cargo. The H.M.S. *Scarborough* versus schooner, *Esther*, and cargo.

May 15 H.M.S. *Diamond* versus schooner, *Savage*, and cargo.

June 3 H.M.S. *Mermaid* versus schooner, *Polly*, and cargo.

May 31 H.M.S. *Mermaid* versus brigantine, *Charles*, and cargo, a recaptured vessel.

June 5 H.M.S. *Albany* versus sloop, *William*, and sloop, *Barbara*, and cargoes. Both of these vessels were recaptures.

June 9 H.M.S. *Vulture* versus schooner, *Elizabeth*. The court ordered that it be restored to her rightful owners. Thomas Cochran was a character witness for the owner Seth Barnes.

June 9 H.M.S. *Ambuscade* versus sloop, *Two Brothers*, and cargo. The H.M.S. *Ambuscade* versus schooner, *Swallow*, and cargo. The H.M.S. *Mermaid* versus brig, *Two Bettys*, and cargo, a recapture.

June 10 H.M.S. *Syren* versus schooner, *Tammy*, and cargo.

June 17 H.M.S. *Mermaid* versus an unnamed sloop and cargo. Papers revealed it was named *Ranger*, from Liverpool, England. The court ordered it restored to claimants after paying court costs.

June 23 H.M.S. *Amazon* versus brigantine, *Lucy*, and cargo, a recapture.

June 26 H.M.S. *Orpheus*, *Juno*, and *Amagon*, versus brigantine, *George*, and cargo. This vessel was a recapture.

June 27 damaged goods were brought into Halifax onboard the *Friendship*. These came from a ship called *Richard* but was shipwrecked. Court ordered a survey then a public auction.

On the same day, another sloop, named *Friendship* and cargo was captured by the H.M.S. *Flora* and brought into Halifax.

June 30 H.M.S. *Phoenix* versus schooner, *Sea Duck*, and cargo.

July 7 the court heard the claim of Henry Botson, master of the brig, *Two Betsey*, that had salvaged part of the cargo of the brig, *Dispatch*. The court ordered a public auction of the wine and sundries.

July 17 H.M.S. *Phoenix* versus the ship, *Bell and Mary*, and cargo. The H.M.S. *Phoenix* versus the sloop, *Kitty*, and cargo. The H.M.S. *Milford* versus the sloop, *Revenge*, and cargo. The H.M.S. *Mermaid* versus sloop, *Elizabeth*, and cargo. The H.M.S. *Amazon* and H.M.S. *Orpheus* versus brigantine, *Count D'Estain*, and cargo.



July 21 Armed brig, *Victor*, versus schooner, *Dolly*, and cargo. The H.M.S. *Amazon* versus schooner, *Olive*, and cargo.

July 21 H.M.S. *Amazon* versus brigantine, *Active*, and cargo. A recaptured vessel that the court issued an appraisal and warrant. One of these appraisers name was John Loader, master Builder at the Navy Yard.

July 21 H.M.S. *Amazon* versus schooner, *Fortune*, and cargo. This was a Rebel Privateer commissioned by the Continental Congress.

August 2 Armed brig, *Hope*, versus schooner, *Dolphin*, and cargo. The H.M.S. *Cerberus* versus schooner, *Success*, and cargo. The H.M.S. *Cerberus* versus brigantine, *Liberty*, and cargo. The H.M.S. *Mercury* versus brigantine, *Three Friends*, and cargo.

On August 5 Court heard a charge of Piracy against Henry Trotman, Gentlemen, William Field, Henry Tudor and John Trotman versus the brig, *Betsy*, and cargo, for salvage. These men were crew members on the brig, *Betsy*, when it was captured by the Rebel Privateer, *Trumbull*, from New London. On the way to Boston these men, "surprised" the watch on deck and retook the vessel. Then they headed for Halifax against some very bad weather. When they arrived in Halifax, the court ordered 4 merchants, including Thomas Cochran, to enquire into the nature of the hazard, fatigue and danger these men were liable to and sustained in retaking the brigantine from the Rebels.

On August 11 the committee report was that, the said vessel and cargo are justly indebted in Law and Equity for the risks and dangers they subjected themselves in retaking the said brigantine and cargo as aforesaid. This brig was sold to Thomas Cochran for £555.

August 12 H.M.S. *Amazon* versus the ship, *Argus*, and cargo. A recaptured vessel. The H.M.S. *Scarborough* versus brigantine, *MacPherson*, and cargo. The H.M.S. *Rainbow* versus brig, *Three Brothers*, and cargo. A recaptured vessel.

September 5 H.M.S. *Mermaid* versus brigantine, *Fanny*, and cargo. A recaptured vessel.

September 6 brig, *Mermaid*, a letter of marque (privateer) versus schooner, *Success*, and cargo. The H.M.S. *Rainbow* and *Mermaid* versus sloop, *Betsy*, and cargo. The H.M.S. *Ambuscade* versus ship, *Restoration*, and cargo. A recaptured vessel.

September 6 H.M.S. *Mermaid* versus brigantine, *Sophia*, and cargo. A recaptured vessel.

September 11, 1777 H.M.S. *Rainbow* versus brig, *Joseph*, and cargo. Also on that same day the H.M.S. *Rainbow* versus sloop, *Two Brothers*, and cargo.

September 13, 1777 H.M.S. *Diamond* versus brigantine, *Morning Star*, and cargo.

October 7, 1777 H.M.S. *Diamond* versus snow, *Lively*, and cargo. This was a recaptured vessel.

October 9, 1777 H.M.S. *Diamond* versus ship, *Royal Bounty*, and cargo. This was a recaptured vessel.

October 13, 1777 H.M.S. *Milford* versus schooner, *Sally*, and cargo. The H.M.S. *Milford* versus brigantine, *Topinambou*, and cargo. The H.M.S. *Scarborough* and H.M.S. *Lark*, versus schooner, *Lucy*, and cargo. The H.M.S. *Flora* versus schooner, *Lovely Lass*, and cargo. The H.M.S. *Orpheus*, versus sloop, *Three Friends*, and cargo. The H.M.S. *Orpheus* versus sloop, *Tyral*, and cargo. The H.M.S. *Diamond* versus Rebel Privateer schooner, *Buckran*, and cargo.

October 24, 1777 H.M.S. *Juno* versus sloop, *Chance*, and cargo and sloop, *Hero*, and cargo.

October 28, 1777 H.M.S. *Diamond* versus ship, *Montgomery*, and cargo.

November 1, 1777 Armed schooner, *Nova Scotia*, versus schooner, *Friend*, and cargo. This was a Rebel Privateer located 12 miles above the falls of the St. John River.

November 1, 1777 H.M.S. *Vulture* versus brig, *Necessity*, and cargo, a recapture.

December 9, 1777 H.M.S. *Rainbow* versus schooner, *Innes*, and cargo.

December 15, 1777 H.M.S. *Milford* versus schooner, *Betsy*, and cargo. The H.M.S. *Milford* versus brigantine, *Industry*, and cargo.

December 18, 1777 H.M.S. *Blond* versus brigantine, *Brothers*, and cargo. This was a recaptured vessel.

## 1778

Arbuthnot reported to the Board that armed cruisers from New England were now attacking the coastal and fishing vessels between Cape Sable and Halifax. Many of these vessels were captured near the mouth of Halifax Harbour. The acting Lieutenant Governor and the Council resolved that for now, no trading vessel should be permitted to leave port ... In order to provide men for the services of the batteries defending the harbour, a party of eight militia men, with one non-commissioned officer and the adjutant were ordered to be kept on daily duty.

To further their request for assistance, a brigade of troops arrived to help. This brought the total of 5,000 troops, when combined with the Nova Scotia militia. The presence of these land forces helped put and end to the anxiety of the settlers and added to their confidence and security. Business was beginning to go on as usual, even with the arrival of Loyalists.

In the fall the sum of £34 was voted by the Assembly to reward 12 fishermen from Herring Cove. These men had captured 7 American privateers who had escaped from the Royal Navy when their vessel was destroyed by the armed brig, H.M.S. *Hope*, at Canso.

This year Commissioner Richard Hughes was sworn into office to replace the appointed Lieutenant Governor, Mariot Arbuthnot.

When report of attacks along the coast by Rebel Privateers were heard, the garrison at Halifax would send out about 50 soldiers and officers that could be spared.

On March 13, 1778 Major General Massey wrote to the Board the following letter from Halifax. "... I beg that you send some small armed vessels as there are 3 Privateer Rebel vessels cruizing between Cape Sable and our Light House... All the goods sent here from England are instantly bought to supply the Rebel Colonies... That trade is as much established here as the fair trade is in London, and this be assured of as fact."

In May, Major General Massey reported that the Rebels were collecting at Machias (Maine). Reinforcements were sent to Major Studholm's Brigade at the St. John River Post ... "Rebels were reported at Cobequid trying to seduce the loyal subjects from their allegiance ... I have dispatched 2 Officers of the marines and 30 men on May 4 to take post there and secure all suspected persons they find in that neighborhood ..."

On May 30 1778 Massey sent a follow up report to the Board ... "The coast is now full of pirates ... It has been reported that a French War is unavoidable and I have taken steps to fortify this Harbour by mounting 24-pounder guns on all the heights ... I pray for a company of Artillery ... I have now only an old superannuated officer and 16 artillery men ... Also now I have as many prisoners of war as I have soldiers to guard them ... I ever know that harmony among the King=s Servants is the way to beat his Enemies ..."

On June 20 1778 Massey reported to the Board that "he will have 100 guns mounted for the protection of the harbour in 10 days time with 24-pounder guns and some 32-pounders . . . People are still arriving here from the colonies, seeking protection ... the Rebels are again rousing in all parts of the continent ..."

On August 6 Major General Massey reported that Captain Fielding received word of 9 pirate vessels in the Beaver Harbour area near Halifax. Two armed vessels were sent out with troops from the garrison. They burnt four of them along with 2 cruisers in the Bay of Fundy area where they captured 2 more about 3 weeks later. These pirates have been doing all the wickedness that is possible since I commanded here ... Colonel McLean reports that 3 Regiments have arrive here. He ordered Barracks to be constructed to house them ...

On August 16, 1778 Lt. Governor Richard Hughes was sworn in to replace Arbuthnot. His first report to the Board, on August 19 was to say that no store ship has arrived yet for the cannon that are placed all along the harbour ... The inhabitants are offering their services now and the town is well protected as is the Dockyard ...

On September 16 Hughes reported to the Board that the French fleet still continues to patrol along this coast. "... Possibly they will attack this harbour and Province ... Request that the departure of the Marines be prevented until we know what the French will do ... It is necessary that a Packet be established between here and Great Britain ..."

On September 30 Hughes sent his report to the Board about the Privateers attacking and plundering the small settlements along the sea coast ... There are very few trading vessels arriving in Halifax ... This caused very high prices for provisions which can only come by land . . . Fuel is at a great price now, and the garrison, navy and the inhabitants all suffer great distress . . . "It is necessary that I employ a small vessel that was fitted out and armed by the late Lt. Governor to protect and

convoy the small vessels that I want to bring supplies into Halifax ... There are no funds for this and I will draw bills on the Lords of Treasury and I recommend your Lordships payment of them.”

On October 12 his report to the Board stated, “... The Indians had actually sent in a formal declaration of war to Major Studholm and returned the British flag to him at Fort Howe (St. John River area)... Now the chiefs have taken in a solemn vow, the Oaths of Allegiance to His Majesty . . . They were presented with a Belt of Wampan and now returned it as a confirmation of their intentions and promises on the Proclamation of Peace ... The chiefs also returned into our hands, the presents they have received from the Rebel George Washington, who engaged them to break their Fidelity with His Majesty ... He expected 600 Indians to join his Rebel forces.”

On November 6 Michael Franklin reported to the Council about his meeting at the St. John River area with the chiefs of the Indians of those tribes located there. He was able to renew the former Treaties of peace and amity. He presented his papers to council, along with an account of £537:2:9, and his own expenses for, “keeping a table.”

It was agreed that the account be discharged at the Treasury and application made to the Secretary of State to reimburse the Province ... It was also resolved to give the Indians the tracts of land on the St. John River in 1768 and £30 be given to erect a Loghouse for them to resort to.

On October 14 Colonel McLean replaced Major General Massey. His first report to the Board was that “The troops will be indifferently accommodated this winter due to the great scarcity of lumber ... There is also a great need for hospitals ... work on the Citadel will cease when the frost sets in ... we are in grave need of gunpowder ... Admiral Byron supplied us with 100 barrels from his ships but is not sufficient ...”

On November 18 a battalion of Hessian soldiers arrived in Halifax and the council made a resolution that the barns, outhouses and public houses in the North suburbs, called, A”German Town,” be consigned for that purpose.

The council was informed that attacks were made on Liverpool, Barrington and Yarmouth and application had been made to General MacLean for 50 men to be sent to each of these places for their protection.

For property transactions in Dartmouth this year, included Michael Franklin selling 200 acres in the South East Passage area to Baptiste Nagle for £30. Franklin had previously bought this land from John Dupont in 1763. It was a grant to Dupont from the Government.

In October, John Hall sold 270 acres of land to James Creighton for £78:10:0. This took place in 1771 but was not recorded until 1778. It had been the former grant to William Clapham and was probably the first land grant in Dartmouth. This was witnessed by Robert Campbell and William Hall.

The Halifax Gazette published an announcement about the distribution of prize money notice for the capture of the sloop, *Scorpion*, by H.M.S. *Pacific*. They will be paid aboard the *Pacific* next Saturday.

A notice for carpenters and masons wanted for H.M. Works at Halifax was published . . . also a contract for 200 cords of fire wood was put out, for the needs of the Navy hospital at George's Island.

The Court of Vice Admiralty was busy this year, although less than the previous year. The mariners were getting wiser and took much better precautions for safety and protection from escort vessels. The following vessels, including recaptured ones, were condemned as lawful prizes to the captors thereof ...

January 3, 1778 H.M.S. *Grayhound* versus snow, *Scipio*, and cargo. This vessel was a recapture.

January 10 H.M.S. *Appolo* and H.M.S. *Venus* versus schooner, *True Blue*, and cargo.

February 27 H.M.S. *Raisonable* versus schooner, *William*, and cargo.

March 19 H.M.S. *Orpheus* versus schooner, *Nancy*, and cargo.

March 17 Richard Bulkeley, Judge and Commissary, heard the petition of Joseph Gray about the damaged goods imported for the Royal Fencible American Regiment at Fort Cumberland. These goods were sold under a Warrant and Appraisement. The total received at the public auction was £595:15:5.

March 18 H.M.S. *Rainbow* versus the schooner, *Bellona*, and cargo.

April 1 H.M.S. *Rainbow* versus schooner, *Polly*, and cargo. The H.M.S. *Rainbow* versus the snow, *Neptune*, and cargo.

April 9 H.M.S. *Rainbow* versus the schooner, *Hammon*, and cargo.

May 1 H.M.S. *Blond* versus the Privateer brigantine, *Lord Dungannorn*, and cargo. This was a recaptured vessel.

May 1 H.M.S. *Diamond* versus Privateer brigantine, *Lydia*, and cargo. The H.M.S. *Scarborough* versus schooner, *Abigail*, and cargo.

May 4 H.M.S. *Centurion* versus brigantine, *Storke*, and cargo.

May 6 H.M.S. *Orpheus* versus brigantine, *Friendship*, and cargo.

May 20 H.M. Armed brig, *Cabot* versus brigantine, *Les Deux Amis* and cargo.

May 20 H.M. Armed brig, *Cabot* versus a ship called *York* and cargo. This was a recaptured vessel.

June 1 H.M.S. *Centurion* versus brig, *Sophia*, and cargo.

June 1 H.M.S. *Rainbow* versus brigantine, *Elizabeth*, and cargo. On June 2 the Advocate General moved for a decree, then the claimant moved for an Appeal to the Commissioner appointed for Appeals.

On August 3 the High Court of Appeal gave its decision. The Appeal Court agreed with the Decree of Affirmation made by the Court of Vice Admiralty. The date on the brig, *Elizabeth*, papers was not legal and the licence was improper.

June 3 H.M.S. *Rainbow* versus schooner, *Polly*, and cargo.

June 23 H.M. Ship-of-War, *Blond* versus Privateer brigantine, *Washington*, and cargo.

June 27 H.M.S. *Ambuscade* versus the brig, *Carboneer*, and cargo. This was a recaptured vessel.

July 1 H.M.S. *Unicorn* versus Armed ship, *Blaze Castle*, and cargo.

July 6 H.M.S. *Unicorn* versus schooner, *Sea Flower*, and cargo. This vessel was a recapture.

July 6 H.M.S. *Blond* versus brigantine, *Sally*, and cargo.

July 11 H.M.S. *Diamond* and H.M.S. *Raisnable* versus ship called *General McDougal* and cargo. This was a recaptured vessel.

July 17 Armed sloop, *Howe*, versus the sloop, *Packet*, and schooner, *Fox*. Both were American Privateer vessels.

July 18 H.M.S. *Rainbow* versus brig, *Henrica Sophia*, and cargo. This was a recaptured vessel.

July 18 H.M.S. *Rainbow* versus brig, *Success*, and cargo. This was a recaptured vessel.

August 4 sloop-of-war, *Vulture*, versus snow, *Felicity*, and cargo.

August 14 sloop-of-war, *Grayhound* and H.M.S. *Blond* versus schooner, *Recusett*, and cargo. This was a recaptured vessel.

August 29 Armed sloop, *Howe*, versus brigantine, *Davis*, and cargo. This was a recaptured vessel.

September 7 Armed schooner, *Buckram*, versus brig, *Polly*, and cargo. This was a recaptured vessel.

On September 12, 1778 a memorial of a Warrant was granted to Richard Bulkeley, Judge of Vice Admiralty Court for Nova Scotia, from the Honorable Richard Hughes, Lt. Governor and Commander in Chief of Nova Scotia. This empowered and directed the Judge to issue forth a Commission to William Williams, master of the brigantine, *Betsy*, to set forth in a war like manner, agreeable to an Act of Parliament passed in the 17th year of His Majesty's Reign. This was a licence to practice piracy, but instead of a pirate you would be legally called a "Privateer."

This brigantine, *Betsy*, 120 tons, had a crew of 20 men, 20 musquets, 12 carriage guns of 3-pounder weight, 8 swivel guns, etc. It was laden with rum, molasses, salt and other provisions for Quebec.

Also on September 12 a Letter of Marque was granted to James Morris, master of the brigantine, *Loyalist*.

On September 15 a Letter of Marque was granted to Samuel Little, master of the schooner, *Rachel*. Bail was given for the *Rachel* at £1,500 lawful money of Great Britain. Sureties were John Avery and Edward Foster.

On September 22 a Letter of Marque was given to John Reed, master of the ship, *Polly*. This was to carry army supplies to General Burgoyne at Rhode Island. The crew came from Dartmouth, Devon County in England.

On October 2 a Letter of Marque was granted to Ephraim Farnham, master and owner of the schooner, *Retaliate*, from Nova Scotia.

On October 7 a Letter of Marque was granted to John Ballaine, master of the schooner, *Partners*. He was bound to Jersey Islands with provisions.

On October 13 a Letter of Marque was granted to Elinizer Foster, master of the ship, *Blaze Castle*, employed on our service, owned by John Butler of Halifax.

On December 2 a Letter of Marque was granted to Henry Moore, master of the ship, *Belcour*, armed with 80 men, bound for the colonies. A Letter of Marque was granted to Thomas Place, master of the ship, *Nancy*, sent against the rebellious colonies and against the French King, his subjects and vessels, etc.

On December 4 a Letter of Marque was granted to Richard Redhead, master of the brig, *Thornton*. This was to sail against the Rebellious Colonies and France, etc. It would be on a trading voyage to the West Indies and would combine trade with naval war.

On December 8 a Letter of Marque granted to Edward Symonds, master of the ship, *Commerce*. It was bound for the West Indies on a trading voyage. The ship weighed 222 tons, it carried 10 carriage guns, 4 two-pounders, 6 swivel and had 16 men. It was owned by merchants in Yarmouth.

On December 9 a Letter of Marque was granted to the schooner, *Liverpool*, George Young, master. This to set out against the Rebel ships and French ships etc. Also granted on December 9 was a Letter of Marque to Charles Robertson, master of the ship, *Argyle*. It weighed 220 tons, 14 guns, 24 men, etc, and was bound for the West Indies with dry cod fish, pickled salmon and lumber. It was owned in London, England.

August 4 1778 sloop-of-war, *Vulture*, versus the snow, *Felicity*, and cargo.

August 14 ship-of-war, *Grayhound*, and H.M.S. *Blond* versus schooner, *Recusett*, and cargo. This was a recaptured vessel.

August 29 Armed sloop, *Howe*, versus brigantine, *Davis*, and cargo. This was a recaptured vessel.

September 7 Armed schooner, *Buckram* versus brig, *Polly*, and cargo. This was a recaptured vessel.

September 29 sloop-of-war, *Dispatch*, versus schooner, *Polly*, and cargo. After this trial there were 2 more Proctors allowed to practice in the court.

October 15 H.M. Sloop-of-War, *Albany*, versus sloop, *Elizabeth*, and cargo. After 8 different adjournments the Court pronounced a Decree whereby the sloop, *Elizabeth*, and cargo was acquitted and security entered into by the claimant, ordered to be cancelled as on file.

October 17 H.M. Sloop-of-War, *Hunter*, versus brigantine, *Ajax*, and cargo. This was a recaptured vessel.

October 31 H.M.S. *Rainbow* versus the brigantine, *Grayhound*, and cargo. This was a recapture.

November 7 sloop, *Gage*, versus schooner, *Ranger*, at Yarmouth, before a Justice of the Peace on file because no papers belonging to the *Ranger* were produced by the Advocate General.

November 17 Armed sloop, *Howe*, versus Privateer schooner, *Lively*, and cargo. This Rebel privateer had a commission from Congress. Condemned as a Prize to the captors thereof. Captured off Jeddore harbour.

December 27 H.M.S. *Rainbow* versus brigantine, *Adventurer*, and cargo. Captured by the *Rainbow's* tender called, *True Blue*.

December 22 Armed sloop, *York*, versus schooner, *Lucy*, and cargo. Condemned as a lawful prize to the captors thereof, as was the usual verdict, unless otherwise stated by the decree.

## 1779

The war with the Rebels in the colonies raged on, and because there was so much prosperity there was little chance of Nova Scotia becoming the thirteenth colony. The harbour was crowded with captured vessels that would require maintenance and repair before the merchants had them set out for a trading voyage. The price of these vessels was lower than if the merchants had new vessels built. As the Court of Vice Admiralty would pronounce their decrees these vessels would be auctioned off to the highest bidder. The price was deliberately kept low so that all the merchants could reap the benefit.

The Dockyard began to hire and train a host of trades by the master tradesmen sent here from other Dockyards in England, or those who were Loyal and had vacated the colonies. The farmers and woodcutters were quick to get in on this chance to have a steady income and as a result there was a shortage of available firewood and fresh vegetables and meat from the farm lots.

In May, the votes were in for the Halifax County election. The winner was John George Pyke. The election provided a diversion for the mob at Halifax. These people were a collection of criminals that drifted north with the Loyalists. They lived in tents, shacks, deck houses off abandoned vessels, and they became the thieves, trollops, embezzlers, defaulters and elopers and even murderers if the price was high enough.

The merchants and their puppet politicians used the mob to incite public opinion on many issues. Also the general townfolk tolerated them because they would openly defy the, "Press" gangs and thereby help innocent young men a chance to escape. Press gangs would first visit the local jail, then places like the Rats Tail tavern, other grog shops or bawdy houses.



The Council's intention was to rid the towns of the idle criminals. The mob would see the Press gangs coming and cry the alarm, "the Press, the Press." The street would then be deserted except for the Press gangs. It was usual to have women empty their slop pails out the upper windows on these press gangs. This would make them stay in the center of the streets and avoid the dousing of chamber pots.

For the next two generations these press gangs would operate in Halifax and seldom did a ship of the Royal Navy leave harbour without a full crew.

Hughes continued to give Letters of Marque to merchants to outfit their vessels as Privateers. The crews would be exempt from the Press gangs and there were numerous recruits because of the potential for sharing the prize of captured vessels. The young men began to leave their homes to start a career at sea. The population would go down but there were enough Loyalists coming into the Province to make up the numbers.

The Captain would share the prize money with the crew members, usually from the sale of the captured vessel and cargo that would be sold at public auction to the highest bidder. The vessel that was captured would then be used for privateering. Articles would be signed by another Captain, and crew would also receive a "Letter of Marque." This document, of course, was the only difference between piracy and privateering.

This turned the tide for Nova Scotian and instead of being on the defence the record showed that at least 48 captive prize ships were brought into Halifax harbour by these local privateers in 1779.

England was pleased with the current state of affairs with Nova Scotia because the fisheries were saved and the potential for naval timber was secure. The colony of Nova Scotia was also the only British stronghold on the Atlantic sea board. It was now the closest link with the West Indies and the trading was still maintained. Hughes tried to be both the governor of the people and the administrative spokesman for the Board of Trade and Plantations in Great Britain. He showed local people he had their interests at heart and carefully avoided public sentiment towards the American causes for independence.

In July a riot occurred on one of the wharves of Halifax. This was in consequence of impressing seamen against their will. Hughes then published a proclamation forbidding and denouncing such impressment, unless under the sanction of civil magistracy, as illegal and tending to produce riots and bloodshed.

When two drafts of army personnel were sent away, it would leave only 600 of the 1,800 required to man the batteries and oppose an invasion force. There were only 4 ships stationed in the harbour, one frigate, 32 guns, one sloop-of-war, 18 guns and 2 armed schooners. His policy was to give in to the domestic needs of the settlers and not alienate their loyalty. In a time of attack by the French and Rebels, the civilians would be needed to help withstand the invasion.

On January 20, 1779 Hughes reported to the Board that he had received their confidential reports with a Warrant to grant Letters of Marque. "... I will also prohibit all supplies to the subjects of France, or any intercourse with them ... The marines on duty here are returned to England ..."

On January 16, 1779 Hughes reported the fishery at Canso is in great distress from the Privateers... "Protection is needed from the shallow draught, lighter, fast moving schooners and sloops the pirates use to elude the King's ships. This fishery sends to England about 40 to 50 thousand pounds per year. We need to send out 2 small armed vessels from Halifax, with about 8 or 12 carriage guns and a crew of about 40 men ... This would be under the control of the Governor of the Province and would restore the Canso fishery to its former footing ..."

On July 8, 1779 Hughes informed the Board that when the King's ships are called away, the Pirates plunder merchant vessels along the coast and the sea ports ... Vessels with merchandise have been seized at the mouth of the harbour ... The General Assembly will lay on a tax on lands and an additional duty on wines and liquor. This will be spent on the security of the Province.

On November 21, 1779 Hughes reported to the Board that he had received a report that "...Count D'Estaing's Fleet is near the coast of Nova Scotia. It has 26 sail of the line, and 14 Frigates ... 1,200 men have been removed from our garrison and now we have 1,400 men, exclusive of the out ports, and about 100 artillery men for the defence of the town and harbour ... Of the army there is a Regiment of Hessians ... There are several batteries being erected for the defence of the harbour ... The militia can only supply about 350 men in the field ... we have one Frigate of 28 guns now careening at the arsenal, but will return to New York when refitted ... We also have one sloop, 18 guns and 2 armed schooners... The *Pembrook* is a hulk to be used as a floating Battery, with some 24 and 12-pounders ... I received authorities from the Admiralty for granting Letters of Marque against the subjects of the King of Spain ..."

The Council submitted several reports this year, including the following:

June 14 Several vessels that belong to the people of Chester were captured by the Rebels and the people were left with no protection.

On June 10 a party of troops were sent to Londonderry for their protection.

On June 28 the Council confirmed an application by Michael Franklin, Superintendent of Indian Affairs, for two square miles of land on the River Stewiacke, adjoining the land granted to the Earl of Egmont, to be held in trust for the tribes of Indians inhabiting the district of Shubenacadie and Cobequid ... This trust was to and for the said Indians ...

On August 3 an embargo was placed on all the armed ships in Halifax harbour, except those bound to Quebec, Spanish River and Newfoundland ... also an act was passed that would take away all goods and possessions of persons who absconded to the colonies from Nova Scotia . . .

On August 10 two officers of two armed ships, the *Adament* and the *St. Lawrence*, requested permission to leave the harbour but were refused by the council.

On September 28 a memorial was received from Pictou residents, asking for protection against Indians and pirates ... A Sargent and 10 men were sent out for that purpose . . .

On October 14 a memorial from the inhabitants of Liverpool asked permission to outfit an armed vessel, and to apply for a Letter of Marque and the Government to supply the guns and ammunition. This would protect them from the further loss of their trading vessels by the Rebels ... This was agreed to.

On December 21 the Overseers of the Poor for Halifax petitioned the Council regarding the last cartel vessel (ship used to exchange prisoners of war, or refugees) from Boston, had people who were completely destitute, naked, poor and sick. They had to send 22 sick people to the Poor House for treatment. The overseers had to provide clothing that came to £19:14:0. The Keeper of the Poor House was ordered to feed them and provide a list of expenses. This would be paid out of the contingent money ...

In Dartmouth, November 1 Cheyne Browne John gave power of Attorney over property in Dartmouth to Lewis Piers. This transaction was part of a personal letter in 1755 but not registered until 1779.

In October 1779 Vice Admiralty Arbuthnot reported to the Admiralty that there were 2 ships stationed in Halifax. They were the *Robust*, 74 guns and 600 men, and the *Falcon*, 18 guns and 125 men, but rumor has it the *Falcon* was lost. Later that month two sloops of war were purchased for Halifax station.

The Halifax Gazette advertised 10 acres for sale in Dartmouth. It was located near the Dartmouth Cove near the south boundary of the Town Plot of Dartmouth.

On July 20 there was a riot in Halifax when the press gangs tried to remove what they called, “deserters” from some merchant ships. Lt. Governor Hughes issued a proclamation stating that “...the restriction of all persons whatever from such an irregular and illegal practice ... we have the authority to say that the seamen in the merchant service will meet with all the protection from the Lt. Governor that they can expect ...”

On August 10, 1779 John Cox and Nathaniel Crew were hanged. The first for Rape and the other for burglary. They behaved with great decency at the place of execution, were sensible to the Justice of their sentence and acknowledged they had been formerly guilty of heinous crimes. They declared the too free use of spiritous liquor and bad company were the principle causes of being guilty. They both earnestly exhorted the spectators, more particularly the soldiers to refrain from strong drink and bad company.

On November 2 the H.M.S. *Hope* was shipwrecked on a reef, called the Three Sisters, near the Lighthouse. Three soldiers, 2 women and a boy were drowned. The vessel and cargo were totally lost.

On November 16 a Rebel Privateer was captured by the people living along the coast. It was then sailed into Halifax Harbour.

On December 14 the H.M.S. Sloop-of-War, *North*, and the armed ship, *St. Helene*, were coming into Halifax during a storm from the South East. They were driven ashore near the Sambro Light House. Both ships were entirely lost with 170 people being drowned.

The Court of Vice Admiralty was busy this year, especially now that the Letters of Marque are allowing Nova Scotia merchants to compete with their rivals (Privateers) in the colonies. There was a report from New York that 121 Letters of Marque were issued and 165 prizes were taken between September 18, 1778 to May 1779. Their value was above £600,000 sterling ... the report also said the city of New York has become an immense magazine of all kinds of supplies for a very extensive commerce.

This year in Jamaica, there was news of 35 ships being taken as prizes from March 31, 1778 until January 1779. In Halifax, the goods from prizes were advertised to be sold aboard the vessels that were tied up at the wharf of certain merchants. These would be sold at retail or wholesale prices.

On January 9, 1779 the Court tried a vessel that had made its way into Liverpool, Nova Scotia because of a storm at sea. This was a Dutch ship called *Betsy*. It had lost her mizzenmast, and no top mast so that all they had was a jury mainmast and it was badly damaged. The cargo of molasses, rum, sugar, coffee, etc., was in Mr. Perkin's store. The cargo came from Demerara in the West Indies. The deputy collector for Liverpool called the master of the H.M. Sloop-of-War, *Hunter*. The master of the *Betsy* said the ship's papers were thrown overboard when they were chased by a French ship. The Decree in Halifax was that the ship and cargo be forfeited, with costs going to the promovment.

On April 17 the schooner, *Liverpool*, (letter of marque) versus schooner, *Hannah*, and cargo. The vessel and cargo were condemned as a lawful prize.

Also on April 17 the schooner, *Liverpool*, (letter of marque) versus sloop, *Olive*, and her cargo. On May 7 the sloop and cargo were condemned as lawful prize to the captors.

On May 10 private ship-of-war, *Revenge*, versus the snow, *Good Intent*, and cargo. On June 19 the court ruled the vessel condemned as lawful prize to her captors, but on June 25 it was allowed to have an appeal Warrant placed on file.

On May 11 H.M. Ship-of-War, *Blond*, versus Rebel Privateer schooner, *Resolution*, from Boston and the cargo. The equipment (tackle) included 2 carriage guns, 8 swivel guns, 2 cohorns and 2 half barrels of gun powder. On May 31 it was condemned as a lawful prize to her captors thereof.

On May 18 the cause was between Jonathan Binney, the Deputy Collector of H.M. Customs and the schooner, *Dolphin*, and cargo. The court decreed that the *Dolphin* and cargo be condemned as forfeited and sold at public auction.

On May 26 H.M. Sloop-of-War, *Hope*, versus the sloop, *General Gates*, and cargo. It was condemned as lawful prize and included 8 carriage guns, two swivels with a general cargo of tobacco and staves.

June 8 Armed sloop, *Howe*, and the schooner, *Buckram*, versus schooner, *Little Tom*, and cargo. Condemned as lawful prize to the captors. These ships, the *Howe* and the *Buckram* also captured a sloop called the *Sally* and a ship called the *Joseph* and cargo. The *Joseph* had been a recaptured vessel. It had been captured by a Rebel Privateer called the *Black Prince*, which had taken eleven prizes. The court

decree on July 31 was that one-eighth go to the recaptors and the other seven-eighths go to John Butler for the agents, owners and insurers.

June 11 the private ship-of-war, *Revenge*, versus the brigantine called, *Snake*, and cargo. It was captured in Boston Bay on June 2. When the *Snake* was boarded the papers number 1 and 2 were seized. The brig, *Snake*, had 14 carriage guns and 6 swivel guns. On June 18, a Warrant for Inventorying and Appraising the *Snake* was issued.

Samuel Greenwood, who had been the King's Yard master mast maker in Boston, now a Loyalist, was a duly sworn depositee and stated he had been onboard the brig, *Snake*, and has examined her and found it to be the same brig that he had put a mainmast in the previous year. She was then named the, *Loyalist*, James Morris, master ... that the same mast is now in her with the same cleets on it. He further stated that he employed two men on her to make a new hatchway abaft the main hatchway. He believed this vessel to be the same one that was called the *Loyalist*. These two men were Joseph Ring and Daniel Dolbier, who also testified that it was the brig *Loyalist*. Thomas Monday assisted him and he confirmed the hatchway was made of black birch.

On July 9 the court decreed that a "Dunn" might pass for the one-eighth of the brig, *Snake*, and condemnation of such articles as appraised to be American property to the captors.

On June 18 the *Howe*, the *Buckram*, and now with them the brig, *Snake*, versus the brigantine, *Mead*, and cargo. The *Mead* was a privateer and was chased ashore. People plundered the wreck and stole everything including clothes that were stuffed in pillow cases. From Dartmouth, Ephraim Weston did the cooper work for the damaged and salvaged goods. Michael Wallace provided a shallop and the men to do the labor work.

July 19 H.M.S. *Blond* versus the schooner, *Friendship*, and cargo. On August 11 the court condemned the schooner and cargo as lawful prize to the captors. This after many postponements by Proctors waiting for owners or agents.

July 26 the armed sloop, *Howe*, and the armed brig, *Snake*, versus the shallops called *Betsy* and *Risque*, and their cargoes. On August 16 Proclamation was made for people to appear and assert claims, but no claim was made. The Judge ordered public sales of goods and shallops and paid one-eighth to the captors. The remainder in custody of the Register until the owners appear to claim it.

August 4 the schooner, *Rachal*, versus the schooner, *Peggy*, and cargo. Condemned as a prize and allowed to be sold at public auction.

August 12, 1779 an H.M. Ship-of-War versus the brigantine, *Three Sisters*, and cargo. Michael Wallace and Thomas Cochrane appeared as sureties for the brig, *Three Sisters*. The Court ordered the vessel be forwarded to her destined Port.

August 30, 1779 H.M.S. *Romulus* versus ship, *Earl of Glencairn*, and cargo. It was a recaptured vessel and had a letter of marque. On September 13 Michael Wallace filed a petition and order on behalf of the owners and insurers and offered

as Sureties, Alexander Brymer and Thomas Cochrane. This case ran until November 4 when Thompson, the Proctor for Michael Wallace, exhibited an appeal against the judge of the court. This was admitted and on file.

November 9, 1779 the H.M. Armed ship, *Albany*, versus the sloop, *Sally*, and cargo. It was condemned as forfeited to His Majesty and ordered to be delivered to the captors agent.

## 1780

At this point the American Revolution was not conducted with great energy, nor had it produced any conclusive results. The Privateers were growing in numbers and their crews were the recruits of harbour towns as well as the farms and lumber yards. Good news was the French fleet under Conte d'Estaing being defeated at Savannah, Georgia.

The most important news item was that England had gone to war against France, Spain and Holland. A report from Lord George Germain said that a considerable fleet with land forces were getting underway in Brest, France. The province should guard itself against a surprise attack. Hughes then had the militia called out from every village to come to Halifax in case of attack.

This put 1,500 men to work in the Public Works Program to prepare more fortifications and new encampments. The people in Halifax and Dartmouth patiently waited for the invasion. General MacLean demanded more workmen to finish the fortifications. The Governor and Council resolved that one-sixth of the militia should be employed for three weeks in Halifax. This would furnish an additional 200 workmen. The people waited and waited but the invasion never came.

General Massey had an engineer by the name of Spry build the defences of the harbour and the two towns. The defences on George's Island were greatly improved and enlarged for a total of 48 cannon guns. Citadel Hill was topped with a large octagonal blockhouse and a maze of trenches and earth-works supported with bundles of stout hardwood trees. There were 4 new batteries along the shore of Point Pleasant Park.

This program brought about 14 forts, blockhouses and barracks in the harbour area that could accommodate 2,800 troops. The towns were cluttered with store sheds, guard houses, gun sheds and storage depots. There were also a great number of prisoners of war that the naval ships and now the Privateer vessels were bringing in with their prizes. The cartel ships, for prisoner exchanges, came in and out of the harbour as well.

Lt. Governor Hughes wrote to the Board on May 6, 1780 stating that "...the expenses for the Agent of Indians was well worth the investment so as to draw the Indians from the Rebels to protect our settlement at the St. John River and to allow us to provide the masts and other timber for His Majesty's Navy. Also the trade between this Province and Canada has been preserved ..."

Also in May, 1780 Michael Franklin wrote to Lord Germaine that the presents for Indians had not yet arrived. The supplies for them from the King's stores are

very uncertain ... “An order could be given by you to the Commander in Chief of the King’s troops in America. The custom was to provide stores to them when assistance was required.”

“... The inhabitants of the River St. John, finding peace, have entered into a contract with Lt. Governor Hughes, as Commissioner of His Majesty’s Navy, to furnish masts for the King’s ships, and as the Article of masts for line of battle ships, which this river can furnish, is an Object of the first consequence at all times to Great Britain ... I have prevailed to the Indians to protect the workmen employed in this valuable branch ... The Rebels residing at Machias threaten to destroy the masts already cut. They have used their influence to prevail on all Indians to join them . . . without the friendship of the Indians the enterprise cannot succeed ... I shall set out to meet the Indians in the St. John River area in a few days ... The Indians are to assemble there on May 25 for that purpose ... I lament that presents have not arrived yet for this meeting...”

On May 25 a letter was received by the council from Lord Germaine, the new Secretary of State, warning of a French fleet with land forces was to embark from Brest in France... . “It is the duty in every part of His Majesty’s Dominion to be extremely watchful and attentive to prevent surprise, and be in the best condition to propel any attack ...”

The local militia was ordered to occupy the posts assigned to them and the militia in the country were ordered to be prepared to march to Halifax as soon as required.

On July 10, 1780 Brigadier General Maclean reported to Lord Germaine that the province remains in a state of tranquillity. The troops are in high spirits and building defences for the harbour ... “I employed the militia of this Province to work on these fortifications and have drawn on the Lords of the Treasury for £300.”

On November 13 MacLean reported to the Board that “...The further operations of the French armament have been checked by the British forces on this coast, so as to free us from any apprehensions for the rest of the year ... The militia this summer have built up our defences to enable us to hold out until help arrives, if attacked ... The provision fleet for Quebec was beset by storms and sought shelter in Halifax. Seven ships that were fitted out with victuals arrived, but on an order from Sir Henry Clinton, I had to send out 4 of them within a few days ...”

On November 22 Lt. Governor Hughes reported to Germaine that “... the King’s Navy transports arrived here with a cargo of masts for His Majesty’s Service ... This is an object of great importance and great credit to Major Studholm at Fort Howe on the St. John River ... Upwards of 200 sticks for masts, yards and Bowsprits have been cut, squared and approved by the King’s Purveyor ... One of our Navy Transports is at Fort Howe, embarking to bring her second cargo of those stores ... I think it my duty to mention to your Lordship the very great obligation which I acknowledge in that pleasing event ...”

On November 24, 1780 Michael Franklin sent in a similar report to Lord Germaine. He stated, “... The masts have been in safety at Fort Howe, the hostages are released, the Indians captured the author of the disturbances whom I have since pardoned ... Provisions for the Indians are wanted ... The disposition of the Indians during the summer and fall have been tranquil.

“On June 27 there was a meeting on the St. John River, with 300 fighting men and 600 women and children assembled. There were several deputies from the Ottawa, Hurons, Algonkins, Abnakies and other nations from Canada. They required the Indians of this province to withdraw from the Americans, and to remain quiet, because they had declared war against the Americans. As a result all Indians found among Americans will be treated as enemies. All Indians then withdrew from Machias and its neighbours...”

“... Lately the Rebel Superintendent of Indians sent out papers ... I enclose one of these papers...”

From Passamequody on October 25 a French priest arrived at Machias in 10 days from Rhode Island, where the French fleet is at anchor. He was with some French men. They carried several belts, medals and other articles sent by the French General Officers ...

For some unknown reason people began to paint their houses this year. There were only four colors available, white, red, brown and yellow.

This year a motion was made by the House of Assembly that “...a public school should be established in such parts of the Province as shall be thought most proper. A committee was formed, led by the Attorney General and 6 others, to consider the plan then make a report to the House. They reported the sum of £1,500 be granted to defray the expense of erecting a proper and convenient building in Halifax for that purpose. The money would be raised in a manner directed by the General Assembly. Also that a sum not exceeding £100 be annually for the support of a school master, and when the number of scholars shall exceed forty, a further allowance of £50 per annum be added for the support of an usher or assistant. Also that there be annually appointed by the Governor, Lt. Governor or Commander in Chief, five persons as Trustees and Directors of the said school who are to be empowered to make by-laws and regulations and be incorporated for that purpose. Resolved the House doth agree to the same...The money was to be raised by a Lottery...”

On April 4, 1780 Arbuthnot gave assurances to General Halderman that should the enemy appear in Halifax Harbour, they would give every possible support ...

There were 39 Rebel vessels captured by the Royal Navy between November 20, 1779 and June 1780. Taken into service by the British were the Rebel Frigates, Providence, Boston and Ranger, also a French Corvette called the Zephyre and a sloop-of-war. As of June 1780 there were 7 vessels stationed at Halifax, with 1,500 seamen. This included the *Robust*, 74 guns and 600 men, *Delaware*, 28 guns and 200 men, and the *Allegiance*, 16 guns and 125 men. As of September 30 there were only 4 ships fit for sea duty. One was in the careening yard and one in want of repair. On December 14 it was reported that the French fleet would pass the winter at Rhode Island.

In England there were 55 new ships ordered to be built. This would be 27 ships of the line, 5 fifty-gun ships, 22 Frigates and 1 cutter. There were 28 old ships of the line out of commission but some are now undergoing repair.



This activity would translate into Nova Scotia having to supply all the requirements for naval timber. The Baltic ports could no longer be the source because of the wars and embargoes between the European countries. The American colonies would only trade with France and Spain and refused to supply England with naval timber, even in any marine emergencies.

Up until March, 1780 the British navy captured, burnt and destroyed 16 Spanish, 12 French and one American Rebel ships. They had to destroy 12 of their own, there were 8 captured by the French, 2 were taken by American Rebels and 7 had foundered. This does not take into account the number of vessels damaged, nor the extent of this damage that would require naval stores for maintenance.

In Great Britain the Admiralty was able to convince the House of Commons the need for more ships. As a result, 60 vessels were ordered to be built at the Navy yards throughout England. By December of 1780 there would be 388 ships in service for the Royal Navy that would be stationed throughout the British Empire.

The Court of Vice Admiralty was very active in Halifax, due to the continuous activity with both the Royal Navy and now the armed Privateering vessels of the local merchants.

On February 15, 1780 the Privateer schooner, *Lucy*, versus schooner, *Little Joe*, and cargo. The *Little Joe* and cargo was condemned as forfeited to His Majesty and ordered to be sold, divided and distributed according to law.

Also on February 15, 1780 the Privateer schooner, *Jury*, versus the sloop, *Sally*. On March 6 the court condemned the *Sally* and cargo as forfeited to His Majesty, and ordered to be sold, divided and distributed according to law.

On February 26, 1780 John Creighton, Commander of the Militia at Lunenburg versus the brigantine, *Sally*. This Brig was at anchor in Lunenburg harbour because it required provisions. The officers of the militia took the crew prisoner when they came ashore. The *Sally* then fixed their cannon at the militia who were in small boats. Colonel Creighton then ordered a cannon fired to alarm the residents. The brig's crew refused to let the boarding party come near the *Sally* and prepared to resist their entry. They hoisted their Rebel colors and the Fort responded by firing their 2 cannons at the *Sally*. Their shot were accurate and caused damage. The *Sally* then struck her colors. The militia then sent 2 boats out and took the crew of the *Sally* as prisoners.

On March 21 the Judge heard all the arguments and studied the writs submitted. The vessel and cargo were condemned as forfeited to His Majesty, to be divided, distributed and paid. A Warrant of Appraisement and Return to be made on May 30, 1780.

March 11, 1780 Colonel Perkins, commanding officer of the militia at Liverpool versus the schooner, *Dolphin*, and cargo. It was captured at Port Mutton. The *Dolphin* was from Dominico and bound for Marblehead, Mass. It carried rum, sugar and coffee, which it would usually trade for fish, lumber, etc. During a storm the rudder of the *Dolphin* was lost. It was captured on February 25. On April 1 the *Dolphin* and cargo was condemned as prize to His Majesty.

March 11, 1780 Colonel Perkins of the Liverpool militia versus the schooner, *Swallow*, and cargo. When the people of Port Medway discovered the *Swallow* to be an American vessel, they armed themselves, boarded and captured it after some resistance. The cargo was rum, molasses, cotton and cocoa. The petition for sale was filed and entered. The arguments were heard and the schooner, *Swallow*, and cargo was condemned as forfeited to His Majesty.

On March 18, 1780 Colonel John Creighton of the Lunenburg militia versus the brigantine, *Kitty*. This brig had lost her main topsail and running rigging was carried away and grounded at LeHave. It couldn't be sailed to Halifax so the court ordered the, *Kitty*, to be sold at public auction at Lunenburg. It had clearance papers from the port of Piscataqua in New Hampshire to France. It had anchored near Petit Riviere with a distress flag and 4 men came ashore in their small boat. They were captured by the people from Petit Riviere, who then boarded the *Kitty* and captured it. On April 22 the Advocate General moved for a decree which resulted in the *Kitty* being condemned as forfeited to His Majesty, to be divided and distributed.

On April 1, 1780 there was a Proceeding in the Business of a wrecked schooner, *Free Mason*, and cargo. There were 2 men who applied to the court to take possession of the shipwrecked schooner. They had to submit a true account of all charges. This report was put on file on May 13, 1780.

On March 28, 1780 Privateer schooner, *Jury*, versus a sloop (name unknown) and cargo, captured near Penobscot, Maine on March 2. It was grounded on a reef when captured then taken to Liverpool in Nova Scotia. On April 17 the sloop and cargo was condemned as forfeited to the captors.

July 7, 1780 Letter of Marque schooner, *Jury*, versus schooner, *Sally*. The *Sally* and cargo was captured off Cape Cod. On July 27 the schooner and cargo was condemned as forfeited to His Majesty, and ordered to be sold, divided and distributed according to law.

July 7, 1780 there was a cause charge by two schooners with the same name, *Jury*. The Letter of Marque schooner, *Jury*, versus schooner, *Jury*, that was captured near Cape Cod. It had no papers and was sent to Liverpool, Nova Scotia. On July 27 the Advocate General moved for a decree. The judge ordered the decree to be pronounced as on file, whereby the schooner was condemned as forfeited, divided and distributed agreeable to law etc.

On July 7 the *Jury* involved its third capture. This was the schooner, *Diamond*, also captured off Cape Cod. On July 27 the *Diamond* and cargo was condemned as forfeited and ordered to be divided etc., according to law.

On July 14 Thomas Ross, Commander of the brig, *Resolution*, Letter of Marque, versus the snow, *Adventure*, and cargo. This was a recaptured vessel that was taken by a Yankee privateer near St. John's, Newfoundland on May 9, 1780. It was then recaptured by the *Resolution* on July 7. On August 15 the Proctor for libellant filed a reference to an Act of Parliament.

On August 17 the court ordered one-eighth of the cargo of salt decreed to the captors and the *Adventure* and other goods condemned as forfeited etc.

On July 18, 1780 the schooner, *Jury*, Letter of Marque, versus a schooner, (name unknown) captured on June 20 near Nantucket Island. There were no papers and no cargo, only ballast onboard. It was condemned on August 18 as forfeited and ordered to be divided and distributed according to law etc.

On July 27, 1780 H.M.S. *Surprise*, versus ship, *Margaret Christiana*. This was a recaptured vessel. It had been taken by a Yankee Privateer called the, *Essen*, with 20 guns and 120 crew men at the coast of Newfoundland. The cargo was transferred at sea. The next day the H.M.S. *Surprise* retook the vessel from the Rebels and sailed it into Halifax harbour on July 24. A Warrant of Survey and Appraisement was ordered on August 3. The judge pronounced a decree on file on August 21, 1780.

On August 19, 1780 schooner, *Dispatch*, Letter of Marque, versus brig, *Diana*. A Warrant of Survey was ordered on the brig, *Diane*, and cargo. On October 3 Thomas Cochran put up Bail at ,500 for Joseph Barrs of the schooner, *Dispatch*. On December 1, 1780 after a long court trial, the court finally ordered the revocation of the commission of the schooner, *Dispatch*, whereof the said Joseph Barss suspended and the Libellants to pay the costs. Also a decree for salvage was pronounced and costs to be repaid to the recaptors of the brig, *Diane*, and cargo.

August 31, 1780 H.M. Ship-of-War, *Charlestown* versus schooner, *Dolphin*, a recaptured vessel. This schooner was first taken by a Rebel privateer on August 16, 1780 on its way to New York. It was then on its way to New England when taken by H.M.S. *Charlestown*.

On September 5 a Warrant of Appraisement and survey was ordered and three days later the Court ordered one-eighth of the appraisal value for the recaptors.

September 4, 1780 a Letter of Marque, schooner, *Halifax Rover*, versus the brigantine, *Lyon*, and cargo. This was a recaptured vessel. It had been captured on August 3 by a Yankee privateer from Salem, Mass. The crews were exchanged and the vessel set for Salem. It was taken by the *Halifax Rover* and sent to Annapolis Royal.

On November 13 the Judge ordered a Warrant of Survey and Appraisal. No one appeared to make a claim. The Court then condemned the vessel and cargo as forfeited to His Majesty. One-eighth was to be paid to the recaptors was the final judgement.

On September 14 the H.M. Ships *Deleware*, *Delight*, *Bonitta* and the Armed sloop, *Howe*, versus the sloop, *Race Horse*, and cargo. It was loaded with a cargo of molasses from St. Francois and bound for New England. On October 3 a decree ordered to be pronounced on file whereby the sloop and cargo were condemned as forfeited to His Majesty and ordered to the captors as lawful prize.

On September 12 the same four vessels, *Deleware*, *Delight*, *Bonita* and *Howe* versus the brigantine, *John and Mary*. This was a recaptured vessel. The brig was first captured on August 23 by Rebels, then taken to Boston. When it was recaptured it had been stripped of all equipment. On October 3 a Writ of Survey and Appraisal was ordered. Then a decree ordered and pronounced on file etc.

On September 13 the same 4 vessels, *Deleware*, *Delight*, *Bonita* and the Armed sloop, *Howe*, versus the barque, *St. Bees*, and cargo. This was also a recaptured vessel. On November 16 a decree was ordered to be pronounced on file and condemned as forfeited, etc.

September 14 the same 4 above mentioned vessels versus the brigantine, *Speed*. It was taken on the Georges Banks on September 3 and loaded with provisions from Port aux Prince. On October 30 the brig, *Speed*, was condemned as forfeited to His Majesty and ordered to be delivered to the captors as a lawful prize.

September 14 James Mowatt, Captain of the King's Rangers, and his company, in two long boats from the H.M.S. *Albany*, captured a 30 ton schooner named *Turkey* near the Demescotti River. This schooner had 3 officers from the Continental Army onboard. There were no papers. October 3, 1780 the schooner *Turkey* was condemned as a lawful prize to the captors thereof, etc.

On October 10 H.M.S. *Blond*, *Albany*, *Nautilus*, *North* and the brig, *Hope*, versus the sloop, *Mercury*, and sloop, *Fortune*. On October 31 both the *Mercury* and the *Fortune* were condemned as forfeited to the King and ordered to be sold. The money was to be divided and distributed according to His Majesty's Proclamation.

On November 7, 1780 the sloop-of-war, *Savage*, versus the brigantine, *Nathaniel*, and cargo. This was a recaptured vessel. It had provisions for the Navy and was sailing for Halifax when captured by American Rebels just off the Sambro Lighthouse. It was sent to Boston but was recaptured off Cape Sable by the sloop-of-war, *Savage*, with its cargo of beef, pork, flour and peas. On December 1 a Warrant of Survey and Appraisals was made. The Claimant was ordered by December 12 to pay one-eighth of the appraisal value of the brig and cargo to the recaptors and also the costs of the court charges.

On November 9, 1780 the Letter of Marque schooner, *Annapolis Royal*, versus schooner, *Swallow*, and cargo. There were no claimers to the vessel and cargo and on November 28 the court decreed the *Swallow* and cargo condemned as forfeited to H.M. and delivered to the captors for their own use.

On November 30 the Privateer schooner, *Halifax Adventurer*, versus the sloop, *Mary*, and her cargo. On December 19 there were no claimants and the court condemned the *Mary* and cargo as lawful prize to the captors thereof, etc.

Also on November 30 the same Privateer schooner, *Halifax Adventurer*, versus the schooner, *Hannah*, and cargo. The crew as prisoners were sent to Boston in a cartel vessel from Penobscott Bay. On December 20 no claimant appeared and the schooner, *Hannah*, and cargo were condemned as forfeited to H.M. and decreed to be delivered to the captors, which was agreeable to an Act of Parliament.

On December 5, 1780 schooner, *David*, Letter of Marque, versus schooner, *Friendship*, and cargo. The crew had abandoned the schooner near Casco Bay on October 23. There were no papers, no crew and no cargo. On December 26 no claimants appeared and the decree pronounced the vessel and cargo (what could be called cargo) condemned as lawful prize, etc.

December 5 Armed schooner, *Mermaid* and a tender for the H.M.S. *Albany* versus the sloop, *Patty*, and cargo. On December 26th no claimants appeared. The decree ordered to be pronounced on file whereby the vessel and cargo were condemned as lawful prize to the captors, etc.

Also on December 5, 1780 the Privateer armed schooner, *David*, versus the sloop, *Betsy*, and cargo. It was taken to Fort George and the prisoners were sent to Boston in a cartel. On December 20 there were no claimants and the vessel and cargo condemned as lawful prize to the captors thereof, etc.

December 10, 1780 the same Privateer schooner, *David*, versus schooner, *Hannah*, and cargo. It was captured off Casco Bay. The crew had deserted, there were no papers and no cargo except some cider and some kegs of rum. It was taken to Fort George. On December 19 no claimants appeared and it was condemned as a lawful prize etc.

## 1781

The Press gangs continued to raid the streets and waterfront along Halifax, regardless of all the complaints from the civilian population. On January 6 one of these Press gangs of armed naval officers, marines and sailors seized several civilians belonging to Halifax and along the south shore of the province. They had their hands tied behind their backs and were dragged along like criminals. They were taken to a guard house as prisoners, then placed on ships of war.

The General Court of Quarter Sessions was in session and the Grand Jury presented this grievance. The complaint was that the Halifax town was supplied with fuel and provisions by the inhabitants of Halifax, Chester, Lunenburg and Liverpool. They would bring these necessities to Halifax by boat and then offer them for sale. They wanted a regular mode of impressment to be adopted and carried out.

There were several members of this Grand Jury from Dartmouth, or at least owned property there, and they felt the civilian population had a legitimate complaint. The Grand Jury then requested the Lt. Governor to intercede on their behalf.

An extension of the mast yard and mast soaking ponds were located across the harbour from His Majesty's Dockyard in Halifax. This was chosen by Samuel Greenwood Sr. who was the King's mast maker in Boston. The masts that had to be used to repair the ships that were stationed in Halifax required a separate area for storage and utility from the masts that were sent to England and also to the West Indies and Bermuda. It was close to the anchorage area for ships using the Navy Watering Place, where Albro lake emptied into Halifax harbour.

Near this area a naval hospital would be built on the north side of the Dartmouth Common. Also an iron foundry to support the masts and Fort Duncan would be constructed.

At the June assembly Sir R. Hughes mentioned in his opening speech that Sir A. Hammond, Captain, R. N., who held the office of Commissioner of the Naval Yard, would succeed him.

There were still four main issues that the Assembly members were not content with. These issues were the fight over the rum duties, the campaign for country sheriffs, the attempt to make judges removable from office by the Legislature, and the all important matter of authorizing expenditures.

The rum duties problem was aggravated when in 1777 Brooke Watson and his partner Rashleigh, sent out 300 puncheons of rum directly from London. Their agent Butler, who owned a distilling house, discovered that under the existing revenue law he was liable for 10 pence a gallon impost on 32,244 gallons. The Nova Scotia Council, of which he was a member, agreed to suspend the obligation while the matter was carried to the Board in London. This would give Butler time to contact his employer and political patron, Joshua Mauger.

The Board, the Treasury and the Privy Council dragged their feet on the issue because of the general demand on the part of the army and navy victuallers in Nova Scotia. They wanted to be excused this impost duty on both rum and molasses for the army and navy.

Another complication was that by 1778 there was a general wartime prosperity in Nova Scotia; Lord Germaine wrote to Hughes suggesting the province stop asking the British Parliament to meet their expenses. It was time they supported their own civil establishment. The reply Hughes gave was that any surplus used was to reduce the provincial debt.

Hughes then asked the Assembly to raise a fund of £5,000 for the cost of provincial defence. The tax laws for this purpose imposed an additional excise of 6 pence per gallon on spirits, additional tonnage duties on vessels using Nova Scotia ports, and a land tax of a penny per pound on the land value. The Assembly wanted to add a clause to their bill subjecting spirits and molasses for the forces, but had to drop this clause when informed the matter was being discussed in London.

During the summer of 1781 the Assembly learned that the mercantile lobbyists defeated them at the Privy Council. The Nova Scotia Assembly then decided to address the crown directly. This would take time to sort out.

Farming in Dartmouth was now developing as the major industry. It was an occupation that would survive in both peace time and war time. During the winters they would supplement their income by the woodcutting industry.

At the Court of Escheatment on record was the King versus the Honorable Charles Lawrence. This was for 380 acres on the east side of Halifax harbour. It had been granted to Lawrence on 20 July 1754. It was now escheated on 26 July 1781.

On 22 January, Sir Richard Hughes issued a proclamation declaring, "...impressing men for the King's service without permission of the civil authority is contrary to, and an outrageous breach of the civil law ..." He then directed all the Justices etc., to resist such acts and to apprehend and bring to Justice all who have offended this proclamation.

There is no record as to whether the unfortunates were released from below decks of the ship-of-war that captured them. The ship was well out to sea by the

time the proclamation was published. This of course was by design, and not accident, because the Court of Vice Admiralty still had the run of things and the Lt. Governor was merely a spokesman for the crown.

On February 28, 1781 Whitehall reported to Lt. Governor Hughes that it was a great pleasure to hear that a ship with a cargo of masts was procured at the St. John River, and had arrived at Halifax . . . “so seasonable a supply of that essential naval store, in part of His Majesty’s possessions so convenient to Halifax and all the American stations, the satisfaction increases in proportion to the importance of that object, and the country which furnishes then becomes of more worth to Great Britain than the richest territory ... Too much attention therefore cannot be shown to the preservation of this most valuable timber, and Major Studholm proved himself a faithful subject of the King by the care he took to protect the workmen employed in cutting the masts, and the assistance he gave in securing and conveying them ... I have sent your letter bearing testimony to his merit to Lord Amherst...”

Also on February 28, 1781 Lord Germaine wrote to Michael Franklin about the cutting of masts and their delivery to Halifax Harbour ... “so great a national object cannot be too much attended to ... The Commander of the Kings Forces is instructed to supply whatever is necessary for the execution of every measure he directs to be undertaken ...”

On April 30 Hughes wrote to Germain the following, ... “I have received your approbation of the mast business and is highly flattering to the Province ... the idea of affording so important a supply to His Majesty’s fleet struck my mind soon after my arrival in Nova Scotia... I have the satisfaction to inform you that upwards of 200 sticks for mast yards and bowsprits have been cut, squared and approved by the King’s Purveyor at the St. John River in the course of last fall and winter ... One of our transports is at Fort Howe, embarking on her second cargo of these stores...”

On May 8 Michael Franklin sent his report to Lord Germain in London... “It is with great satisfaction that the providing of masts for the King’s Navy, at the St. John River, is looked upon to be a National Object of Importance ... I shall continue to take every measure for preventing any interruption on the part of the Indians ... I have the pleasure to inform your Lordship that another ship is now loading with masts at the River St. John for the Royal Navy, and the Indians appear to be quiet...”

On March 12, 1781 Thomas Cochran who was a merchant and had extensive property in Halifax and Dartmouth, was appointed Justice of the Peace for the County of Halifax.

On June 30 Lord Germain wrote to Sir Richard Hughes that the command of the troops in Nova Scotia will go to Lt. Colonel Bruce since the death of Brigadier General McLean . “... I am happy that your success in procuring a supply of masts in the Province of Nova Scotia for His Majesty’s fleet has so much exceeded my expectations ...”

On July 31 the King’s Order in Council was read confirming the Act for building a Public School by Lottery.

On August 9 it was resolved in the House of Assembly that the King’s presents to the Indians on the St. John River, be delivered as soon as convenient and the sum of £100 be allowed to the Superintendent to defray the expenses incurred on that occasion.

On July 30 1781 Sir Andrew S. Hammond, Lt. Governor and Commissioner of His Majesty's Navy Yard at Halifax, arrived from England. He was then sworn into office on July 31, 1781.

At the Court of Escheatment on July 26, 1781 was recorded the following: The King versus Honorable Charles Lawrence, 380 acres on the East side of Halifax harbour, which had been granted on July 20, 1754. It is escheated as of July 26, 1781.

November 22, 1781 Franklin to Lord Germain ... "The Indians in the St. John River area are resolved to resist the Rebels if they try to disturb the peace and harmony of the river, and they would protect all those employed in providing masts for His Majesty's Navy ..."

The Council resolved that £100 be allotted for expenses in visiting the Indians at the St. John River area ... "I left Halifax on September 1 and arrived there on September 14. On October 2 I met with the Indians at a place called Burton, which is 55 miles up river... There were 383 Indians there and all pleased at my arrival... Two chiefs had died and their replacements not yet chosen... The weaker party might have left for Machias. I nominated the first chief whom I could confide. He nominated a second and third chief and this united the divisions which had existed for years past... They promised to oppose any Indian or Rebel who attempts to disturb the peace... They would continue to protect all persons employed in providing masts for the Royal Navy... There are many Rebels in the Bay of Fundy region."

On November 25, Hammond wrote to the Board that, "the great number of Prisoners of war this summer has put us to great inconvenience and expense ... The season for Privateers is now over and I will send the seamen prisoners before the winter sets in."

On November 27 Hammond reported to the Board that he had complained to the Admiral about the Privateers (Rebel) in the Bay of Fundy region ... also he reported that, "... I had the area around the St. John River surveyed for 95 miles from the sea ... A great number of masts for the Navy could be cut there for many years to come, and I have contracted for 2 shiploads to be ready by next June ..."

The report from the Admiralty this year included the battle between a British and French squadron near Chesapeake Bay on March 16. The French line broke after 2 hours of fighting.

On March 17, 1781 there were three ships at Halifax but one was very much in want of repairs. One was fit for sea duty, the H.M.S. *Allegiance*, and one was ordered to proceed with a convoy to the Leeward Islands having spars and masts onboard. The other two ships were the H.M.S. *Royal Oak*, 74 guns and 600 men but the vessel was heaving down. The other was the H.M.S. *Vulture*, 16 guns and 125 men. It was being coppered (covering hull with sheets of copper) at the Yard.

On September 10 Hammon reported to Graves that there are 150 pieces of cannon for our defence but only 85 men in the Garrison. "... require a number of seamen to work the guns ... we have more prisoners than we can accommodate without another prison ship ..."

Admiral Graves was able to purchase 7 ships for the North American squadron.



On October 16, 1781 Admiral Graves reported to the Admiralty that A... the *Carysfort*, was sent to Halifax and on her return to New York she captured a french mast ship bound for Cape Francois. There were a large number of masts onboard ... This is a valuable acquisition as there are very few, if any, masts or spars left in the Yard ... A French frigate, called the *Magicienne*, captured by H.M.S. *Chatham* was reconverted at Halifax. Then it was outfitted and sent to Sandy Hook, New York ... The fleet is very short of bread ... several ships have parted their cables, some broke anchor and 3 were washed ashore ... "I can see no end to disappointments."

This year, the Court of Vice Admiralty granted a commission, or Letters of Marque, to 23 vessels and their masters. This was to set forth in a war like manner against ships of the Rebellious Colonies in America, agreeable to H.M. Instructions and other Acts of Parliament. This would also include fighting against the King of France and Spain. Six Letters of Marque were issued in 1779 and 16 Letters of Marque were issued in 1780.

On January 10, 1781 the Court heard the "Cause" of the schooner, *Mowatt*, (Privateer) versus the sloop, *Don Quixto*, and cargo. On January 15 Michael Wallace appeared as agent to the captors of the sloop and prayed the court would grant leave for the sale of the said sloop and cargo. No claimant appeared and the sloop was condemned as lawful prize etc.

On February 20 the Privateer schooner, *David*, versus schooner, *Hannah*. On March 12 no claimants appeared and the schooner and cargo condemned as lawful prize etc. Also on February 20 the Privateer schooner, *David*, versus the sloop, *Swan*, and cargo.

A Retrait was granted and the parties agreed to adjust the dispute between the owners and the agent for the *David*. The owners paid all court costs, although there was probable cause for seizing the sloop.

Also on February 20 the Privateer schooner, *David*, versus the schooner, *Falmouth Packet*, and cargo. On March 17 the Judge pronounced a decree as on file etc.

On March 16 the Privateer schooner, *David*, brought in two shallops, and the court ruled for the memorial of sale that was filed and entered.

On March 15 Henry Newton, the Collector of Customs versus schooner, *Ranger*, and cargo. The *Ranger* was from Piscataqua (Naval base) and Newton put the mark of the King's Broad Arrow on the main mast while tied up at Fairbanks Wharf. When no claimants appeared on March 26 it was condemned to His Majesty and ordered to be distributed by one-third for His Majesty, one-third for Sir Richard Hughes as Lt. Governor, and one-third to the informer, Henry Newton.

March 28 Privateer schooner, *Success*, versus brigantine, *Fortune*, and cargo. This was a recaptured vessel. On March 28 the court ruled one-eighth of the appraised value decreed to the recaptors with costs.

March 24 H.M. Armed Ship-of-War, *Albany*, versus the Armed schooner, *Nancy*.. It was captured near Halifax harbour and it had a commission from the

American Congress. On April 12 no claimants appeared and it was condemned as lawful prize to captors, etc.

May 1 Armed schooner, *Buckingham*, versus the schooner, *Comet*. On May 21 no claimant appeared and it was condemned as lawful prize to the captors.

May 4 Collector of Customs versus a parcel of tobacco and other contraband goods cast away and stranded on the coast of Nova Scotia. The goods were from a shipwreck brig called *Patrick*. None appeared to make claim. On June 26 Thomas Cochran and two other merchants were asked to make an opinion in writing as to the value of the shipwrecked goods. A settlement was then made by the court.

May 8 Privateer schooner, *Halifax Bob*, versus sloop, *Hannah*. This had been a cartel ship from Marblehead with a load of provisions. On return carried cord wood but was captured. On May 31 court decreed the sloop, *Hannah*, and cargo condemned as forfeited to His Majesty to be sold and distributed among captive and owners of schooner, *Halifax Bob*.

May 25 schooner, *Arbuthnot*, and sloop-of-war, *Allegiance*, versus schooner, *Gaff Fish*, and cargo. On June 13 condemned as lawful prize to captors etc.

June 17 H.M.S. *Royal Oak*, versus brigantine, *Ann*, and cargo. This was a recaptured vessel from London, England. The original name was *Neptune*. It was captured by Rebels, then sent to Boston to be rigged with 16 six-pounder guns and 60 men. It was recaptured by the H.M.S. *America* but sent to Halifax under convoy of H.M.S. *Royal Oak*. On June 20 a Warrant of Appraisalment was made, and on June 29 the Advocate General moved for a decree and the judge ordered it to be pronounced as on file.

June 15 H.M. Ship-of-War, *Charlestown*, versus ship, *Stanislaus*, and cargo. On July 4 condemned as lawful prize to the captors thereof etc.

June 19 H.M.S. *Charlestown* versus brigantine, *Albion*, and cargo. This was a recaptured ship. July 10 a Warrant of Appraisalment returned and filed, Decree ordered to be pronounced as on file. July 24 settlement of salvage and charges made on file.

June 20 the schooner, *Adventurer*, versus schooner, *Rigged Boat*, and cargo. On July 10 no claimant appeared. Judge pronounced a decree that this schooner and cargo condemned as forfeited to His Majesty and ordered to be divided and distributed as agreed to by the master, crew and owners of the schooner *Adventurer*.

June 27 H.M.S. *Charlestown* versus brigantine, *Flying Fish*. On July 10 no claimants appeared. Court ordered this brig as condemned and forfeited to His Majesty and ordered to be sold and divided among the captors.

June 28 Privateer, *Jack*, versus recaptured small schooner, (unknown name) and cargo. July 16, 1781 court ordered vessel and cargo be sold at Public auction, one-eighth for the recaptors and court costs. The rest to remain in custody of the Register for further consideration . . .

July 9 the Armed schooner, *Arbuthnot*, versus schooner, *Two Brothers*, and cargo. On July 18 no claimants appeared. The schooner and cargo were condemned as lawful prize etc.

Also on July 9 *Arbutnot* versus schooner, *Swallow*, and cargo. On July 18 no claimants appeared. The schooner and cargo were condemned as a lawful prize to the captors thereof etc.

July 9 the schooner, *David*, versus schooner, *William*, and cargo. There were no claimants appeared on July 30 so it was condemned as a lawful prize etc.

July 17 H.M.S. *Charlestown* versus Privateer brig, *Hers*, and cargo. By August 4 no claimants appeared and it was condemned as forfeited to His Majesty and sold, agreeable to His Majesty's Proclamation.

July 19 H.M.S. *Charlestown* versus schooner, *Ramble*, and cargo. On August 9, 1781 no claimants appeared and a decree was pronounced as condemned and forfeited to His Majesty etc.

July 20 H.M.S. *Vulture*, *Charlestown* and *Adventurer* versus a recaptured sloop-of-war, *Atlantic*, and cargo. On August 4 a Warrant of Survey was ordered. One-eighth of the value was decreed to be paid to the recaptors.

July 31 H.M.S. *Dance* and the, *Surprise*, versus ship, *Independence*, and cargo. On August 21 no claimants appeared. It was then condemned as forfeited to His Majesty, sold and then distributed among the captors etc.

July 31 the *Dance* and *Surprise* versus brigantine, *Diana*, and cargo. On August 21 it was condemned by the court and her boats, stores, guns, tackle and furniture were forfeited as lawful prize etc.

July 31 H.M.S. *Diana* and the *Surprise* versus ship, *Venus*, and cargo. On August 21 there were no claimants so it was then condemned as forfeited to His Majesty as lawful prize etc. On the same day the same ships, *Diana* and the *Surprise*, versus a recaptured vessel called *Lockheart Ross* and cargo of ship timber. On August 4 a claim on behalf of the owners was read to the court. A Warrant of Survey was taken and one-eighth was paid to the recaptors in lieu of salvage.

Between July 31, 1781 and December 26, 1781 there were 35 more captured vessels brought into Halifax harbour to be tried at the Court of Vice Admiralty. The harbour was full of captured vessels and those Privateers and Royal Naval ships of all sizes that brought them into the harbour. Despite this the Rebel privateer vessels still continued to raid the small seaports along the coast.

Lt. Governor Hammond examined the Public Works Program at Halifax harbour and found them to be in good repair. However, he felt they needed a larger garrison. He also found the local militia in a tolerable condition. Halifax county had 431 members that would be depended on, and he planned to check the other counties the following spring season.

Between 1779 and 1781 the records in the surveyor's General Office showed a total of 195 people living in Dartmouth. The Loyalists began to move to Nova Scotia and what was only a trickle in 1781 became a torrent of over 25,000 refugees within the next three years.

Those Loyalists with money began to purchase land so as to continue their way of life. The local people were willing to share their property and there was a feeling of optimism about Nova Scotia being a successful colony in the near future.

Property transactions in Dartmouth included the following: Benjamin Green sold a lot of land to John Wisdom, carpenter, and Edward and Samuel King, truck men, for £130. This lot was eastward of the Dartmouth Town Plot and had been part of the original grant to Benjamin Green senior. It would become a very successful tan yard and this part would be later referred to as the Woodlawn area of Dartmouth. It contained 500 acres of arable land.

On June 29 Thomas Newell, tin plater, sold 500 acres to Jacob Conrad for £75. This was on the Lawrencetown Road.

On August 22 Benjamin Green sold 1,387 acres of land to James Graham, yeoman, for £40. This was also part of the grant, part 13, of the three Fathom Harbour grant called the second and last division of Lawrencetown, granted in 1754.

On September 20 William Nesbitt, esquire, sold 200 acres in the South East Passage area to Jacob Horn, farmer, for £30. In the description of the deed, it was mentioned a road called the Chebucto Road that was bounded on the land of Captain Joseph Goreham, John Collier and Otho Hamilton who had received the original grant. The Chebucto Road went along the harbour and continued down to the South East Passage from Fort Clearance.

On December 11 Catherine O'Brien, a Halifax widow, who was the administrator for the estate of James Quin, sold two lots in Dartmouth Township for £40. This was number 7 of lot A, which had 20 acres, and number 5 of lot B which had 80 acres. They were sold to William Reeves. The James Quin and others lots bordered on both Lake Banook and Lake Mic Mac. These grants were given to the veteran soldiers of the Seven Years War in 1763. There were 20 acre town lots and 80 acre farm lots.

Within a few years, other veterans of the American Revolution would be getting grants in the Dartmouth area. Their choice would be farm and wood lots because of their potential to provide a secure living for themselves and families.

On October 19, 1781 Lord Cornwallis surrendered his army of 7,000 men to General Washington at Yorktown, Virginia. This would have a profound effect on Nova Scotia and the people who preferred to stay loyal to the British Empire.

## 1782

The member of the Assembly finally heard from the Crown regarding their appeal on the collection of duties. At least one thing was in their favor and that was to secure permission to introduce a system of bonds to prevent fraud. They passed this act in the summer session but refused to restore the duties already paid on army supplies. They even made another address to the Crown on their diminishing revenues in a Province where war and destruction had proved to be a greater burden on their attempts at self-support.

The Board insisted that the Provost Marshal be compensated for the loss of his office when they agreed to having county sheriffs and removable Supreme Court Judges. The Assembly was so anxious for county sheriffs that they recommended the Provost Marshal to the Crown for another appointment.

The classic constitutional controversy was still the fight for control of the public purse. The main problem since the 1778 Assembly was that the demands on the Treasury had to be met. A year later the committee on accounts discovered that over £1,700 had been paid out for military and naval purposes, although not warranted by law nor the votes of the General Assembly.

The Assembly addressed Hughes on this and he promised to reimburse the Treasury. His reason was that part of the expenditure was authorized by the wording of the militia act. This seemed to quiet down the issue but he did not call another Assembly until 1780.

In October the Assembly found unauthorized expenditures of over £1,300. Hughes again evaded the issue. He was again challenged in 1781 and he showed no intention of carrying out his promises to reimburse the Treasury.

The only way the Treasury would bring pressure on Hughes was to not provide a quorum at the sessions. Messengers were sent out for members to attend. When the Assembly did collect they addressed Hughes and laid down in detail the procedures to be followed in all disbursements from the Treasury.

This was too much for the authoritarian naval officer and he lashed out at the members of the Assembly. He stated that control on Government which the House proposes in the issuing of monies from the Treasury, contained so unbecoming a reflection on His Majesty's Council that he would be highly culpable were he to admit it.

Hughes may have had a warm sentiment towards his duties, but his ideas of legality were now in question. Three weeks later he relinquished his office to Hammond. This man was a less forceful person and was convinced that peace would soon prevail. This would be reflected in Nova Scotia.

However, this was not the case and in the 1782 Assembly they returned to the fiscal battle. The problem was turned over to Richard Bulkeley who came up with a solution accepted by both the Assembly and the Executive Council. Henceforth, no demands on the Treasury were to be received or passed on except those deposited at the Treasury, and thence delivered to the General Assembly by order of the Chief Executive. This was the old compromise of conceding but not formally recognizing the Assembly's control of the, "Purse".

The war with privateers and other naval forces still raged on despite the military surrender the year before at Yorktown, Virginia. A port warden in Halifax was appointed by Lt. Governor Hammond, to grant passes to all vessels leaving the port of Halifax, as well as those entering.

Sir Guy Carleton was made Commander in Chief, with instructions to promote peace. He broke up the Board of Refugees at New York. There were plans for the refugees (called Loyalists) to leave the area and come to Nova Scotia when supplies and transportation became available.

At the time Lt. Governor of Nova Scotia was restricted from granting land to soldiers and officers. This was under the Royal Proclamation on October 7, 1763 and also by the Earl of Dartmouth's letter on July 1, 1775 to American refugees.

By May of 1782 Hammond wrote to the Board that several merchants and others at Halifax, who were descendants of early settlers, applied for grants and he requested the Board's ruling.

In June, Lt. Governor Hammond gave his assent to two Bills, one to exempt molasses, rum, etc., as donation to the troops and thus not paying duties, and the other was to repeal clauses of the two acts oppressive to Roman Catholics.

One very good bit of news for the Halifax Navy Yard was in May, when the H.M.S. *Blond* captured a privateer laden with spars and masts. These were bound for Cape Ann in France but now the Royal Navy will have this most precious cargo.

During the summer months the Town of Lunenburg was sacked and pillaged by American privateers. The people of Liverpool were also harassed. They couldn't work because they spent all their time on militia duty. When the regular army troops arrived they resumed their efforts to make a living and provide for their families. This state of anxiety was prevalent all over the province.

On May 15, 1782 Hammond reported to the Board that two enemy Privateers were destroyed in the Bay of Fundy region ... The cutting of masts remains uninterrupted at the St. John River . . .

On June 16, 1782 Michael Franklin wrote to the Earl of Shelburn, Secretary of State, "...the Indians have been peaceful and quiet particularly at the St. John River area ... This is important as the providing of masts for the King's Navy will, in a great measure, depend on their humor."

In October, Hammond withdrew from office and John Parr, esquire, was sworn in as the new Lt. Governor of Nova Scotia. His first report to Townsend was to state that, "... Sir Guy Carleton wrote to me that 600 people wished to leave New York and embark for Nova Scotia this fall ... A much larger number want to leave to come here next spring ... Shipping is not available for any more than 300 of them..."

Parr recommended a grant 500 or 600 acres to each family, and 300 acres to each single man. Also 2,000 acres for a Glebe (church) and 1,000 acres for a school in each township. No fees or quit rents were to be paid or reserved. There was a further recommendation for aiding the refugees with materials and artificers for building houses, etc. No funds were at the Governor's disposal for this purpose so he immediately sent for instructions from the Board of Trade and Plantations in London.

On November 30 the news of preliminary articles of peace between England and the American colonies were signed in Paris, France.

In December, Parr wrote to the Townsend that from Charlestown in South Carolina, arrived 501 refugees, men, women and children. This was instructed by Sir Guy Carleton . . .

In December, Lt. Governor Parr issued a proclamation against the impressment of men for the King's service, without the permission of the civil magistrate. The mob in Halifax was getting larger in numbers and bolder in their ways to defy authority. Their target was the press gangs, especially when any of them were pursued or taken by the, "Press." They would retaliate by vandalizing public

property. The newspaper referred to this as a midnight frolic and included broken lanterns, poles, shop signs, windows, doors of the taverns, etc. They would carry clubs and threaten anybody who got in their way.

In October, they had surrounded a toll gate keeper, then smashed the toll gate to pieces. This was between Halifax and Sackville and intended to charge a toll for anybody using the road. Flour mills were established in Sackville by this time. A reward was posted for identifying the offenders but nobody would come forth. In Dartmouth, the residents still preferred to not draw any undue attention to themselves. They stayed in the background of events and went on making a living from the sea, soil or the operation of their three sawmills.

The rumors about land reform made those who were given large grants of land conclude that these lands could be escheated unless they were properly used. To sell the land, or parts of it, would be wise but this would only appeal to those Loyalists who could afford it.

On December 16, 1782 the flood of Loyalists began from New York and South Carolina. Sir Guy Carleton advised Parr that there would be many more and to expect to make the necessary land grants to them.

Parr advised the Council and Assembly on this and a resolution was passed that the Chief Surveyor would make a return on all granted lands that are at present unoccupied, and that the same may be proceeded against, before the Commissioner of Escheats and forfeitures. Captain Martin Meagher applied for 5,000 acres of land and was granted this immediately.

In July of 1782 a Licence of occupation, number 98, was granted to the Honorable Bryan Finnuccane for 150 acres in Dartmouth. This was bounded by the land of Charles Lawrence and the land of James Creighton, on the east side of Halifax harbour, near James Creighton's Garden lot to the harbour.

Richard Bulkeley, the executor to the estate of John Collier, sold a farm lot to William Allen Jr., merchant, for £31. This farm lot had 280 acres and was located in the South East Passage. It bordered on the waterfront to Joseph Gerrish's land, then to Otto Hamilton and then to some ungranted land.

Thomas Stevens, trader, and his wife Bowhana, sold 3 lots of land, number 9, 10 and 11 of the Letter C in Dartmouth Town Plot, to Elizabeth Fox for £6.

Benjamin Salter, mariner, and administrator of William Clapham's estate, sold 232 acres of land to Richard Tritton Senior, for £92. Of this lot, 32 acres were being allowed for roads. It was bounded on property formerly owned by Samuel Blagdon near Dartmouth Cove. It started on the waterfront, ran north for 263 rods, west for 130 rods, south west for 242 rods, north west for 50 rods then north east for 50 rods. For several courses it followed a book that emptied into Dartmouth Cove. Richard Tritton Senior, then sold this lot to John Woodin and John Wisdom for £120. They would eventually build a tannery on this land and it would be very prosperous.

In August of 1782 Richard Bulkeley as executor for the estate of John Collier, sold Collier's share of a 10,000 acre grant to Thomas Cochran, for £54. Collier's

share of the 10,000 acres was 50,000 acres. The other half was owned by Joseph Gerrish.

William Walsh sold 500 acres of land leading to Lawrencetown, to James Kavanagh for £95. This bounded on the land of Benjamin Wakefield.

In September, Charles Green sold 2 lots of land to Thomas Cochran for £100. These were lots number 2 and 3 of the tract of land granted to Benjamin Green in Dartmouth. The lot number 3 was the share to Charles Green as heir at law of Benjamin Green. The other lot was held by deed of gift and sale from Henry Newton. Both lots came to 1,000 acres.

Henry Newton previously sold his lot number 2 to Charles Green for 5 shillings. This is what it cost to register the deed, so it really was only a gift.

The news of the Loyalists coming to Nova Scotia did not change anything for the Admiralty. Rear Admiral Digby wrote to England complaining of the extreme shortage of gun powder, only 200 barrels, in Halifax for the Navy. "... Hammond, as Commissioner of the Navy Yard planned to build a hospital in the spring ... I gave my consent ..."

Digby reported to London that a 99 ship convoy from Jamaica to Europe was under the convoy of H.M.S. *Ramillies*. They met a Spanish sloop, captured it and then set it on fire so as not to delay the convoy. The H.M.S. *Ramillies* caught on fire and then blew up. It had been too badly damaged to continue. This divided the convoy and most of them left. Admiral Graves and 32 other ships left the *Ramillies* then met the convoy in Corke, Ireland on October 10.

There were 8 ships stationed at Halifax, but the H.M.S. *Atlanta* is with a mast ship at the St. John River ... Hammond had requested a total of 10 vessels and sloops for the Halifax station . . .

There was still a great deal of activity with the privateers, and 11 more Letters of Marque were issued in 1782. This would bring the total of Privateer vessels to 59 for Nova Scotia.

The total of captured vessels brought into Halifax harbour, for the charge of, "Cause" at the Court of Vice Admiralty, included 32 captured vessels from November 11, 1781 to March 23, 1782; and also 27 vessels from March 12, 1782 until May 7, 1782; and from May until August 11 there were 29 vessels. From August 11 to December 27, 1782 there were 24 vessels. This was a total of 112 vessels, besides several driven onshore then burnt and some vessels that were not registered. This was between November 11, 1781 until December 27, 1782.

There were many recaptures but most had trading goods going into the Colonies. There were so many captured marines, on both sides, that cartel ships would sail in and out of the harbours with prisoner exchanges. One report said there were 44,000 prisoners exchanged with France since the start of this present war.

There were 6 ships of the line in Charlestown, South Carolina, and 150 store ships, victuallers and merchant vessels waiting to hear whether they would be sent to Sandy Hook, New York, or to Halifax.



In England the policy was to build up their navy. There were a total of 108 ships, frigates and sloops, “on the stocks,” or being built. There were also 25 new line of battle ships being built at the Navy Yards and private ship yards in England. The naval timber for these vessels would no longer come from the colonies as they refused to sell to a nation that did not recognize their independence. This timber requirement would now come from Nova Scotia, because the Mediterranean ports and the Baltic sea ports would be under the guard of the European countries, such as Holland, France, Spain and Italy.

This also meant that security in Halifax harbour would be increased. On March 25 a notice from the Secretary’s office was published, stating that no vessel will be allowed to pass George’s Island in the night time, nor depart the harbour, without a pass from the Port Warden.

In March, the British Navy reported they had 146 sail of the line, including the man-of-war ships being built. There are 106 in actual service.

## 1783

The influx of Loyalists began in earnest during the winter of 1782-83. New hands for the conquest of the region were more than welcome, along with the capital and experience and skills that came with them. The British Parliament would be generous in their support of long held vacant land that could be sold. Also domestic markets would be created and new types of enterprise would be stimulated. These newcomers would be loyal and experienced in the colonial ways of life. They held themselves to be more cultivated, socially and materially superior.

John Parr, the new Governor, preferred to maintain the status quo rather than meddle into the private mercantile affairs of Council members and those in the Assembly. The most important issue was the control of the public purse and now it was in the control of the Assembly. The war was over so there was no need for the Governor’s office to control expenditures.

Lt. Governor John Parr found himself in a very difficult position, one that he nor the Board in Great Britain ever anticipated. On January 15, 1783 Parr reported, “... a considerable number of families have taken refugee status in New York, were under the recommendation of Sir Guy Carleton, coming to settle in this province ... Part of them have already arrived and very lately agents have arrived from a greater number, amounting to 250 families, who are come to view such lands as may hereafter be granted them ... They have applied to me to be provided with a sufficiency of boards for erecting small houses, to put them under shelter, after their arrival . . . Such a provision is indispensably necessary and out of their power to make ... I will endeavor to accommodate them as is in my power ... The expense is £1000 and I entreat the Lords of Treasury that my bills may be paid ...”

On August 8, 1783 the Board replied to Governor Parr with the following, “...you are to afford the Loyalists every possible assistance ... an enclosed list will be sent out for those unfortunate people to erect habitations for them and their families ... The King leaves the distribution of those articles to your judgement and

discretion ... we approve that any disbanded member of the corps who may wish to remain, shall be given grants ...”

On August 21, 1783 the Board sent another report to Parr stating, “... I have the honor to transmit to you invoices of sundry articles, tools, etc., shipped onboard the transport, *Jane*, consigned to you for distribution among the Loyalists in Nova Scotia and St. John Island . . . There has not been time to provide the whole of the supply intended ...”

On May 13, 1783 Parr reported to the Board the following, “... In consequence of the great number of refugees coming to this Province for settlement, a considerable expense must be incurred in surveying land and laying out lots etc. in various and distant places ... I received a Petition on the expenses of Mr. Morris, the Provincial Surveyor, which I beg leave to recommend it to your consideration ... Mr. Morris had to appoint 9 Deputy Surveyors to handle such a load, and furnish them with every necessity to assist the Loyalists who are to have their land without any expense . . . now there are 23 Deputies employed ...”

On June 6, 1783 Parr reported to Townsend, “... There have arrived in different places, upwards of 7,000 persons (Loyalists) and these are to be followed by 3,000 of the Provincial forces, with others of a different denomination ... The expense of putting these people under shelter will be very considerable and involve more expense for building materials, tools, husbandry and contingencies, the amount of which I cannot compute ...”

On August 23, 1783 Parr reported to Lord North that Aupwards of 12,000 should have already arrived in this province from New York and many more to follow. “... I will try to accommodate these people as much as the nature of their unhappy situation will admit of. . . not withstanding in having had any instruction from Government to regulate my conduct to them. . .”

On September 23, 1783 the Board answered Parr’s request, “... In compliance with their wishes (Loyalists) I accordingly recommend to you to afford them every support and protection . . .”

On September 30, 1783 Parr wrote the following to Lord North, “... the articles of ironware for the assistance of these distressed people in erecting their habitation have not yet arrived ... By conjecture the whole (Loyalists) already arriving may amount to upwards of 18,000 persons . . . I have sent surveyors to the different districts to locate them on the lands which have been escheated . . . I have given directions to provide what quantity of boards could be procured to cover them in their habitations ... I observed the utmost care not to incur any expense which can be avoided ... I visited Port Roseway where there are upward of 5,000 persons and more expected . . . I appointed magistrates and appointed order among them ... The settlement on the St. John River, by far the most numerous, will people it near its source ... The care and superintend is under Captain Studholm, where he continues to offer great assistance in procuring masts for His Majesty’s Navy ... I am yet uncertain of the numbers of Refugees to expect ... Sir Guy Carleton informs me that there will be 8 to 10 thousand more ...”

On October 21, 1783 Parr reported to Lord North that since September 30 the number of refugees arrived are 2,000, “... I have news to expect more but not where

they will be landed . . . but they must be sheltered before the severity of winter ... we have considerable expense from the number of deputy surveyors employed ... every item for the last seven years has been extravagantly dearer ... A memorial from Connecticut of 100 families have requested a settlement in this province, ... a request was also made by Lt. Colonel Small of the 84th Regiment, for land for his disbanded corps ...”

On November 20, 1783 Parr wrote to Lord North that “...The tools and implements for the Loyalists are arrived and shall be distributed agreeable to your instructions ... Several ships have arrived since my last report, at different parts of the province, with Loyalists ... they exceed 25,000 souls ... It is an unfortunate time for them to come to this climate ... I will offer them every assistance to get them under cover before the severity of winter sets in ...”

On December 16, 1783 Lt. Governor Parr reported to the Earl of Shelburn the following, “...my dispatches are about the great emigration of Loyalists from New York to this Province...The number so far is about 30,000 souls to whom I have rendered every service...several towns are almost completed ... every harbour upon the coast, from the Gut of Canso to Cape Sable is settling with fishermen and some disbanded soldiers who I wish to employ in that branch of the riches of the province...The whole of the Loyalists have been dispersed agreeable to their several occupations ...”

On December 18, 1783 Major General John Campbell wrote to Lord North that, “... the stock of provisions here is reduced to a very small quantity. The disbanded soldiers who have returned to become settlers, have received only one-half of the provisions promised to them.

“...There are many Loyalists who must receive further assistance from the Government ... please send provisions as early in the spring as possible ... to procure Quarters, for even the Officer Commanding, is extremely difficult ... The rents are extreme in price...”

Both in Halifax and Dartmouth, the Loyalists were found to occupy every shed, outhouse, shack or shelter of any kind to be crowded with people. These people had to wait for the surveyors of the Court of Escheat to survey new lots.

A good number of people lived in tents made from discarded sails. These tents were strewn everywhere, from Dartmouth Cove to the lakes. There were many people died from exposure and the unsanitary conditions resulting from such over crowding circumstances. Most of the women and children had to stay onboard the transports while the men tried to find living accommodations onshore. The men would rent themselves out as crofters or laborers to the owners of large land tracts or farmers or merchants. They were scarcely clothed for this climate, utterly destitute for money and crowded onboard like animals. Added to this were discharged soldiers and sailors who found themselves facing a new way of life and an insecure future.

In March of 1783 the commanding officers of 14 provincial regiments petitioned for grants of land, for pensions, for half pay, etc., and just about anything that would help them.

Many escheats of land were now in progress, but it would take time before any allotments would be granted. Governor Parr relayed this information to the Provincial Secretary of State asking to have this matter to the Lords of the Treasury.

Governor Parr received Royal instructions for the reservation of naval timber lands that would require a survey by the Surveyor of the King's Woods. This would be John Wentworth, who was the former Governor of New Hampshire and Surveyor or General of the King's Wood throughout that area.

These instructions were from an order of the King in Council for revoking and making void all orders in Council for granting lands in this province prior to January 1, 1774. This created numerous problems that took a long time to resolve.

The supply of food and provisions being so critical had the Council on May 5, 1783 consider admitting vessels from the continent of America and the sale of both provisions and naval stores...It was resolved that articles of provisions such as bread, flour, grain, beef, pork and live stock, be admitted for sale until Trade and Commerce between Great Britain and the United States be established by an Act of Parliament.

On August 22, 1783 the Lt. Governor informed Council that several hundred Negroes were coming from New York. The Council recommended they be dispersed and distributed in small bodies in the different parts of the province ... Trading vessels entering from the new United States had to tie up at a certain wharf only ... this was to prevent any commodity from being landed contrary to the Resolution of Council of May 5.

A memorial from Benjamin Green was presented to the Council. It stated he had built an, "Aboiteau" in Lawrencetown to secure his farm land, as well as a memorial from Arthur Price, who never made any improvements for 30 years. This land became forfeited to the Crown. Since Green had been improving his own land for the last 20 years, he requested this grant be made to him . . . The council ruled the memorial "Granted."

Property transactions in Dartmouth, for 1783 included William Allen Jr. selling 280 acres of land in the South East Passage to Jacob Horn for £41. This was bounded on the beach up to Joseph Gerrish's land and then back to the ungranted lands. This was registered on January 3, 1783.

On February 4, 1783 John Murphy, farmer, sold 500 acres of land on the west side of Cole Harbour to Robert Rotton for £300.

On November 15, 1783 John Woodin Sr., gave the land known as Clapham Farm, to Richard Woodin, joiner by trade. He was the youngest of John Woodin. This was 232 acres of which 32 were for roads. The land was near Dartmouth Cove up to the grant of Samuel Blagdon. Richard Woodin was also the son-in-law of James Creighton, Senior.

At the Naval Yard in Halifax, in January, a marine survey of H.M.S. *South Carolina* was ordered. This procedure involved a master Attendant of the Yard, an assistant master shipwright, a master carpenter and the ships carpenter on the H.M.S. *Chatham*.

On September 1, 1783 Admiral Douglas was appointed Naval Commander in Nova Scotia. There were 17 vessels left on the North America station. The H.M.S. *Clinton* was ordered to Halifax with Loyalists. A report said that the winters were

very hard on the sails, masts and yards on all of His Majesty's ships ... The four transports used to load masts at the St. John River were ordered to sail to the Deptford Yard in England ... The Yard in Halifax is in very good order ... In another report it was recommended that Provo Wallis to be the builder at the Halifax Yard. Previous to this he was builder at the New York Yard ... The evacuation of that yard is drawing near. The H.M.S. *Renown* is ordered to England and the other vessels were to be dispersed along the Gulf of St. Lawrence and the Bay of Fundy ... The snow, *Trepessy*, is to go to Halifax. There were 3 galleys (armed) near refitting at Halifax from the Bay of Fundy region ... afterwards to be revictualled for the winter...

The news from England in February was that England acknowledged the independence of the 13 United States of North America. The Americans shall be allowed to fish upon that part of the coast of Newfoundland, and formerly, assigned to the River St. Lawrence. But they shall not establish Fisheries upon any part of the coast or Islands. They are only to dry and prepare their fish in the uninhabited Bays, harbours and creeks of Nova Scotia, Magdalene Islands and the coast of Labrador.

In England there were 24 new ships being built at their Yards. They will be finished, as expected in the next six months. Also a report stated that there are now 11 ships being built by private merchants, with another almost completed. The report stated, "Let this spirit spread through England, and the House of Bourbon will have good reason to tremble..."

By the end of 1783 it was expected that 98 ships would have been built in all the Yards of England. This translated into the Commissary-General Office in Halifax having advertisements published to have logs from 20 to 30 feet long, also a quantity of spars, 20 feet or upward etc.,...such persons as are willing to contract for furnishing the same, may send in proposals in writing to this office, or before July 24, 1783. This gave rise to sawmill operations in the area and there would be 7 sawmills going within the next 3 years in the area of Dartmouth, Cole Harbour and Lawrencetown.

This year in Dartmouth, a very important land grant was made to Samuel Greenwood Senior, Edward Foster Senior and Edward Foster, Junior. This grant, located next to the Navy Watering Place and next to the ungranted Dartmouth Common, was opposite the Halifax Dockyard. Samuel Greenwood had been the master mast maker at the King's Yard in Boston, before he migrated to Halifax with the Loyalists. He was immediately made the superintendent of the masting operations at the King's Yard. The demand for masts, repaired or to be renewed was such that it required more than one mast pond. Greenwood's choice for a new mast pond was directly across the harbour on the Dartmouth side. There was a small cove where Albro Lake emptied into Halifax harbour. This was suitable for a mast soaking pond because of its depth and size. The masts had to be soaked in a salt water pond to replace the natural resin in the wood. The salt water helped to provide more flexibility of the wood. Thus it would not snap or break as easily as dry wood. There would be deep water for a wharf and the finished masts could be loaded for the mast yards and King's Yards all over the British Commonwealth. Samuel Greenwood Junior moved to Dartmouth to supervise the complicated operation of making a finished product from a cut down tree. This operation had

been in the Greenwood family for generations. They continued this profession from the closure of the Navy Yard in Boston where they had left off.

The same could be said for the Foster family. The elder Foster was a master blacksmith at the King's Yard in Boston and he continued with his work at the Halifax Yard. This grant of 1,550 acres was next to the grant of land to Gersham Tufts, to the land granted to Frederick Ott, et al. It also included the farm lot above Dartmouth, formerly laid out to George Forthingham for 350 acres and the grant to William Magee of 200 acres. This grant of 1,550 acres went from Halifax harbour, back to Spider Lake and Lake Major. It was intended to provide a source of naval timber for the Royal Navy.

Halifax harbour was an ice free port and the ships had to be repaired when damaged regardless of the time of the year. This would be Dartmouth's contribution to the overall success of the British Empire and all the naval battles over the coming years that involved the wooden ships.

There were relatively few captured vessels for the Court of Vice Admiralty this year, even though the war with the Colonies was officially over.

On January 6, 1783 H.M.S. *Garland* versus the brig, *Unice*, and cargo of salt, rum and sugar from the West Indies. On January 28 the brig and cargo were condemned as a lawful prize to the captors thereof, etc.

On March 16, 1783 the crew and owners of the Privateer schooner, *Dreadnaught* versus the sloop, *Nancy*, and cargo. On April 7 it was condemned as lawful prize to her captors thereof.

On March 24, 1783 brigantine, *Shark*, versus Privateer schooner, *Resolution*. It was condemned as lawful prize on April 7, 1783. Also, the Privateer schooner, *Dreadnaught*, versus goods and merchandise taken out of a brig while at sea near Liverpool. The cargo was condemned as a lawful prize etc., and forfeited to the King.

April 4, 1783 brig, *Howe*, and brig, *Shark*, versus ship, *Diana*, and cargo. On June 12 a decree was pronounced to be restored to the claimant. An appeal from the captors was moved.

April 15, 1783 brigantine, *Howe*, versus the American Privateer sloop, *Union*, captured off the Halifax Light House near Prospect and escaped by beaching the vessel. On May 7 the court ordered the sloop, *Union*, her boats, guns, ammunition, stores, etc., be restored to the claimants who owned her and the libellants and claimants to each pay their own costs.

On April 15, 1783 Privateer schooner, *Dreadnaught*, versus the brig, *Emerald*, and cargo. On June 2 the decree pronounced for restoration of the brig to owners. Proctor for the libellants moved an appeal to the Lords commissioners of Appeals in prize cases.

At the cessation of hostilities with the American Rebels, there was trade as usual with the merchants and their vessels.

From January 7, 1783 to December 9, 1783 there were 101 vessels entered Halifax harbour. Most of these were supply transports and store ships that were

bringing in Loyalists, the Regiments, and the provisions required to help them settle in the Province. The naval store ships continued to supply the King's Yard. Usually the store ships and mast ships were under escort of the ships of the line because of their valuable cargo. England was still at war with France and Spain so the Admiralty had to continue their wartime activities.

## 1784

On October 15, 1784 there was a memorial from John Prince, merchant, setting forth that he left Salem, Massachusetts in 1775 and left debts due to him, together with effects and went to collect these debts. He purchases a brigantine and brought it into Halifax harbour. He proposes to employ the vessel in the Whale Fishery and requests to obtain a Register for said vessel . . .

The ruling was that he shall be entitled to a Register because the vessel had been purchased with the value of his property left behind in New England ...

In London, England, a memorial from Richard Cumberland, the Agent for Nova Scotia, was submitted to the Committee of Supply, in December of 1784. It concerned whale oil imported into Great Britain, to the Americans, and to divest it to His Majesty's subjects in Nova Scotia.

This is to evade the alien duty of £18 per ton. This duty was to act as a prohibition. The traders from Nantucket, Marble Head and Boston sought out a method of settling agents in Halifax, under the color of emigration, to shift the whale oil into vessels that are then cleared for the port of London ... The port of London consumes 4,000 tons per year. During the late war whale oil has more than tripled its present value ...

This year there were 54 vessels that entered Halifax harbour. Among them, on September 14 was a whaler that carried 150 barrels of whale oil and whale bone. This vessel had been fitted out by Thomas Cochrane and Benjamin M. Holmes. The master reported to them, that had not the ice set in early, we would have obtained a full load as the whales were running plentifully. "...It is hoped that the success attending this first attempt, since peace was declared, will stimulate other merchants to avail themselves of the benefits to be derived to the province from this valuable branch of the fishery..."

There were no cases tried at the Court of Vice Admiralty this year.

The other important news came from John Wentworth, who was the Surveyor of the King's Woods in North America. He had been the former Governor of New Hampshire, but left the area and returned to England. He resumed his other title as Surveyor of the King's Woods in North America when he returned to Halifax in October of 1783. He immediately set out across the province to survey over 2,000 miles of timber land. His instructions from the Commissioners of the Navy were to secure to His Majesty's Naval Service, every possible advantage in providing an abundant and permanent resource of mast timber, equal in quality, soundness, and dimensions to any heretofore exported from New England, and all other wood that grows in this country together with proper places in each sea port now or hereafter

to be used by ships of war, to deposit timber and to fit and prepare it for use or exportation, to which reservations also include the Islands and wood lands projecting into the harbour, with a convenient lot in each having the best Watering Place near where ships may be watered, and they could land supplies and stores, etc. "... the want of good water and insular locations is now not a little inconvenient to His Majesty's Careening Yard in this Port..."

Wentworth's Deputy was an eminent shipwright that was recommended by Commissioner Duncan. He would accompany Wentworth on all his explorations and submit a separate report to the Commissioner of the Navy Yard at Halifax. Wentworth would send his report to the Admiralty and the Commissioners of the Navy Board, in London, England.

Both reports confirmed that the pine trees don't exceed 28 inches in width, but are sound, well grown, and of a peculiar good quality being more solid and firmer texture, stronger and heavier wood than the white pine of New England. "... it has thin sap, well clear of knots and heart and must be good for masts, will excel for deck and side planks as it is uncommonly tough and bears nailing... Mr. Thompson, my deputy, informs me that for these purposes it evidently surpasses any that he has seen during his many years experience both in Europe and America..."

"I have taken care to mark for reservation a sufficient number of the most promising of these trees that may be cut from 36 to 50 feet plank, exclusive of those fit for masts ... I have directed that some plank be cut from this timber, to be delivered to Commissioner Duncan for examination and experiment in the Dockyard, and requested his aid to send some to England for the direction of your honorable Board ... Commissioner Duncan suggested to make reservations of pine trees from 16 to 36 inches in diameter ... These reservations contain towards 100,000 acres in various allotments and situations where the best timber and practical situations unite..."

... I have employed mast men from New Hampshire, with great experience in masting for the Royal Navy and getting every species of timber out of the woods... They concur in my opinion that this timber equals any ever exported from New England ... I have, according to instructions, explored the Shubenacadie River, and proceeded from Halifax for 18 miles ... passed into second and third lake to Minas Basin, then to Cobequid and on to Pictou ...

... I have found one tract of promising young pine timber, inter mixed with ash, elm, maple, birch, etc., which I have reserved and shall extend further reservation on this district when any proper tracts can be discovered ... I shall lose no time in completing the proper locations from the Shubenacadie River to the Basin of Halifax for the more immediate supply of the Careening Yard here ... At Grand Lake there is some oak land yet ungranted ... I am extending a reserve of what is left ...

... I will furnish an ample and perpetual supply of masts, spruce for smaller spars, elm, birch, beech and maple abound in great perfection for His Majesty's Navy, at reasonable prices . . ." He estimated there was enough supply for the next 2 centuries ...

On 15 January, Governor Parr wrote to Lord North that there were more Loyalists arriving in Halifax since the final evacuation of New York and Long



Island. They arrived in the transport vessel, *Clinton*, and were totally destitute. The women and children had to stay onboard due to the severe cold. They were promised land grants when the land surveys were brought in. The condition was they take the usual oaths and subscribe a declaration acknowledging His Majesty in Parliament to be the supreme legislature of the province. They were informed that this did not extend to taxation, or parliament, by an act of 1778 had renounced the exercise of this right. More supplies would be necessary to subsist these refugees. Later that year there was unrest and grievance with the allotments in the St. John River Valley.

On 15 August, the transport, *Sally*, arrived from London, England with 300 destitute passengers. They were called refugees and on the way there 39 died. Within a few days of arrival another 12 died.

Petitions for trading with the United States were presented to the Governor and Council. The price of food and clothing was out of control and items were very expensive. The merchants in Halifax kept the price of flour at £3:10:0 per hundred weight. The farmers would only sell their cattle at very high prices, and between the merchants and the farmers they were against trading with the United States.

Governor Parr sent a report to Lord North that estimated the population in Halifax at 1,200, Eastward as far as Chebucto at 2,000, then to the Isthmus at 900. For the entire province there would be 20,400. In Dartmouth the muster master prepared his rolls and found the general return of all disbanded troops and loyalists to be 480. This was on 4 November 1784.

Previous to this one of the deputy surveyors, Theophilous Chamberlain, under instruction from Charles Morris, the Chief Surveyor of the province, had laid out the area called Preston. This was a tract of land that contained 56,772 acres. It was next to a grant of naval timber land at the head of Lake Major and this would provide the labor to bring out the naval timber for the Navy Yard in Halifax and the Mast Yard in Dartmouth. Only 32,000 acres were actually surveyed and granted to Chamberlain and 163 others.

Theophilous Chamberlain	Samuel Greenwood & Co.	Michael Houseal
Titus Smith	Balthazer Creamer	William Jordan
George Brown	Joseph Russel	Christian Carter
John H. Fleiger	Geoge Westphall	Rober O'Brien
Francis J. Mullock	Tobias Miller	Hugh Kelly
Silas Allen	Peter Davis	Benajah Hoyt
Edward Crawford	Isaac Hoyt	Ebenezer Allan
John Kelly	Ebenezer Leadbetter	John Lindsay
Thomas Croffs	John Greenwood	Sameul King
Adam Dechazeau	George Smith	Elizabeth Handasyde
Charles Handasyde	Jeremiah Bamstead	Robert Jackson
Philip Adams	Anthony Huffman	William Rogers
Hugh Foley	William McDonald	Joseph Griffith
Patrick Henrachen	Henry Weishuhn	John Wakenfield
Frederick Rottecken	Joseph Giles	John Thompson

Samuel Cox	Alexander Dunbar	Robert Leslie
Ralph Harrison	Isaac Kettle	Job Bower or Bowen
Thomas Johnson	Thomas Dell	John Dickson
John Hill	John Bell	John Crawford
John Adams	Daniel Murphy	Matthew Howell
Angus McDonald	William Stewart	Jacob Langley
William Gordon	Paul Lewis	Jesse Larnard
John Frederick	William Greenhill	George Shultz
John Shrum	Michael Soales (or Seals)	Thomas Ross
Ebenezer Crittingden	Zacharia Parker	Ebenezer Shelton
Stephen Belding	William Berry	Patrick Conner
John Maloney	William Reeves	George Bissett
Benjamin Wells	John Bellefontaine	Mark Jones
John Todd	James Hamilton	John Boyce
Zebulon Schofield	George Morrison	Peter Fredson
Thomas Hunt	Robert Grimes	Nicholas Tibou
Daniel Crawford	James Nugent	John McFall
Charles Collins	Jesse Gabriel	Michael Iglar
William Chapman	John Ferser	Henry Inners
Abner Wood	John Walsh	Benjamin Lucas
David Caldier	Walter Caldier	William Townsend
William Hilly	Alexander Taylor	Peter Fynucane
William Brymer	George Robinson	William Fredson
Charles Stuart	Charles Fredson	Charles Brampton
Donald McDonald	George Snider	Robert Gilfillan
Archibald Lang	Thomas Trope	Daniel Dervin
Lawrence Crawford	John Crawford	John Gass
Peter Beach	Mary Mullock	Eleanor Mullock
William Jennings	Mathew Creed	John Jackson
Archibald Crawford	Finley McGilverly	William Tybou
John Smith	John Knight	Kenny Morris
James Negro	Edward Harvey	Samuel Vaughan
William White	Abraham Todvin	John Frederick
Emanuel Muller	David Miller	Francis Findley
John Miller	Maria Fisher	John Malone
Thomas Wester	John Anderson	James Henry
Charles Dolphin	J. Richard	Cuff Freston
British Freedom	John Smith	S. Bristol
William Hicks	David Stafford	John Collins
Brutus	Anthony Woolet	

There was a total of 164 Loyalists who received these land grants.

The roads to Preston were built by the garrison soldiers in Halifax. The building lots were drawn for and if the lot was good they kept it, otherwise they returned to Dartmouth or Halifax and exercised their trades, if any. Others returned to re-enlist in the army, joined the navy, or went to sea on merchant vessels.

In Dartmouth the town lots had to be resurveyed. Those who had money could buy lots near the waterfront because this is where most of the business transactions took place. The town now had a population of merchants, tradesmen, and home industries, and not migrant farmers and fishermen. The farmers had become well established with several farms in the township. The fishermen continued their trades as well.

Ephraim Whiston, cooper, bought lot numbers, 11, 12 and 13 of letter B from the heirs of the late Adolph Weiderhold, for £2. Whiston also bought lot number 14 of letter C from Jane Hemsley for £2. It had been transacted on 20 November 1764 but was not recorded until 1784. Whiston also bought lot number 16 of letter C from John Manly for £2:10:0. This happened on May 13, 1765 but was not recorded until March 10, 1784.

On March 17 Thomas Hardin, fisherman, and wife Margaret, sold a lot of 20 acres called number 6 of letter A. They also sold number 2 of letter A containing 80 acres. These 100 acres were sold to George Bayer, baker, from Dartmouth. The land was used to grow wheat which would then be ground into flour. The price of this item was very high and it would be a very good investment. On this property lived John Downing and his wife Jane, who was the daughter of Thomas Hardin, now deceased. They sold their property and any legal right to the land to George Bayer for 5 shillings.

On May 7, 1784 John Murphy sold 80 acres to John Lowden, Richard Prowse and Elias Marshal for £14.

On July 22 W. Abbot and J. B. Dight sold 220 acres of land in the South East Passage to Thomas Donaldson, farmer for £55. The sellers were members of His Majesty's Council and the Assembly. On September 14 Josiah Richardson sold 1083 acres to Robert Collins for £175. Collins was to become one of the most active and successful merchants in Nova Scotia. His trading and mercantile interests extended to Europe, the West Indies and the United States.

This lot had formerly been granted to Benjamin Green Sr. On October 20 Collins bought 1543 acres from Ephraim Wyman, yeoman, for £95. It was also a part of the original grant to Benjamin Green and others.

On October 7 the area called Green's Point, or Gibbet Point, now the Dartmouth marine slip, was sold by William Abbot and John B. Dight to Thomas Cochrane for £46. It contained 10 acres but the most valuable 10 acres in Dartmouth. Abbot and Dight were the agents of Brook Watson, who had a powerful influence with the crown and the Board in England.

On November 23 Philip Traffan, yeoman, sold lot number 10 of Letter K to John Walch, carpenter, for £4. Dartmouth township was now undergoing a rapid change for the better. The wealthy, powerful merchants and their puppet politicians could no longer get large grants of land just for the asking. There were people who

previously could not get a land grant. Now they could get property and make proper use of it for their goods and services. The previous way was to get the land grant for nothing and then sell. Now people had to earn their land grant, or buy then sell. This land reform was long overdue and at last those who were willing and able could get a decent start in life in the new colony of Nova Scotia.

Private property was a necessity both for those who worked the land, and those who required a place of business. The fishermen continued to work the coastal waters, and fish lots would be centered around the geographic positions of Nova Scotia. It was the closest colony to the great trading interests in England than any developed area in North America. It was now the naval headquarters on the Atlantic seaboard. There was no more dependence on the New England merchants. The attempt to become a self-supporting colony would be closer to reality, with this influx of Loyalists and settlers who required a peace time economy.

## 1785

One of the great concerns of the merchants was the trade policy with the merchants in the colonies. They were able to bring enough pressure on Governor Parr to bring about a halt in trade with any vessels and cargoes from these new United States. On April 1 the further importation of lumber from these states was finally forbidden. The impost of provisions from there was also forbidden after 30 days except in British vessels, as frauds had been committed and other goods brought in.

This year the Escheat proceedings continued for the new Loyalists hopefuls and those who only wanted to speculate on this new demand for land ownership. For those soldiers who were given land grants in 1773 and did not conform to the intent of the grant, had their grants escheated by 1785. Those who received land grants, were in the vast majority, here to stay.

Another grave concern was that people still hadn't enough time to develop their land grants. Governor Parr then wrote to Lord Sydney in June, asking they be allowed more time to develop these grants and be allowed further rations for at least another year.

The new wave of prosperity brought about a limit on the importation from the United States of flour, wheat, rice, corn and rye meal. There were complaints heard of American vessels trading in Canso. Bounties were proposed, such as 2 shillings and 6 pence per bushel for flax seed raised in the province. Another was £5 per ton for potash made here; £20 for every new sawmill erected in 1786; 10 shillings per ton on vessels over 40 tons built in this province; and aid to whale fishermen to build houses. The last bill proposed was to give a bounty of £50 for the greatest hemp raised here. Most of these bills were noted and accepted.

Dartmouth as a seaport and a potential trading center now held the attention of many merchants and tradesmen. Besides having good arable land for farming, reasonably close to fishing grounds, it also was in a position to develop manufacturing. The Industrial revolution was not underway but it would follow the trend as in England, and other European countries.

This year the land office gave grants of unused land and charged a fee called, "annual rent" for the use of this land. On April 1 Enoch Bean was granted 400 acres in the South East Passage. The rent was 2 shillings per 100 acres to be paid on the feast of St. Michaelmas next, after expiration of 10 year from that date. Thomas Donaldson was granted 200 acres in the South East Passage area on May 19. The rent to be paid on the feast of St. Michaelmas after 2 years.

Parts of Dartmouth had to be resurveyed and the large unused grants were broken up into lots. An example was the widow of Ann Blagdon being granted lot number 7 which had 940 acres. She was taxed at 1 farthing per acre and the rent was due in ten years time. Peter Easler was granted on a rent basis, 100 acres in the South East Passage. Also in the area, Daniel Sullivan was granted 300 acres. The honorable Bryan Finucane, who was the Chief Justice, was granted 150 acres in Dartmouth on May 31, 1785.

Conrad Friendenburg, who owned land in Dartmouth and now lived in Lunenburg, sold lot number 4 of Letter L to Gothieb Seidler of Halifax. The price paid was £3:10:0. It had 50 feet in front but went back 120 feet.

With so many new settlers arriving there would be a heavy demand for lumber and wood products. Governor Parr had a survey taken in Dartmouth, Cole Harbour and Lawrencetown in December of 1784. It was not completed until 1785.

At first there were only 3 sawmills but there were 7 within the next year. The main timber demand was for softwood such as pine fit for boards, planks, shingles, etc. For hardwood the raging timber was for birch, beech, maple, ash and oak.

On April 29, 1785 Parr wrote to Lord Sydney concerning his directions to prevent the citizens of the American states obtaining by collusion or frauds the British Registry of their vessels. "...I have constantly scrutinized every application for Registers and I have refused several of those...a vessel is now in the Court of Vice Admiralty on the charge of false register...a few days ago 194 Black and White refugees arrived from St. Augustine. They were naked and destitute of every necessity of life ... I shall do my utmost to assist these people ..."

On June 11, 1785 Parr informed Lord Sydney that the condition of the people in the new settlement is not sufficient to provide themselves without assistance of a further allowance of one-third rations of provisions for another year...Thomas Cochran, Speaker of the House of Assembly, and Charles Morris have been added to the Council.

On July 27, 1785 Parr wrote the following report to Lord Sydney, "...This is the application from a group of people from Nantucket to become residents and settlers in this Province. They intend to employ themselves in the Whale Fishery, which is their present and professed occupations... I have given answers which, I flatter, will meet with your approval..." The memorial is as follows ... Samuel Starbuck and Timothy Folger in behalf of themselves and a number of families from Nantucket, beg leave to lay before Governor Parr, the following Queries for his consideration:

1. What lands and where and what quantity will Government grant to each family that may remove from Nantucket into this Province for the purpose of carrying on the Whale Fishery...

Answer: They shall be put upon the same footing with the Loyalists as to land whenever they choose to settle on the East side of the Harbour of Halifax, called Dartmouth . . .

2. Whether the vessels belonging to the inhabitants of Nantucket on the removal into the Province will be received and qualified with Registers and other papers and be considered as British property to every intent and purpose.

Answer: Granted, upon their being properly qualified according to law.

3. Whether the property of such persons as shall remove into the Province will be admitted and such lumber as will be necessary for building houses etc.

Answer: Granted, provisions and lumber accepted.

4. Whether the oyl that may be taken by the vessels belonging to the inhabitants that shall remove that are now on their voyages, and shall return to this Port, will be considered as oyl taken by British subjects.

Answer: They shall be strongly recommended to the Commissioners of the Customs with a proper certificate.

5. A number of valuable men for the Fishery are so poor it will be impossible for them to remove without some assistance, whether Government will be at any expense in removing such families.

Answer: This shall be recommended to the House of Assembly.

6. Whether the Society of People called Quakers will be exempt from all militia duty and be admitted the free exercise of the Religious Principles and to be taxed towards the support of the clergy that differs from them in matters of Religion ...

Answer: By the Laws of the Province, a free exercise of their religion is admitted, also an Exemption from Church taxes. The next meeting of the General Assembly will take the militia duty into consideration.

7. We beg leave to mention to Governor Parr that for the encouragement of the Brazil or Southern Fishery out of Great Britain, they have given the following Bounties: That to any ship or vessel that can take 50 tons, the bounty will be £500. The next shall take 40 tons for £250. I ask, enquire, whether it will not be worth the attention of this Province to endeavor to secure this said Bounty.

Answer: This shall be recommended Home ...

August 1, 1785 Parr to Lord Sydney, "... the affair with the Quakers of Nantucket is of the greatest moment to this Province, their returns from the Spermaceti Whale Fishery amounted to near £150,000 per annum ... The weather this year is good for a harvest, the hurry of my business begins to subside as the minds of the people become more reconciled to their situation, notwithstanding many of the poor Loyalists will require a further supply of provisions, which I hope they will receive ..."

On August 27 Whitehall, in London, England, sent the following report to Parr, "... It has been represented that traders of Nantucket, Marblehead and Boston

have been settling agents at Halifax, under the pretense of Emigration, have obtained clearance from Halifax to the Port of London. This is for whale oil which is liable to pay a large duty. It is necessary that you inform me of any collusion and take the steps necessary to prevent a continuation of it ...”

On September 20 Parr wrote to Lord Sydney his response to that of August 27 from London. “... In my letter to your Lordship of July 27 I mentioned the application of a considerable number of inhabitants of the Island of Nantucket to be admitted to make a settlement here, and to prosecute the Whale Fishery, and in consequence of the encouragement which I gave them, I have the satisfaction to inform your Lordship that there has lately arrived at this port, 3 brigantines and one schooner with their crews and everything necessary for the Whale Fishery ... I expect soon their families and the value of their property at Nantucket converted into such commodities as shall be most convenient for transportation. Also the arrival of one ship and three brigantines more from the same place, to be employed in the same business...

... I have hitherto with the advice of His Majesty’s Council, permitted such of their persons who have become Refugees here and have recovered their Debts, and disposed of their Property in the United States, to import the value of them in different commodities on giving satisfactory proof of the alleged property on paying any duties to which such commodities may be liable, which I hope will meet with your Lordship’s approbation ...”

On November 15, 1785 Parr answered the dispatch about Lord Sydney’s concern about the clearances of whale ships. “... In answer to your letter relating to clearances said to have been unduly obtained for whale oil at this port for London, it does not appear that there has been any whale oil brought into Halifax from the United States and cleared for England ... The encouragement given to these people from Nantucket to settle in this province and carry on the Whale Fishery, your Lordships were acquainted with fully, and the great benefit that must arise therefrom; which must have been misrepresented as there is no foundation to suppose that any collusion has been practised by them, nor did their emigration to this province take place till since the Date of your Lordship’s letter on the subject ...”

On November 25 Parr sent in a complaint to Lord Sydney. “... It was reported that Mr. Wentworth, Surveyor General of the Woods, has extracted fees from the Loyalists and disbanded soldiers at the rate of one shilling for every 100 acres. He received no authority to extract those fees. Does he have His Majesty’s permission to demand these extraordinary fees from these unfortunate people, who have sent in many complaints? ...”

On December 31, 1785 Parr informed Lord Sydney that there are now 90 sawmills in the province, and 25 of these have been built since 1783 which will be a sufficient number to supply the West Indies with lumber, and several more will be erected during the course of next summer . . .

The first contingent of Quakers came with the brigantine, *Somerset*, in October of 1785. Samuel Starbuck Senior, his wife Abigail, Samuel Junior and David Samuel Starbuck. Samuel Starbuck Jr. was married to Lucretia Folger, daughter of Timothy Folger the co-leader. On November 14 they went to Dartmouth to reside in the

house of Thomas Cochran. This was to plan for the migration of the Quakers from Nantucket in the following spring.

Property transactions this year for the Dartmouth area included the following: Philip Traffan, yeoman, sold lot number 10 of the Letter K in the Town Plot of Dartmouth, to John Malch, carpenter, for £4.

Edward Foster Sr. and Edward Foster Jr., (Blacksmith) sold 162 acres to Benjamin M. Holmes, merchant, for £200. This land was on the harbour front near the Navy Watering Place, next to Samuel Greenwood's mast yard, over to where the Dartmouth Common would be located.

Charles Morris sold 2 lots of land in the South East Passage area to Edward King, merchant, for £400. The lots totalled 500 acres according to the annexed plan.

Francis Seidler, yeoman, gave a quit claim deed to Christian Bartling, yeoman, of all his property in Dartmouth. This happened in 1771 but was not recorded until 1785.

On July 30 Joseph Marshal gave lot number 3 of the Letter E, to Frederick Bartling, shoemaker.

On September 15, 1785 Joseph Griffen of Preston sold lot number 24 of the Letter M to John Laycock of Halifax for £111. This was for one and a half acres. It was bounded West by a road, North by Anthony Huffman, East by the Common and south by the grant to Thomas Hunt.

On July 30 Conrad Friedenbunrg, Lunenburg, sold lot number 4 of the Letter L in the Dartmouth Town Plot to Gotlieb Seidler, Halifax, for £3:10:0. This lot was 50 feet in front and 120 feet in depth.

On October 3 Daniel Sullivan, fisherman, Prospect, sold 300 acres to Charles Morris for 150 guineas. This was in the South East Passage.

On October 17 Daniel Miller sold 50 acres of land to Peter Spicer for £7:10:0. This was farm lot 13 of the Letter H in Lawrencetown and also his farm lot in the second division in Preston, 50 acres not yet laid out.

On November 3 Thomas Hunt sold lot number 46 in Letter H, to William Martin, carpenter, for £8. This was one and a half acres, and number 12 of Letter G in the first division of farm lots, containing 75 acres, and farm lot number 142, in second division containing 75 acres. All 3 lots were in Preston.

On December 20 John Henry Fluger sold 500 acres to Michael Wallace for £75. This included number 9 of Letter B in first division of Preston lots, 100 acres. Also lot number 10, Letter H, 200 acres, also lot number 162 containing 200 acres, not yet surveyed.

The Admiralty sent a new commander to take charge at Halifax. This was Commodore Herbert Sawyer, and he arrived in Halifax onboard the H.M.S. *Thisbe* on June 26, 1785.



As of April 25 there were 5 ships and one tender stationed at Halifax. This was mainly to protect the fishery and against smuggling. Sawyer ordered a new boathouse for the Careening Yard and the work was to be done by the Artificers of the Navy. A new wharf was needed and there was a hospital needed for patients who lay exposed to the sun and the weather.

On July 27 Sawyer wrote to Stephens, "... the inhabitants of Nantucket who propose to settle at Dartmouth, where there is a very commodious Cove for their vessels ... I assured Governor Parr I will cooperate with them."

On September 27, 1785 the H.M.S. *Weazle* ran aground on the Thrum Cap shoals coming into Halifax harbour. There was no material injury and it was taken to the Dockyard to "hove to," and have the bottom examined.

Commodore Sawyer complained about the rum, especially in the hospital. (Spruce beer was served on ships during the winter months, but rum was a serious problem.) This had a pernicious effect. The contract price was only 6 pence per gallon, also women not to go aboard the ships. There were 5 ships moored in the harbour for the winter. "... it is necessary that the H.M.S. *Assistance*, be landed alongside the "Sheer Hulk" (used to install or replace masts, spars and bowsprits) so her main mast be taken out ... The Master Shipwright, Provo Wallis, of the Careening Yard, be sent to England. The H.M.S. *Assistance* also had three bolts corroded, the hanging knee was sprung and one standard broke ..."

The reports from the Customs House included 102 ships and vessels entered the port this year.

On February 8 Peter McNab advertised tracts of land for rent on the island. This had potential for farming and fishing also for cutting spars from 20 to 30 feet long.

On March 1 there was an advertisement for tenders on bids, to supply the Lighthouse with oil, candles and oakum.

On May 3 there was a general proclamation published. This was against vessels importing goods into the province, unless those vessels were the property of His Majesty's subjects and navigated according to law.

The Court of Vice Admiralty had a very quiet session with only three cases for hearing. The first one was Henry Newton, Collector of Customs, versus the sloop, *Betsy*, and cargo. There was no contest. The second was Henry Newton versus Ship Commerce and 25 hogsheads of foreign rum.

On May 6 Mr. Blowers, the Attorney General, moved the court that Mr. Tyson be called upon to pay the Register of the court, the sum of £900 sterling. The ship, *Commerce*, condemned by a decree of this court for which sum his Bond was lodged with the Register and be directed to demand the same to be paid forthwith, which motion being considered by the court.

It was ordered by the court that the Register do demand payment of said Bond to be made within seven days from this day. - Adjourned Sine Die -

The third case was heard on July 16, 1785. This was Henry Newton versus 51 puncheons of rum, 12 casks of coffee and one barrel of sugar. This was part of the cargo of the schooner, *Sprightly*. On July 23 Mr. Sterns appeared as Proctor for Mr. R. Ross to claim rum, sugar and coffee for Cleveland Ingrahams and Co. from the island of Jamaica, which was allowed. Mr. Ross and Mr. McMaster, merchant, submitted themselves to the jurisdiction of this court, and acknowledged themselves severely indebted to our Sovereign Lord the King in the sum of £60 sterling, conditioned to pay costs should the decree of the court be against the claimant. On August 5 the Attorney General moved for a decree which the judge ordered to be promulgated as on file. The Proctor, W. Sterns moved for an appeal.

On August 17 the Appeal was put on file. The Judge allowed this upon Mr. Ross giving sound security to Prosecutor the same effect within the usual time. A Bond was signed to Appeal within one year.

On March 1, 1785 John Wentworth, the Surveyor General of the King's Woods for His Majesty's Service, made his report. There were naval timber reservations made in Shelburne, Shubenacadie, Chedabucto, Digby and in Halifax County. The one in Halifax County was located in the back of Dartmouth. It was to contain 12,800 acres. It started at a river that ran into Lake Major, being on the northern line of a tract of land granted to Theophilous Chamberlain, et al., extending 2 miles east and west on each side of a brook or river and running on a northerly course for 5 miles. His report stated that in another letter he ordered Mr. Thompson to procure 6 or 8 pine planks to be cut by whip saws from 36 feet to 50 feet or longer, 22 inches to 3 inches thick for samples of deck plank.

On April 16, 1785 Wentworth reported to the Commissioners of the Navy that 4 parties were employed to solicit work from the Loyalists and disbanded soldiers "... while the trees are standing you can't tell if they are perfect for masts ... you can't save all of the wood on reservations . . . For the Commissioner of His Majesty's Careening Yard at Halifax, I will examine the Timber and communicate myself in order to guide in selecting proper reserves and study reports and plans and certify those to be engaged ... I had with me a Ship's carpenter recommended by Commodore Duncan, and several others, to examine the timber ... The snow was 3 feet deep, and it took three weeks to return to Halifax when provisions were depleted and wore out the men, they fell sick. This journey is where I found a tract of over 12,000 acres, which is only 7 miles from Bedford Basin, and has water communication with Cole Harbour (via Lake Major) with about 2 miles of land carriage from whence Timber may be towed in row boats in one tide (12 hours) to the Careening Yard ... The growth of timber is pine, not exceeding 25 inches (mainly 16-22 inches) in width . . . Spruce of the best qualities for small spars, beech and birch, there are some fir, Norway or Red pines about 12-15 inches. There is a settlement (Preston) extending to this timber Reservation, which in 2 or 3 years will be able to supply labor and cattle (oxen) to get any timber out.

"I have therefore secured this tract and believe it will be a valuable appendage to the Careening Yard ... although it hath not the largest and soundest pine timber, there is a great quantity of good quality on it ... the other growth good ... the situation eligible and there is no other timber near so good and commodious as this is ...

“Before any settlement can be progressed beyond this district, I shall find means to explore it and make what reservations may be expedient.”

The land grants continued this year around the province. In Dartmouth, this included a grant of 1,650 acres in February to William Porter, Thomas Bates, Simon Anderson, Patrick Clinton, Joshua Watson Jr., John Black and Joshua Watson. This is at the head of a lake that emptied into the ocean near Three Fathom Harbour, now called Porters Lake. Mr. John Prince received 2 lots of 170 acres at the South East Passage.

In April, Enoch Bean was granted 400 acres next to the land grant to Benjamin Gerrish in the area of South East Passage. This was next to the grant to Richard Monday in Cole Harbour, and to Charles Palmer and John Megnor to Cow Bay, and to the grant of Reverend Tutty, Leonard Lochman and the Reverend, Mr. Cleveland, Jacob Hurd and Benjamin Gerrish.

Governor Parr granted water lot numbers 7, 9 and 10 of the Letter E, to Ann Blackdon in the Dartmouth Town Plot. Each lot was 40 feet by 60 feet.

On September 9, 1785 the House and Council granted 1,000 acres to John Wisdom, Edward King and Samuel King, as a result of their memorial, asking for a land grant. This was near Lake Topsail.

On October 20, 1785 the Chief Land Surveyor was directed to make a return of such lands as are vacant at Dartmouth, and may be granted to Samuel Starbuck and Timothy Folger and others lately arrived together with those who shall hereafter arrive from Nantucket, to make a settlement in this Province according to their memorial ...

## 1786

The encouragement of the Whale Fishery seemed to reflect a general feeling of optimism throughout the area.

On January 3 the following advertisement appeared ... Spermaceti candles etc., the manufacturers of this province warranted to stand the West Indies, at 2 shillings and 6 pence per pound, by the box. Also strained, refined oil for lamps, etc., to be sold at Mr. Stewarts, opposite St. Pauls Church, below the parade ...

On February 7, 1786 appointed by His Excellency, the Governor in Council, ... “For the Encouragement of the Whale Fishery, Mr. Henry Newton, Thomas Cochran, Charles Morris, Richard John Uniacke, Esquires, and Mr. Benjamin Holmes and Mr. Samuel Starbuck.”

On March 2, 1786 the Dartmouth Town Plot area was escheated formally by the Case Number 101, the King versus the Dartmouth Town Plot. The original grant took place in 1749. The lands were by now resurveyed and laid out in 27 squares called Letters, and each lettered square had several building lots. The original survey had only 11 squares. Also there were 2,156 acres in Dartmouth granted on a rental basis of 2 shillings for every 100 acres that would be payable in 2 years.

The Quakers that came from the Island of Nantucket, brought their families and all their possessions. They even had their houses disassembled, loaded on the whale ships and then brought to Dartmouth Cove. This included work sheds, barns and all their household effects. While being rebuilt onshore, the family stayed onboard the whale ships.

Previous experience in relocation taught them to bring along at least one of every trade required to maintain a successful whaling venture. This was the case in Dartmouth and they had 40 families and tradesmen that could sustain a successful whaling business. The names were as follows:

Samuel Starbuck	Peter Macey	Timothy Folger
Tristram Swain	Sylvanus Smith	Samuel Starbuck Jr.
John Chadwick	Edward Starbuck	Barnabus Swain
Tristram Folger	William Slade	William Ray
Daniel Kelley	David Grieve	Zachary Bunker
William Barnard	Brown Coffin	Johnathan Barnard
Seth Coleman	Nathaniel Macy	Johnathan Coffin

They received their grants on August 31, 1786. There were 164 people in 40 families and another 150 whalemens on the ships. The people in the other parts of Halifax harbour were now permanently settled and there was a return of Town Officers on April 18. These were nominated by the Grand Jury at the General Court of Quarter Sessions of the Peace.

These officers would be sworn in by the court and their duties would be for the following year. This would be done on an annual basis. The Surveyors of the Highway for the town of Halifax were, Samuel Sparrow, Robert Hall, Alexander Copeland and William Mott. For the north suburbs or Dutch town, John Trider. Surveyors of Highways for Dartmouth were James Creighton Jr. and Samuel King. Surveyor for Cole Harbour and Lawrencetown were Thomas Beamish and William Hall. Surveyors for Preston were John Crawford, William Morris and John Wakefield

Along with the duties of providing a living, the people developed a spirit of good humor and fun.

In April, there appeared the following article in the local paper ... (This was in regard to the societies that were being formed) ... “besides the Free Masons, I would recommend to the public, the formation of a Batchelors Society ... which I am confident, if followed with spirit, will relieve more different objects than any society ever formed, as people of that description have nobody to care for except themselves, and the members of other societies, or at least most of them have families... and what will make this society more charitable is that unfortunate part of the “fair sex,” called, “Old Maids,” will have the opportunity of knowing the single from the married men and set their caps (a favorite expression of theirs) at them and get relieved from the heavy burden of virginity, which will relieve at least two thirds of the single women from the age of 15 to 50 years, who are now groaning under that burden ...

I would not introduce this society, but knowing it will be of great service if proper methods are made use of to establish it, and the clergy would approve of it, if matrimony should once more come into vogue ... As they will not have so much leisure time on their hands and a little addition in their pockets, as one said a short time ago, that it was as rare to have a wedding now as to find honesty among rogues” ... Signed,..“A Friend of the Fair Sex” ...

In response to this advertisement, a Bill was debated in the House of Assembly, for raising a revenue by putting a tax on the unmarried men, but this was deferred to the next session. This was probably an attempt to have fun with the single men and nothing came of it.

The increased industry brought more revenues to the administration and the provincial coffers, and resulted in more votes of money for other interests. A vote for £2,000 to help the whalers get their families and the industry in Dartmouth was passed. On the down side the Governor and Council continued their policy of proclamations against the importation of American goods. At the time the only goods permitted for importation would be by British goods in British vessels, owned and navigated according to law.

On April 19 Lord Sydney informed Parr that Sir Guy Carleton will be the new Governor General of Canada, and Parr would be the Lieutenant Governor of Nova Scotia.

On April 20, 1786 Lord Sydney wrote the following letter to Lt. Governor Parr, “...With regard to the admission of the inhabitants of Nantucket, who have arrived in Halifax, I cannot omit to inform you that your entering into engagements with these people, without waiting for instructions from hence ... is a measure that cannot but be considered as extremely improper...It is therefore, His Majesty’s Command that an immediate stop should be put to any such encouragement to future Emigrations from the American states until His Pleasure therein shall be signified to you ... As to future supplies of Provisions for the Loyalists and disbanded troops settled into the Province, you will receive your instructions from the Lords Commissioners of the Treasury upon that subject ... With respect to the Fees which you represent have been exacted by Mr. Wentworth, Surveyor General of the King;s Woods, upon Grants of land, I must inform you that he has not been authorized by His Majesty to demand them; I have therefore transmitted the copy of your Letter to the Lords of the Treasury, who will, I have no doubt, take proper notice of that transaction ...”

On May 30, 1786 Parr sent the following report to Lord Sydney. “...I am such concerned that the introduction of the Nantucket, whale fishery here, has not had your Lordship’s Approbation...by gaining so valuable an article for exportation, to be sent to Great Britain, in part payment for the considerable quantity of British manufactory, annually imported into this Province, some considerable advantages and benefit might be obtained. Hitherto not more than seven of these people have arrived here, and immediately, on the receipt of your Lordship’s letter, I withdrew all encouragement to future emigration...

On June 9, 1786 Parr wrote to Evan Nepean, the Agent for Nova Scotia in London. “...I am much concerned to find that Government does not approve of the

encouragement I have given to the Quakers of the Island of Nantucket, relative to their establishing a whale fishery upon the shore of this harbour opposite the town of Halifax ...My chief motive was to draw from the United States, a branch of trade, so valuable, as well as to prevent their emigration to any other country inimical to England ...”

Parr then went on to explain how the French government tried to encourage those whalers to relocated in Dunkirk, France. They would be given enough land for their own town, and a dock to contain 60 vessels and to keep it in repair, also a bounty on that shipping etc. Mr. William Rotch, their agent in London, can inform Government of any further particulars relative to this matter and “I thought it ... my duty to mention it thus far ...”

On August 8, 1786 Lt. Governor Parr reported to Lord Sydney that no further encouragement would be held out to the whale fishery of Connecticut to move to Nova Scotia “...no more than one person has since arrived. This was John Deane, a Quaker, and a man of considerable fortune and held in high reputation. He asked for several things but was refused all but a common allotment of land, and he was limited to the cod fishery...”

On October 12, 1786 a memorial was received from John Deane to bring the following vessels...The brig, *Union* - 150 tons schooner, *William* - 60 tons the snow, *Friendship* - 170 tons, schooner, *George* - 30 tons... all vessels useless to him unless he can obtain registers, pursuant to the promises made him on his removal...

Despite this setback, the whaling industry continued to grow even though Samuel Starbuck advertised his candle works for sale at Gibbet Point. A tender was published in the Gazette, to supply the Lighthouse at Sambro, a quantity of oil, candles and oakum required. Any person interested should send subscriptions to John Newton, Collector of Impost and Excise.

Another advertisement in the Gazette stated the following, ... went adrift ... on Wednesday, November 15 last week, from Gibbet Point in Dartmouth, a boat about 15' of keel and formed between the “Moses” and Yawl, built plank and timber of black birch, with a hole in the stern to make the painter sail... . Bring boat to G. W. Sherlock, esquire, at Halifax or to the subscriber at Dartmouth, shall receive one guinea reward ... signed, Michael Houseal.

The main industry for the Dartmouth and area, apart from the start of the whale fishery was the lumber trade. A study over three years was made and published as follows:

1784      3 sawmills - Timber was generally pine fit for boards, planks shingles, ranging timber was birch, beech, maple, ash and oak - 50,000 feet of plank - 200,000 feet of boards - 50,000 clapboards - 900,000 shingles and 30,000 feet of ranging timber.

1785      5 sawmills - 150,000 feet of plank - 1,250,000 feet of boards - 150,000 clapboards - 3,000,000 shingles - 90,000 feet of ranging timber.

1786      7 sawmills - 200,000 feet of plank - 1,670,000 feet of boards - 200,000 clapboards B 5,000,000 shingles and 120,000 feet of ranging timber.

Some hoops and staves were made but quantity not reported. There were 200 head of cattle. As for fish, the rivers running through the settlements abound with salmon, herring, etc., some taken but owing to the settlers being employed this year in erecting habitations and making other necessary improvements they have been neglecting the Fishery ... It is expected that considerable quantities will be put up for exports to foreign markets during the course of the two succeeding years.

(Please Note) N.B. - There is an Iron Work erected in Dartmouth the proprietor of which labors under great inconvenience on account of an Act of Parliament passed about 30 years ago, prohibiting the use of a Tilt Hammer in America, which act however has never been put in force, as that engine has been used by the Southern Provinces in general, without being brought to any account for so doing ... It would be of great importance to this province to have this act repealed as the Tilt Hammer would enable the proprietors of Iron Works to plate iron for mill saws, plow shares etc., also stamped out nails and metal patterns etc.

Signed Theophilous Chamberlain and Francis Green

The Court of Vice Admiralty was called to try three cases this year. This was about Customs Officers seizing illegal goods.

On May 19, 1786 the Customs collector versus the schooner, *Rachael*, and cargo. The schooner was ordered to be restored to the claimant.

On May 31 the Customs versus the schooner, *Joseph*, and cargo. It was condemned by the court on June 28.

On June 7 Customs versus sloop, *Hannah* - no decision rendered.

On June 14 Timothy Folger presented a memorial to the House of Assembly, stating that he had arrived from Nantucket on the schooner, *Fortune*. This was with his family and some effects including 30 barrels of pork and 20 barrels of rum. He requested permission to land these. It was ordered that permission be given to land all effects except Rum.

On June 23 John Deane arrived in Halifax with part of his family from New England. He had a cargo of lumber to build a house and store houses. The Council ordered him to unload the lumber, but the vessel had to return. This led to a general proclamation regarding the importation of articles from the United States.

There were 126 vessels entered Halifax harbour this year. The Whaling industry got underway with Captain Folger on the brig, Somerset, leaving on a whaling voyage to the British West Indies. On May 9 the schooner, *Hero*, Captain Arthur entered from a whale voyage. On May 23 the schooner, *Hero*, Captain Pease, cleared for a whaling voyage. On June 6 the ship, *Lively*, entered Halifax harbour from a successful whaling voyage. On August 8 the schooner, *Dartmouth*, returned from the "Brazil Banks." Captain Hussey, was the first to return to Dartmouth and it was to prove a very successful area for the industry. On August 29 the brig, *Industry*, and the brig, *Argo*, returned from the Brazil Banks on a whaling voyage.

On September 5 the merchant ship, *Lyon*, sailed from Halifax for London, England, with 135 tons of sperm oil, 40 tons of black oil and 8,751 pounds of whale bone. This was worth about £10,000 on the British market. In the first year

the whaling venture brought in £14,180. This success however was to lead to serious consequences with the special interest groups that controlled the whaling industry in England.

On September 12 the ship, Parr and the ship, *Lively* cleared for a whaling voyage to the Brazil Banks. On October 3 the whale ship, *Romulus*, cleared for a whaling voyage to the Cape of Good Hope. On November 21 the brig, *Manilla*, Captain Paddock, and the schooner, *Pease*, cleared for a whaling voyage.

On December 7, 1786 William Cochran and Timothy Folger were appointed Justices of the Peace for Halifax County.

The land grants for the Loyalists continued on a grand scale this year for the Dartmouth township area. This area was still considered the original 100,000 acre grant as it was first proposed in the 1750's. The disbanded soldiers were kept with their Regiment for the requirements of the provincial militia. They would be available, if necessary, to be recalled. Most of them ignored their land grant and sold at any price. They would then join the regular permanent army.

On March 2, 1786 George Bisset and George Harper were granted 750 acres in the Cole Harbour area. Henry Atkins and Daniel Pike were granted 1,000 acres in Lawrencetown: Patrick Weirgan was granted 250 acres in Preston; Duncan Ross was granted 150 acres in Dartmouth; Alexander Chisolme was granted 100 acres in Dartmouth; John Forsythe was granted 200 acres in Dartmouth; Alexander Leslie was granted 200 acres; John McDonald was granted 100 acres; Findley McKenzie was granted 200 acres in Dartmouth; James Stuart was granted 100 acres; Nathan Young was granted 150 acres in Dartmouth; Daniel Kelly and others shared 2,156 acres in Dartmouth; Edward King and others shared 730 acres in Dartmouth; Peter Macy and others shared 2,156 acres in Dartmouth; Nathaniel Macy and others shared 2,156 acres in Dartmouth; William Ray and others shared 2,156 acres in Dartmouth; William Stevens received lot number 10 of the Dartmouth town plot. This was on resurveyed lands. Edward Starbuck and others shared 2,156 acres; Samuel Starbuck Jr. and others shared 2,156 acres; James Stewart and others shared 900 acres; Barnabus Swain and others shared 2,156 acres; Tristram Swain and others shared 2,156 acres and John Wisdom and others shared 730 acres. The Quakers all shared this grant of 2,156 acres.

The property transactions were mostly in the Preston area for this year. John Adams, Preston, sold 42 acres (lot 8 of Letter A) to Balthazar Creamer for £10. Richard Jacobs sold 200 acres on Bedford Basin to Starbuck and Folger for 2 shillings. Henry Smith sold 500 acres in Lawrencetown, to Lawrence Hartshorn for £160. Ebenezer Crittington, Preston, sold town lot 7 of Letter D to Ebenezer Allen of Dartmouth, for £8. Titus Smith, Preston, sold 39 acres to William Shaw for £19:10:0. Robert Stoba, Preston, sold 100 acres to Charles Bright for £8. John Dunn, Preston, sold town lot of 12 acres and a 100 acre farm lot in the Patrick Byrns Grant, to William Rogers for £2:15:0. William Townsend sold 1012 acres to Hugh Kelly for 10 Spanish milled dollars. Jacob Cohen, Dartmouth, sold 250 acres to Abraham Frost for £4:16:0. Michael Reading, Dartmouth, sold 100 acres to Abraham Frost for 5 shillings.

John Wisdom sold 260 acres to Samuel King for £53:6:8 pence. This was 2 miles east of the Town Plot. Samuel King then sold 62 acres to Ebenezer Allen for



£19. Nathaniel and Mary Russell sold 253 acres to John Deane for £200. William Morris, for in consideration of goodwill, gave John and Elizabeth Frederick of Cole Harbour, a lot in Cole Harbour. Benjamin Wakefield sold lot number 4 of the Benjamin Green grant to Nathaniel Russel for £100. John George Pyke sold 4 lots that were 50 feet by 100 feet to Samuel Starbuck Sr. and Timothy Folger for 5 shillings. Temple S. Piers sold 2 lots in Dartmouth Town Plot (50 by 100 feet) to Samuel Starbuck for 5 shillings. Theophilous Chamberlain sold 60 acres to Alexander Farquherson for £23.

James Loveless sold 500 acres in Preston to Farquherson for £20. Farquharson then bought 6 acres from John Hill for £4. This was lot number 2 of Letter L in Preston. John Kelly sold 150 acres in Preston to Robert Buchanan for £5. Joseph Giles, Preston, sold his town lot number 5 of Letter D which had 12 acres to William Rogers for £3. Titus Smith gave 41 acres to Benjamin Smith. This was number 4 of Letter N in the Preston town lots near Salmon River. William Chapman sold 50 acres to Robert O'Brien for £2, near Partridge River. Nathan Rust sold 250 acres in Preston to John Schwartz for £20.

In the House of Assembly records there were several lots in the Town Plot of Dartmouth, rented on a "Quit Rent" basis. This included William Hurst receiving 100 acres in Preston. Phineas Lovet and Beniah Rice received 150 acres in Dartmouth for 2 years. James Creighton received a water lot in Dartmouth on June 3, 1786. The rent was one-quarter of a shilling for the premises for 10 years.

On December 7, 1786 Joshua Garret and Joseph Beasley got 450 acres and 200 acres respectively. The rent was 2 shillings per 100 acres in 10 years.

On September 27, 1786 the following lots were rented in the Dartmouth Town Plot. The rent was one-quarter a shilling for the premises, and payable in 2 years.

John William Schwartz - lot number 2 in Division Letter U  
James Pedley - lot number 1 and 7 in Division Letter W  
Christian Bartling lot number 3, 4, 5 and 6 in Division Letter I  
George Conrad lot number 3 in Division Letter Division Letter P  
Jacob Conrad lot number 4 in Division Letter P  
Melchoir Leopold lot number 7 in Division Letter I  
Nicholas Smith lot number 8 in Division Letter I

Other people who received grants of land in the Dartmouth Township area, included:

William Barnard shared a grant for 2,156 acres  
Jonathan Barnard shared a grant for 2,156 acres  
Zacchary Bunker shared a grant for 2,156 acres  
Alexander Chisolom shared a grant for 900 acres  
Jonathan Coffin (et al) shared a grant for 2,156 acres  
Brown Coffin shared a grant for 2,156 acres  
Timothy Folger and others shared a grant for 2,156 acres

On December 26 the newspaper advertised 150 acres for sale in Dartmouth. This was part of the Finucane grant, next to the Creighton grant where the Old Ferry Road is now located. There was a brick kiln on the property.

## 1787

Halifax and Dartmouth began to show signs of a developing self-supporting new colony. The civilians vastly outnumbered the soldiers and sailors. The struggle for peace and prosperity began to show some positive results.

Along with the high morale there were always social problems to be concerned about. Rum was still the most common article for sale and it caused many problems. A long article on drunkenness was published and it mentioned how people would stagger about the streets during the daylight hours and lying around where they found some space.

Those from the Poor House who were released in the spring, would get drunk at any opportunity. Usually they were too ill to work full-time. At the first sign of a snowfall in the autumn they would return to the Poor House which was then overcrowded.

The Grand Jury held an inquest into the problem. They reasoned that there were too many retail outlets selling rum and spirits. Far too many licences were being granted. Usually the licences were granted to the disbanded soldiers. They would sell off their land grants to finance their opening a tavern.

On August 6 the Grand Jury recommended to the Governor and Council that all persons in future obey the laws to licence retail liquors and these laws should not be in force any longer than September 30. New licences will be issued and the name of the spirits will be properly inscribed, and what was sold by licence on signs that the owners must properly display. Neglect of these rules will lead to prosecution.

On February 5, 1787 Parr wrote to Evan Nepean, the agent in London, because...“I do not now write so particularly to Lord Sydney, as I do not know until I see Lord Dorchester, the propriety of a Lt. Governor corresponding with a Secretary of State...We have had the most tempestuous weather ever since the middle of November, with more snow than was ever known, hard frost and severe cold, the poor suffer exceedingly for want of clothing, as well as provisions, otherwise the several new settlements are getting on very well, particularly in point of good agreement among themselves, yet there are still some choice spirits not to be contented or satisfied. New roads are opening throughout the Province at a very great expense. Several vessels have been built in different parts, and several more are upon the stocks...”

On July 13, 1787 Parr wrote to Evan Nepean about the smuggling by the Americans by way of the Fishery ... “I write to Lord Sydney requesting an explanation relative to the Definitive Treaty with the United States in regard to their fishing and curing fish in our harbours, bays, or creeks with the permission of the Proprietors ... I wish to shut the rascals quite out of our coast ... they will not get that consent in

some parts of the coast, and to prevent smuggling is almost impossible . . . as soon as the bounty of provisions ceased, several of the Loyalists sold their land and quit the province ...”

On September 2, 1787 Parr wrote to Lord Sydney that considerable quantities of rum are smuggled into the Province on the Bay of Fundy ... “molasses is in great use among the fishermen and others in this province ... In order to encourage the consumption of British West Indian Rum, I make it equally convenient in the purchase with what if distilled here, the most likely means might be to grant a bounty on lumber and fish, the produce of this province, exported in British vessels to the British West Indies ... provided that the vessels returning should come hither directly, with the produce of some of those Islands ...”

On September 8, 1787 Parr to Lord Sydney, “... The Fisheries have been remarkably successful this year, particularly the Whaling industry upon the coast of Brazil ... this is a pleasing prospect and this province, in time, will become a great and flourishing country ...”

This bit of news was not received very well by the London merchants and special interests groups who obviously resented the success of their Dartmouth rivals.

On September 20, 1787 Lord Sydney wrote to Parr the following ... “you are not allowed to grant Registers to ships or vessels which have not been built within His Majesty’s Dominions, nor can Registers be ordered for ships or vessels by His Majesty in Council except in the 38th clause of Act 26 of His present Majesty...The late Treaty of Peace, the American Fishermen (3rd article), are allowed to fish and cure the fish on the shores etc., agreeable to the treaty.” (This of course only translated into more smuggling.)

By this time the civilian population was concerned with building a permanent colony throughout the Province. There was one exception to their hard working lifestyle and that was when Prince William Henry arrived with the Fleet from the West Indies. They were on their way to Quebec. The people gathered near the docks and gave speeches of loyalty and affection. The troops of the 1st Battalion of the 60th Regiment and Companies of the 37th and 57th also received addresses and compliments from the people.

That evening was celebrated by a “Ball,” hosted by Lt. Governor Parr and the people. Lanterns were lit along with numbers of candles and placed in the windows of their homes. This entertainment was repeated in November when the Prince and the Regiments returned on their way to the West Indies.

A serious charge of misconduct was made against two judges. The House of Assembly called for an enquiry into their conduct but it would take some time for this enquiry to be terminated.

In Dartmouth, the money for building the whalers houses was paid out to the amount of £1,541:17:6 pence. This would cover all costs of building houses, wharves, warehouses, etc., and the town began to rival Halifax in the commercial activity of a sea port. Each building lot had, by now, room for gardens, fruit trees, spice garden, outdoor shed or barn or even a workshop. There were still no streets,

only rough trails for walking or ox carts. Bricks were collected to make their fireplaces. They brought their own doors and windows so as to avoid paying a heavy tax on windows and glass.

There were no full basements as they only had post and pan construction for basements. This would allow only room for a root cellar, which enabled them to keep salted or cured fish and meat and certain fruit and vegetables. The posts were set on a flat rock called a pan, about 3 feet below the surface. The house construction was referred to as a, "salt box," design and included room for bedrooms in an upper half story. When the roof and outside were boarded and shingled, they moved inside to finish the work. This included wainscotted, wooden panels or boards on walls, floors and ceiling. For the outside the only paint available then was whitewash.

Most of the furniture was either brought along from Nantucket, or made by the tradesmen when they were not working on the whale ships. They used maple or black birch for heavy furniture, but pine and fir for the lighter items. Cedar was used to make fences or railings etc.

The metal articles included pots and pans, knives, forks, shovels, andirons, tongs and eventually stoves, when they were made available. These products came from New England, as Blacksmith shops were rare and scrap iron was very scarce. China and silverware were uncommon then but pewterware was available. The whale oil lamps provided light, except the fireplace in the kitchen. This was the social area of the home year round.

When the men and boys had spare time they would fabricate things like ploughs, sleighs, wagons, carts, rakes, baskets and furniture. They tanned the leather from the hides of their animals. This provided shoes, boots, coats, harnesses and usually door hinges. The men and boys did the butchering of the livestock that was essential for a source of food and milk products.

The women and girls ran small domestic factories and the saying that, ... "men labor from sun to sun, but a women's work is never done" ... was true with these Quaker families. They were always busy with preparing and preserving food. They had to make butter, cheese, cider, starch, yeast and their own brand of soap. They would spin the flax and weave both their linen and woolen cloth and dye them for the gray bonnets and dresses as well as aprons.

The men usually wore black clothes made by their wives or mothers. The women would take on the laborious task of cleaning the flax fiber, then card the wool. This material, when combined, was called linsey-woolsey and it was very durable. It was used for many purposes such as breeches, shirts, stockings, coats, and the women would often wear this material for petticoats, aprons, underwear and jackets. Both men and women Quakers refused to wear anything ostentatious as it would draw attention to themselves.

Another activity that required time and attention was the gathering of firewood. This was the only available source of fuel required to cook meals, make medicine, preserves, and keep people from freezing to death. Huge amounts of firewood was needed year round. The seasons were unpredictable and usually cold, wet and damp about 10 months of the year. When the snow, frost and ice came, the paths

and roads to the wood lots were impassable and for those who didn't own a wood lot or a farm lot, they had to rely on a grant of common land. This was a major reason why each township required a grant of common land. The ungranted Common for the Dartmouth Town Plot had been surveyed and set aside in 1749. Those who lived in the town plot and didn't have a wood lot or farm lot, usually 80 acres, had to depend on the Common for their year round supply of fuel.

For the Quakers, generations of use of the common in Nantucket came almost by instinct. The trees, after careful selection, were cut down and used for firewood, or fuel on an equal basis. The branches were often burned on the spot where the tree was cut, the ashes then carefully hoed and harrowed back into the topsoil. The first crop was usually white clover first. When the tree stumps were hauled out by oxen the soil was then sown to rye and then to potatoes. This was followed by grain or root crops and always on an equal share basis for every resident. Land that wasn't reserved for firewood sources was then reserved for crops, the grazing of oxen, milk cows, sheep, swine and goats. Fruit trees were first planted on the common, then often in the backyards of the homes. This would perpetuate the fruit, nut and berry culture that was so essential to the various Indian tribes over the centuries, for making medicine.

The Quakers had learned to respect these Indians because they taught the Quakers how to survive off the land. The lesson had been learned that every living thing in the wilderness had its purpose. Only this way, could they carve a civilization out of a wilderness. The livestock that grazed on the land provided a source of food, leather goods and even the bones, when crushed, provided fertilizer. The oxen did the heavy work of clearing land and hauling carts and wagons full of firewood. The sheep provided food and wool for clothing etc. The cows provided leather, milk, cream, butter, cheese, meat, etc. Absolutely nothing that grew or grazed on the common was wasted. Each tree was at least a source of firewood and the ashes were often mixed with bone marrow to make soap. Growing flax also provided linseed oil for a lubricant.

Another very important use of the Common was the source of a variety of home medicines and remedies. The Quaker women were taught since childhood to gather certain berries, roots, bark, inner or outer, and flowers. They then made compounds of medicines learned from the native people who always had a tribal herbalist that assisted the medicine man. By this way they quickly learned to identify every type of flora in the forests. They learned when it was the best time to remove either the inner or outer bark of the various trees, the type of roots that had to be dried and how to combine flower petals with other compounds etc.

There were no doctors, hospitals or qualified nurses. The women were responsible to treat the ills of the family and the pets and even the livestock. They learned to make remedies for anything from cancer to ulcers, heart ailments, tuberculosis and other contagious diseases. These cures came from 13 types of trees and bark, 12 types of roots and what each berry could be used for. The most obvious were the spring tonics that even today are popular in the isolated communities. One type called, "seven sorts," could be used as a salve for healing cuts and bruises. In liquid form it is an excellent tonic.

During the summer and fall season the families would go to the common. The women to collect the bark, roots, leaves and berries for medicinal compounds. The men would cut and haul their share of firewood while the children would tend the livestock and collect the animal wastes for fertilizer on their backyard spice and vegetable gardens. This would serve as a family outing or picnic. There were no paid vacations then and it would serve this purpose as well. Certain types of tree bark also were used to tan the hides and a dye for the clothes. It is no wonder that this was so essential to our pioneers.

When the houses were finished, the Quakers built their church called, "Meeting House," on the North East corner of what is now King St. and Queen St. They were able to provide services for all the visiting Quakers from the whale ships, and also those from Halifax, Barrington and Dartmouth.

On July 10, 1787 a notice was published that the brig, *Argo*, Captain Kelly, was shipping outbound on a whaling voyage. Also inbound was the ship, *Lively*, along with the brig, *Lucy*, from the whaling fleet. On July 24 inbound was the schooner, *Halifax Packet*, from the whale fleet. The ship, *Parr*, returned from a voyage with 540 barrels of oil and 35 hundred weight of whale bone. This called for the House of Assembly to acknowledge this as a benefit to the entire province. On July 31 the ship, *Lucretia*, Captain Coffin, returned with 520 barrels of oil and 57 hundred weight of bone.

On August 28 there was an advertisement for a sale by auction. The schooner, *George*, as she now lays in Dartmouth Cove-50 tons burden- "well calculated" for either fishing or coaling. Her stores may be seen by applying to Mr. Samuel Starbuck Sr. In another advertisement was the sale of the house and lot on Dartmouth Point, lately occupied by Mr. Samuel Starbuck. It was an old building of the former candle works, along with a dwelling nearby.

In September, outbound was the schooner, *Hero*, Captain Pease, for whaling. Also the ship, *Parr*, Captain Folger and the ship, *Lively*, Captain Chadwick, the brig, *Dolly*, Captain Worth, all for the whale grounds. In October, outbound was the brig, *Arno*, Captain Kelly and the sloop, *Watson*, Captain Ray, all for whaling. The schooner, *Polly*, Captain Seth Coleman was cleared for Nantucket on private business.

In 1787 the London fleet for whaling increased to 50 ships, totalling 11,555 tons and employed 988 men. The price of sperm oil went up to £55 sterling per ton and the head matter £65 sterling per ton. Fur seal pelts, whale bone, and oil totalled for 1787 was £40,949 sterling, with the ship owners collecting £5,500 in premiums under the Southern Fishery Act of May 1787.

The listing of whale ships from Dartmouth included the following:

Ship Romulus - 148 tons, Captain Chase	Brig Sally - 145 tons, Captain Worth
Brig Rachel - 161 tons, Captain O. Barnard	Sloop Watson - 124 tons, Captain Roy
Ship Lively - 184 tons, Captain J. Chadwick	Brig Arno - 142 tons, Captain Kelley
Ship Parr - 174 tons, Captain T. Folger	Brig Lucretia - 120 tons, Captain Coffin
Brig Somerset - 122 tons, Captain Gardner	Brig Industry - 130 tons, Captain Chadwick
Brig Hibernia - 124 ton, Captain Coffin	Schooner Jasper - 85 tons, Captain Pinkham
Schooner Hero - 62 tons, Captain Pease	Sloop Peggy - 93 tons, Captain Siles Paddock

The whale oil had to be exported to Britain and the Quaker colony was prosperous in spite of paying a duty of 15 shillings, 5 pence, per ton on colonial oil. They were not eligible for the premiums paid to the London fleet.

Halifax harbour, between July 1, 1787 and December 31, 1787 had 120 vessels entered and 122 cleared outbound.

On March 1, 1787 the Council heard the application made by owners of sundry vessels belonging to those resident in this Province. They advised that all such vessels could not be allowed to carry on any foreign trade until Registered agreeable to the New Act of Parliament, they should nevertheless be permitted to carry goods coast ways which have been duly and legally imported and produce a Docket granted at the Customs House and from one harbour to the other, and to fish on the coast.

On June 21, 1787 the council ruled on Fishing vessels from the United States coming to Nova Scotia. There was a Definitive Treaty between the King and certain states. The vessels from the United States that came here to catch and cure fish, will have to leave the settled harbours, bays and creeks, except those in distress. Now the Lt. Governor has authorized British vessels to take out of such fishing vessels, not less than one league from the shore, any fish taken by them and a number of men required to cure and dry the fish. The agreement having first been made with the inhabitants for the use of the ground.

On June 27 the Council gave permission to import naval stores for fitting out vessels for fishing and foreign voyages. This was for 300 barrels of tar and pitch from the United States.

This year the Council granted 10 rods of land to Edward Foster Jr. This was near Greenwoods Mast Yard. Another grant of land, 4 acres, was given to Samuel Starbuck and Timothy Folger. These men also invested in land sales in Dartmouth. Thomas Cochran sold lot number 16 of the Letter L, to Starbuck for 5 shillings. Cochran also sold a lot on Dartmouth Point (formerly Gibbet Point), to Timothy Folger for 5 shillings. Folger then bought 8 lots in the Town Plot from Cochran for 5 shillings. This was number 1, 2, 3, 12, 13 and 14 of the Letter H, and number 4 and 11 of the Letter R.

On March 27, 1787 John Wentworth, the Surveyor of the King's Woods, reported to John Harris to use 1,000 acres near Bedford Basin, as far as Hammonds Plains. The pine plank timber would be from 36 feet to 60 feet long and 14 inches to any larger width ...In your report you will mark the trees I/\ W for His Majesty's Service. Any trespassers will be prosecuted.

In a report on May 27, 1787 Wentworth stated the trees will be received in England and therefore a Purveyor from the Careening Yard will not be necessary. It will be the contractors care to have them well received before he ships them. The contracts formerly made in New England for supplying His Majesty's Arsenals in the West Indies are very applicable to this country, if further guarded by being cut under the inspection of the Surveyor General as suggested...The prices of Masts, Yards, and Bowsprits are nearly represented in my former reports...I could procure them at those rates to be ready at the Shipping ports in this country...

In April, the Nova Scotia Gazette carried an article about the Royal Navy. The number of desertions from the Royal Navy between 1776 and 1780 was 42,069. The number killed by the enemy was 1,243 and the number that died was 18,545.

On November 13, 1787 news from Falmouth, England, reported there were 20 ships of the line being put back in service. A total of 3,700 men were impressed in one night in London and in Plymouth. This was due to the tardiness of seamen to enlist in the King's Service. The 20 ships of the line are ordered to be manned and equipped with all expedition.

This year the property transactions were very active. On January 8 Phillip Lenri, confectioner, Preston, sold 513 acres to Robert Nichol, cooper, for £18:3:0.

In March, Thomas Hardin sold lot number 5 of the Letter B in Dartmouth to James Purcell for £27. The lot was 100 feet square. James Hall of Preston sold 370 acres to Ephraim Weston for £8. Weston was a cooper by trade. James Isnor sold lot number 18 of Letter D in Preston to Weston, for £10. This was for 3 acres. Jeremiah Barnstead sold 3 acres to Weston for £15. John Kelly sold his 3 acre lot in Preston to Weston for £20. Beniah Rice sold 150 acres in Dartmouth to Thomas Adams, tavern keeper for £64:12:0. This was the final repayment for the sale. It was just northeast of the land of James Creighton.

In April, John McNeil sold lot 11 of Letter F and 150 acres in Dartmouth to John Smith for £500. John Fredericks of Cole Harbour sold 100 acres at Porter's Lake to Hugh Kelly for £5. John Lewis sold 200 acres to Lawrence Hartshorn for £5 and William King sold 200 acres to Hartshorn for £5. This was in the area of Lake William which then, was part of the Shubenacadie Lakes. Hugh McTall gave 103 acres of land in Preston to Balthazar Creamer.

Samuel King sold 116 acres to Jonathan Snelling for £300, located in the Woodlawn area between Penhorn Lake and lake Mic Mac. It had been developed by the German farmers in 1753. This was at the crossroads leading to Dartmouth, Preston and Cole Harbour. Snelling then sold it to Foster Hutchinson for £173:13:3.

In May, Thomas Johnson sold lot number 14 of Letter M in Dartmouth Town Plot to John Smith for £7:15:0. Johnson then sold his farm lot of 200 acres in Preston to John Smith for £50. Theophilous Chamberlain sold 6 acres near Lake Loon to John Kelly for £9:10:0. William Berry sold 3 acres in Preston to John Crawford for £12. Francis Finley sold his Preston lots, 101 acres for £2.

In September, Elinor Thomas sold lot number 10 of letter A in the Town Plot of Dartmouth to William End for £200.

In December, Tobias Miller sold 100 acres to Tobias Ducksell for £95. This was located near the Salmon River in Preston. Michael Houseal sold 42 acres to Andrew Gray in Preston, for £14. Joshua Garret sold 51 acres of land in Preston to William Gray for £75. George Synder sold 100 acres in Preston to Thomas Bradley for £3. Andrew Gray sold 5 lots in Preston to Thomas Ducksell for £190:6:8.

George Bayer, Baker, sold 200 acres consisting of 2 eighty acre lots and 2 twenty acre lots to Michael Houseal for £15. This tract, located in the Dartmouth Township, was part of a grant of 800 acres from Attorney General, Jonathan Belcher to James Quin and others in 1763. George Bayer then sold another 200 acre lot of



the same grant, to Michael Houseal for £123:12:0. Jacob Coghlin sold his land in Preston to Frederick Hosling, mariner, from Dartmouth, for £11:13:4.

On December 20, 1787 a tract of 4,700 acres was granted to Captain Thomas Young and others. This included 24 whites and 11 blacks. James Jones sold his 250 acre lot in the Thomas Young grant to Thomas Young for £10. Young also purchased 250 acres from Samuel and Mary Brandon, seamstress, for £10. Young then purchased the 300 acre grant to Edward Williams for £12.

This December 20, 1787 a land grant of 4,700 acres, to Captain Young included the following:

Thomas Young	Thomas Settle	Edward William
Samuel Brandon	Benjamin Smith	Henry Gower
James Birmingham	Andrew McMinn	Dominah Savage
Charles Jones	Joseph Tybee	Andrew Rogers
Jasper Rogers	Thomas McMinn	James Jones
Sabastian Spainter	Joseph White	Thomas Curren
John Curren	John McMinn	George Pegg
John Readmen	Thomas Fulton	William Dustan

#### Blacks

Christopher Edmonson	Courtland (Squires)	Scott (Murray)
Crispin (Just) or Juit	Williams (Bell)	Toney
Sam (Elliot)	Leicester	Freeman
Strong		Somerset

John Welsh sold 25 acres to James Hall for £7:5:0. Edward Williams sold 3 acres to Ephraim Weston for ,10. Weston then purchased 72 acres from John Lewis for £15. Ebenezer Allan, shoemaker, Dartmouth, sold 62 acres in Dartmouth to Nathen Stewart for £33:18:0.

## 1788

In May, an Act of Parliament was passed in England regulating the Post Office in North America. This included a table of rates and instructions to ferrymen and, the agents carrying the mails.

On October 14 they announced a list of letters that remained in the Post Office. A letter from Alan Thomas was listed for Dartmouth. Included in the advertisement were ship letters to John Bears onboard the *Polly* and Joshua Baker onboard the brig, *Argo*. Also, on October 6 an advertisement appeared for a sufficient Fire Engine along with full particulars.

On January 9, 1788 Lt. Governor Parr wrote to Napean that both Bruce and Creighton be replaced by Henry Duncan, the Commissioner of the Careening Yard, and Samuel Blowers, the Attorney General ...

On January 27 Parr also reported to Napean that disputes have in general subsided and we are getting on reasonably well in fishing and farming throughout the Province ... "Never was there known in this part of the world such a mild climate and open winter. We have scarce either frost or snow, a fortunate circumstance for the settlers, who are not as yet so well sheltered from the inclemencies of the weather as they will be hereafter ..."

This tranquility would change in February when a riot occurred in Halifax. This was because of an election to fill a vacancy in the House of Assembly. Charles Morris Jr., the Provincial Surveyor, and the Loyalist Lawyer, Jonathan Sterns were candidates. At the end of the election, Morris was carried in triumph on the shoulders of his supporters. Hand bills were used actively in the campaign. These were mentioned and complaints arose due to the licentiousness of the press. The Government was attacked in this way and this stirred up the people. A riot started and some people tried to calm down the rioters.

When it got out of control, one man had his skull fractured and another man was shot. Benjamin Holmes, now active in the Halifax whale trade, and his son were beaten and abused by the mob. Another man was killed and for the next 3 days and nights in February, a number of people who were armed, paraded the streets of Halifax and assaulted people.

On April 3, 1788 Council ordered Mr. Sterns and Taylor, Attorneys at Law, no longer be admitted to appear before them on any business in that capacity. They had several printed publications highly reflecting on the Lt. Governor and Council, and against the Justices of the Supreme Court for misconduct.

During the spring months this year, there was a very heavy rainfall that practically ruined all the crops. In August, the 2 vessels sent to Quebec for flour, returned empty. Again in September, the brig, *Laura*, was also sent to Quebec but it returned empty.

In May, there was a Trade Agreement made between the United States and His Majesty's Colonies and it was established by an Act of Parliament. A proclamation was issued to permit the importation of staves, headings, boards, neat cattle, sheep, poultry or livestock, bread biscuit, flour, peas, beans, wheat and rice, for 6 months...

The Collector of Customs laid before Council a list of 3 vessels now in the harbour, and were allowed to land 2,000 barrels of salt, 2,000 staves, 3 barrels of rice, meal, corn, boards and some bundled staves and hoops.

In April, an unsigned letter was sent to Lord Sydney with a copy of the April 17, 1788 issue in the Halifax Journal. It contained the great dissatisfaction prevailing in the Province. This was occasioned by factious and ambitious men who have excited the unnecessary fears and jealousies against the Government. It spoke of the irregular and improper manner of the Supreme Court through the turpitude and ignorance of two judges, the dangerous influence of provincial departments and to counteract the Lower House of Assembly. Also the delays in the office and the incorrect and imperfect manner in which business in general is executed. Two judges of the Supreme Court were impeached by the House of Assembly, then granted acquittal by His Majesty's Council. The Journal stated, "... the consequent acquittal of the two judges by the Council are acts of the highest magnitude and

importance that ever engaged the attention of our Government since the first settlement of this province ...”

In May, Governor Parr complained to Napean that, ... “in any present situation I am surrounded with a number of fanatical, diabolical, unprincipled, expecting, disappointed, deceitful, lying scoundrels, who exist upon the Party of their own creating, eternally finding fault with, and complaining against their superiors in office. My great comfort is that I am not singular, all the world levelling principals; we have some worthy deserving characters, to them to pay every attention . . .”

In March, the Grand Jury nominated as Surveyors of Highways for Dartmouth, Robert Collins and Samuel Starbuck Sr. Fence Viewers for Dartmouth and Preston were James Creighton Sr., Titus Smith and William Folger.

In July, Parr received a report from London that condemned the practice of the Poor House in Halifax of sending people to London. They said that such a practice should discontinue as this could only distress and embarrass a Government that spent so much in developing the colony.

In July of 1788 a number of people in Dartmouth applied to Governor Parr and Council for a Grant of Common Land. They were turned down by Parr who reasoned they had enough farm lots and didn't need more land for a common. This distressed the Quakers and they applied separately for the ungranted common.

On September 4, 1788 they received the grant of the Dartmouth Common, as Parr stated, “they lived in the Town Plot and were entitled to it as it was originally designated for those living in the Town Plot, and not otherwise ...”

On August 1, 1788 the Council agreed to a memorial from Starbuck and Folger for permission to import cedar boards for building their whale boats ... They could import 10,000 feet of cedar boards for that purpose, provided they were brought in a British vessel owned and operated and navigated according to law, within 3 months.

Parr sent a complaint to Lord Sydney that stated, ... “I am clear of your opinion, that it operates to a man's disadvantage, to have quarrels and disputes, I have upon the whole considering the various descriptions of people I have had to deal with, steered surprisingly clear . . . I assure you I have pocketed many things, rather than make a noise or disturbance and when I meet a meritorious deserving man, I show him every kindness and take him to my bosom ...”

On August 13, 1788 Parr wrote a private letter to Napean, referring to the problems with the Customs Collector at Canso, the two lawyers Sterns and Taylor, and the attorneys who had asked for the impeachment of the Supreme Court Judges. He ended his report saying ... “I am afoot for my pains, it all proceeds from my anxiety for the welfare of the Province, which they do not care a damm about ... I now have the satisfaction to tell you, for your private information, that the whale fishery has been this year uncommonly successful and 13 vessels, all that were expected, have arrived . . .” The cargoes include, 135 tons of spermaceti oil, 462 tons of head matter, 425 tons of whale oil and 48,000 tons of whale bone. The vessels were navigated and manned by 128 men, and the whales were taken on the coast of Brazil, Africa and near the Cape of Good Hope.

The Quakers involved themselves only in the whaling enterprise and ignored the civil unrest in the province. They had suffered very badly during the American Revolution and it was still fresh in their memory.

For the other residents of Dartmouth, the news of the success of the whaling fleet was the only thing to cheer about. As early as April, letters were received about the vessel, *Jasper*, taking 5 tons of sperm oil, and another schooner had taken 50 barrels of whale oil.

On May 6, 1788 outbound was the brig, *Dartmouth*, Captain Little, to visit St. John, New Brunswick. On June 3 the ship, *Parr*, Captain Folger, arrived with 700 barrels of whale oil, 50 barrels of sperm oil and a vast quantity of whale bone. Then came the *Romulus*, Captain Chase, with every cask filled. The ship, *Lively*, Captain Chadwick returned with a cargo of 650 barrels of oil and 5,000 pounds of whale bone. Also came the brig, *Kelly*, the schooner, *Hawk*, and the brig, *Mary*.

During July, the brig, *Rachel*, Captain Barnard, returned with 450 barrels of black oil, 50 pounds of spermaceti and whale bone. Outbound was the ship, *Romulus*, Captain Pinkham, for a whaling voyage.

In August there were 5 whaling ships entered in the harbour. They included the sloop, *Watson*, Captain Daniel Ray, with 150 barrels of sperm oil and 50 barrels of head matter. The brig, *Lucretia*, Captain Coffin, with 250 barrels of sperm oil, 330 barrels of black oil and 3,000 pounds of whale bone. The brig, *Somerset*, Captain Gardner, had 230 barrels of sperm oil. The *Sally*, Captain Paul Worth, had 200 barrels of sperm oil. The *Industry*, Captain Chadwick, had 24 barrels of sperm oil, 26 barrels of head matter, 300 barrels of black oil and 3,000 pounds of whale bone.

Outbound was the ship, *Lively*, Captain Chadwick and the ship, *Parr*, Captain Folger, for the whaling grounds.

In September, the brig, *Loyal Briton*, Captain William Slade, returned.

In October, the brig, *Somerset*, Captain Swift, was outbound. Also outbound was the schooner, *Hero*, Captain Bailey and the brig, *Harriot*, Captain Kelly, for a whaling voyage. The schooner, *Ann*, Captain Gardner, left for whaling in November.

In December the sloop, *Peggy*, Captain Paddock, the sloop, *Watson*, Captain Swain and the brig, *Prince William Henry*, Captain Slade, left on a whaling voyage.

In London, by the year 1788 the price of sperm oil had risen to the unprecedented price of £60 per ton for the prized head matter. The best oil was priced at £68 per ton. The range of the whaling fleet was extending from Brazil to the Falkland Islands, over to the west coast of Africa, south to Walfish Bay and down to Cape Town. Then they entered the Indian Ocean. This led to the exclusive market for ambergris which sold at £19:6:0 per ounce. The whaling industry was now the most lucrative industry of the day. The other industry, fast developing, was the timber for the Dockyards in England and in the West Indies.

On January 19, 1788 Wentworth reported a plan for a Naval Timber Reservation, #1, in Dartmouth, opposite His Majesty's Dockyard in Halifax, where the Navy Watering Place was located. It contained one-half of a river lot, or stream, of

excellent water, and a landing on the harbour where a wharf may be built at a trivial expense, and 20 ships of sail may water at a time, within musquet shot of their anchorage. This convenience so useful to the Dockyard was included in the adjacent lots granted to Edward Foster, who, finding it otherwise, applied for a grant on this spot. "I immediately consulted Commissioner Duncan. I went to make a reserve myself and had Mr. Morris accompany me and then established the bounds. I gave a copy to Commissioner Duncan and committed the Reservation to him, which will make the Dockyard complete as to this essential article ... Proprietors of sawmills are to refuse all pine logs that are not accompanied by my certificates which will greatly preserve the best pine timber in the country ..."

Wentworth also visited Chester, Jeddore, and Musquodobit Harbour and mentioned that they had potential for masts of 20 to 30 inches in diameter, and could be towed to Halifax by shallops in the summertime ... The whaling industry was being shared with naval timber as a growing concern in the area.

Since 1786 16 vessels were built, that ranged in tonnage from 40 to 201 tons. There were 2 brigantines, 1 sloop and 13 schooners. In the year 1786 there were 13 sawmills built at the cost of only £20 each.

At public auction was a sawmill on the Salmon River in Preston. The mill lot included 1,000 acres, which included timber for 5 miles above the mill. It also had potential for a gristmill. To get further details, contact Mr. Andrew Gray, Samuel Scott or Josiah Richardson.

People in the area were now encouraged to supply timber for the Navy Yard in Halifax. The newspaper advertisements read as follows:

#### Wanted

Timber - Pine - Height - 16 inches or upwards in diameter, between 30 and 40 feet long, clear of waness and other defects - 250 tons.

Timber - black spruce - Height - 16 inches upward in diameter, between 30 and 40 feet long, clear of waness and other defects - 250 tons.

Hemlock or black spruce wharf, logs 12 inch diameter at top end and 28 feet long. 1600 in number - 9 inches diameter in top end and 28 feet long - 1400 in number.

The above to be delivered at the following periods - viz - one-third of the whole quantity, on or before the last day in April, the next third on or before the last day of June, and the remainder on or before the last day of August, 1788. Tenders to be sent, sealed, to Naval Storekeepers officer on or before March 1st next.

In the Court of Vice Admiralty there appeared a very strange trial concerning 33 pine logs. It read on August 27, 1787 as John Wentworth, Surveyor General of His Majesty's Woods in Nova Scotia, versus 33 pine logs. The Libel was filed and on November 13, 1787 the Attorney General, having produced no evidence, and the prosecutor being absent in a distant part of the province, and no claimer appeared, the court adjourned until January 4, 1788. On this day a proclamation was made for all persons claiming property in the said white pine logs to appear and adjust their claims. None appeared and the judge ordered the evidence produce on the

part of the libellant to be read, which was done accordingly. The Attorney General then moved for a decree which was promulgated as on file and the logs were condemned.

On November 11, 1788 an Engineer's Report was submitted about the military buildings for the defence of Halifax harbour. The report said, "...the Eastern Battery is in a most ruinous and defenceless state. The works on George's Island are in a similar state. The several batteries near Point Pleasant and from thence to the south end of the town are a mere wreck. The Grand Battery is in as bad a state as the foregoing Batteries. The works on Windmill Hill, Citadel Hill, Pedley's Hill, and at Fort Sackville, together with Fort Coote and the three Redoubts in the rear of the Naval Yard, are in ruins. The Blockhouses are generally decayed. The only tolerable magazine in Halifax, or its environs, is in danger of falling down for want of repair..."

Property transactions continued in Dartmouth and area, with Thomas Ross selling 200 acres in Preston to William Hurst for £3. Robert Stobo sold his 12 acre lot in Letter A, to Ephraim Weston for £12. James and Margaret Hall sold 200 acres near Lake Loon to Weston for £26. Wheston also bought 3 acres from Jesse Lannard for £15. He also bought 150 acres from William Martin for £12. He then paid Angus MacDonald, £12 for 50 acres, and £10 to John Kelly for 6 acres, 30 acres from James Hall for £10, and 3 acres from Samuel Brandon for £14.

Alexander Chisolm sold 100 acres to John Dunbrack, Dartmouth carpenter, for £18. He also paid 5 shillings to Sara Chisolm. George Brown sold 50 acres in Preston to John Crawford for £20. Alexander Leslie sold 12 acres to William Gaul for £14. Ephraim Weston bought a lot from John Todd for £5:10:0. He also bought 3 acres from John Maloney for £5 and 12 acres from John Cruthis for £3:10:0. Thomas McMinn bought 3 acres from George Pegg for £3. He then bought 42 acres from Nathaniel Hurst for £3.

In Dartmouth, Charles Dolphin sold 12 acres called lot number 18 of the Letter F, to George Simpson for £3. In another sale, Dolphin sold 50 acres to Simpson for £500. This was called farm lot M and number 111 of lot N but were not yet surveyed. Samuel King sold 312 acres to William Floyer for £250.

In December of 1788 Ephraim Wheston and wife Catherine, purchased eleven lots from the Loyalists in Preston. These Loyalists were allowed to apply for land in the Bay of Fundy region and it offered better prospects for agriculture.

On December 25 Alexander Leslie sold 200 acres of land to Lawrence Hartshorne for £39:10:0. This was Leslie's share of 900 acres that had been granted to John Forsyth and others in June of 1786. This was in the South East Passage area.

## 1789

In November, a society was formed to promote agriculture. Twenty five years later agriculture was improved due mainly to the writings of John Young, who signed his name as "Agricola."

In July, an advertisement was published for a contract of oil, candles and oakum for the lighthouses. The bids were to be sent to John Newton.

The revenue raised in Nova Scotia was insufficient to pay all the debts. The balance against the province was now about £14,000. There was still a shortage of building materials even with the sawmills operating and expanding throughout the province. The House of Assembly addressed the Lt. Governor, praying that boards, clapboards and shingles might be imported from the United States. This would be allowed on a limited time only.

On March 5 a Bill was passed that was entitled an Act to prevent frauds in selling Flour Biscuit or ships bread in casks. Also passed was a Bill instituting an Act to enable the inhabitants of the Town Plot of Dartmouth to use and occupy the Common field Granted them by the Lt. Governor, in such a way as they may think most beneficial to them.

On March 6 the House of Assembly received a report from the Commissioners for the Encouragement of the Whale Fishery to the Governor was presented, read and ordered to lie on the table. A Bill was presented for Ephraim Weston and the other coopers requesting measures taken to prevent the importation of ready made fish barrels and other articles. Charles Morris was elected for the County of Halifax, and he took the usual oaths, and his seat in the House of Assembly.

The Naval Officers report from January 1 to March 31 stated, there were 16 vessels entered and 24 cleared from Halifax harbour.

On March 21, 1789 a Bill for taxing batchelors was dismissed. The Committee appointed by the Lt. Governor to lay out monies voted by the House of Assembly, for the Encouragement of the Whale Fishery at Dartmouth, and find contracts and vouchers to substantiate the several charges, with a certificate signed by a number of the principle inhabitants, stating their full satisfaction of the conduct and proceedings of the said Commissioners in the execution of that business.

On March 27 a Bill entitled, "An Act for the Regulation and Relief of Free Negroes" within the Province of Nova Scotia, was read for the first time.

On March 30 a Bill was read for regulating the Common belonging to the Town Plot at Dartmouth.

On April 2 the Bill for Regulating of free negroes was not agreed to.

On April 4 in a close vote, the House of Assembly voted down the motion that the manufacture of iron in this province, as granted last year, be continued for the year 1789.

On April 6 the House passed the amendments and the motion to the Dartmouth Common Bill.

On April 8 a resolution was made to write to the Provincial Agent, Richard Cumberland, regarding the Loyalists who were not able to, owing to ignorance, poverty, or remote situations exhibit their claims for compensation of losses in the United States. They ask that Cumberland try to procure an Act of Parliament to enable these people to receive a compensation.

On April 20, 1789 Parr reported to Lord Sydney the following ... "I am happy to inform your Lordship that great exertions are making throughout the Province

both in Fishing and Farming, particularly the former, I hope we shall be able in the course of next summer, to send several vessels loaded with fish to Europe and the West Indies, almost every shilling of which finds its way to England ...”

On April 20 Parr also wrote to the Agent for Nova Scotia, Evan Napean. “...I tremble at the report I see in the newspapers, that convicts are to be sent here from England and Ireland, which will do more harm to this country, you good people at home are aware of, for God’s sake let this be prevented if possible ...”

On April 23 St. George’s Day was celebrated as a great holiday. Also the news of the King’s recovery from a serious illness was celebrated. There were salutes fired from the forts and the man-of-war ships. The Regiments fired a volley at intervals on the grand parade and all through the night the lamps, lanterns and candles lit up the area and harbour.

The Governor General of Canada wrote to Lt. Governor Parr about the great scarcity in Upper Canada of bread corn. He asked Parr for flour, meal, biscuit, rice and Indian Meal.

The Justices in the Quarter sessions sent in a memorial from the bakers in Halifax, setting forth that there was only enough flour for 3 or 4 more days.

No vessels were to be cleared for Quebec except the brig, *Ceres*, until further orders.

On July 18 Mr. John Grant received permission to ship back to Quebec, 210 barrels of Quebec flour which was said to be unsalable here. The price of flour was 20 shillings per hundred weight and the 6 pence loaf of bread had to weigh 2 pounds, 6 ounces.

In Dartmouth, John Snell, woodcutter, was unfortunately killed on the spot by the fall of a tree. He was survived by a mother, age 77, a wife and 2 small children. The family was in a state of indigence.

Dartmouth continued to grow in population, due to the successful whaling enterprise. More Quakers and others moved in and Thomas Cochran began to build more wharves, and other Halifax merchants invested in whaling. Ephraim Weston, a Loyalist, continued to enlarge his cooper smith operations by buying land in Preston and Dartmouth. He would often rent out this land for this business. Everything that was shipped in and out of the Harbour was stored in barrels. The waterfront was littered with stacks of barrels awaiting shipment. Seaweed was collected and dumped near the wharves. The barrels were filled with this wet seaweed to keep the wood wet and avoid shrinking during the long sea voyages that lasted over a year on some occasions.

More Nantucket families came to Dartmouth. This included Paul Worth who later married Phebe Barnard. Also arrived were Shubal Clark, Joseph Clasby, Benjamin Folger and Stephen Rawson. Other Quakers from New England included were Matthew Flannery, Jonathan Foster, John King, Thomas King, James King, Robert McKenzie and David, Peggy and Mahon Brieve.

This year, 1789 the completion of the Report of the Commissioners for encouraging and advancing the fishery of whales was tabled. The report included,



“... the Commissioners proceeded to expand the sum of £1,500 granted by the Province, and did resolve at a full meeting...to erect upon the town plot of Dartmouth, 22 house frames of 32 feet by 32 feet, and erected at the expense of £506, being the lowest terms that could be procured ... the contracts having been duly advertised and it was resolved that the remainder of the £1,500 should be expended in fitting up and covering in said frames as far as the same would go and Messrs. Cochran and Holmes should be a committee to supervise the expenditure thereof...that after the raising of the frames 6 of them were blown down by an uncommon gale of wind and much broken and damaged...that the commissioners have caused 12 of the said frames to be covered, chimneys built and the same comfortably finished. That the 6 frames which were blown down, the materials were expended in making workshops, outhouses, and additions to the building herein after specified ... That the proportions of bricks which were allotted for 2 frames and the proportion of boards for one has been divided amongst the finished buildings to complete the same, the proportions of materials first allotted for that purpose having fallen short...That the commissioners have disposed of the frames and buildings in the following manner:

Peter Macy - spermaceti manufacture - 1 finished building  
 Barnabus Swain - cooper - 1 finished building - 1 broken frame  
 William Slade - shipmaster - 1 finished building  
 Jonathan Coffin - shipmaster- 1 finished building  
 Nathaniel Massey - sail maker - 1 finished building  
 William Ray - cooper - 1 finished building - 1 broken fence - 1 whole fence  
 Benjamin Robinson - ship carpenter - 1 finished building  
 Seth Coleman - boat builder C- 1 finished building  
 Zachariah Bunker - shipmaster - 1 finished building  
 David Grieve - (unknown) - 1 finished building  
 Samuel Starbuck - (unknown) - 1 finished building  
 Timothy Folger - (unknown) - 1 finished building - 1 broken fence - 1 whole frame  
 Samuel Starbuck Jr. - (unknown) - 1 whole frame

“... The Commissioners have met with many difficulties in the execution of Your Excellency’s commands. The very great encouragement offered by the King of France to the inhabitants of Nantucket on their removal to Dunkirk has prevented many of those settling in this Province and obliged us to be more liberal to those who came ... to preventing of you Your Excellency, from granting registers to a few more vessels ... The exhausted state of the Provincial Treasury made it difficult for us to proceed on the settlement and had it not been for Mr. Cochran’s Merchant House advancing £1,048 on the credit of the Province, it would have been out of the commissioner’s power to have proceeded on the execution of it. The public are also much indebted to Mr. Cochran’s house given as a free gift to the settlers, a very valuable tract of land in front of the Town Plot of Dartmouth, without which the settlement could not have been affected as that tract comprehended all the front of the town which was suitable for wharves and shipping...

The present state of the settlement and fishery is that since it commenced in the year 1786 9 vessels whaling amounted to £14,700 was reported to London. A

year later, 14 vessels left, navigated by 196 men and the proceeds amounted to £22,400 was exported to London in 1787.

There were 17 vessels fitted out and navigated by 238 men and the proceeds came to £27,500 reported to London in the year 1788. This was exclusive of what was consumed to support 2 extensive spermaceti manufacturers. In this present year, 1789 there are 20 vessels fitted out, navigated by 280 men and will not return until the end of the summer. The settlement at Dartmouth consists of 39 houses and inhabited by 164 souls, exclusive of those at sea.

Successful adventurers have diffused a spirit of enterprise among the young people of this province to become expert fishermen and more offered to enter this year than could be accommodated on the vessels ...

The Commissioners wish to congratulate your Excellency on your having, notwithstanding so many difficulties thrown in your way, established a fishery in this province which furnishes a new source of wealth to its inhabitants to pay for the vast amounts of English manufacturers imported into it ... if the benefits on the several acts of Parliament were extended ... that before 3 years there would be at least 50 sail of shipping for the southern whale fishery only ...”

The report included the expense of boards, planks, shingles, bricks, nails, carting service and carpenters at the sum of £1,040. There was a further expense for frames and the grand total was £1,554 paid by warrants from the Treasury.

This report was read and presented to the governor on March 6, 1789. The Dartmouth Common Act was presented during March also and it confirmed that Samuel Starbuck Sr., Timothy Folger and Thomas Cochran were appointed as the Trustees. The act stressed the fact that neither the Trustees nor the Proprietors could alienate the land from each other. It was considered a privilege to be a Trustee, and only the most dedicated, honest and responsible people could be nominated, according to the Provincial Act in 1770. There was never any abuse of this privilege until the next century, when the special interest groups ruled the province.

With the rapid growth of the town, the new town officers, appointed by the court included:

Edward Foster - overseer of the Roads for Dartmouth  
Samuel Starbuck Jr. - overseer of the Roads - Preston  
Ebenezer Allen - overseer of the Roads - Preston  
George Simpson - overseer of the Roads - Preston Town  
Thomas Bradley - overseer of the Roads - Preston Town  
John Todd - overseer of the Roads - Lake Loon  
Nathan Russell - overseer of Fence Viewer for Dartmouth  
Seth Coleman - overseer of Fence Viewer for Dartmouth  
Benjamin Hoyt - overseer of Fence Viewer for Dartmouth - Preston  
George Morrison - overseer of Fence Viewer for Dartmouth - Preston  
Seth Coleman - Pound Keeper for Dartmouth  
William Martin - Pound Keeper for Preston  
Daniel Ray - Inspector of Oil for Dartmouth

In March, the schooner, *Polly*, arrived, Captain Seth Coleman, in 6 days from Boston. In April the schooner, *Susannah*, Captain Coffin, arrived in 21 days from New York. In May, the schooner, *Susannah*, Captain Macy, was outbound for the whaling fleet.

In June, inbound was the brig, *Harriot*, Captain Kelly, from a whaling voyage that lasted 8 months. The cargo included 290 barrels of sperm oil. In July the ship, *Parr* entered, Captain Folger, carrying 870 barrels of oil, of which 200 were sperm oil and 10,000 pounds of whale bone.

On July 21 there were 3 ships entered from whaling. They were the ship, *Lively*, Captain Chadwick, 695 barrels of black oil and 133 barrels of sperm oil; the brig, *Sally*, Captain Worth, 310 barrels of sperm oil; and the brig, *Joseph*, Captain Brock, with 270 barrels of black oil and 100 barrels of sperm oil. Between the three vessels there was 32,000 pounds of whale bone. On July 28 the ship, *Romulus*, Captain Pinkham, arrived carrying 21 tons of sperm oil and 36 tons of black oil. Also the brig, *Industry*, Captain Chadwick, with 130 barrels of sperm oil.

In August, the schooner, *Ann*, Captain Gardner, arrived from whaling. In September, inbound were 4 ships from a whaling voyage. This included the brig, *Prince William Henry*, with 150 barrels of sperm oil; the schooner, *Eagle*, Captain Coffin; from Nantucket and the sloop, *Watson*, Captain Swain, with 40 barrels of sperm oil from the Southern whale fisher and the sloop, *Peggy*, Captain Paddock, with 120 barrels of sperm oil.

In October, 3 ships were inbound from the Southern whale fishery. These were the brig, *Lucretia*, Captain Coffin, with 27 tons of sperm oil and the brig, *Argo*, Captain Barnard, with 500 barrels of whale oil and 5 tons of whale bone. On October 20 the schooner, *Hero*, returned from a whaling voyage.

On November 17 the brig, *Loyal Briton*, Captain Barnard, cleared for the whale fishery. Also the brig, *Mary*, Captain Coffin, and the brig, *Sally*, Captain Coleman, were cleared for the whale fishery...

At the yearly meeting held in Rhode Island from June 11 to 16, 1789 the following minutes were recorded ... "The situation of some of the members of the Nantucket monthly meeting would go to Dartmouth in Nova Scotia coming under our consideration ... It is our advice that Nantucket monthly meeting appoint a committee to visit their members residing at Dartmouth, Nova Scotia, and if on their report, said meeting shall think that a mode of consummating marriage amongst them might be adopted with reputation to Society, that they be at Liberty to establish such a mode as to them best and most consistent with our discipline and that they report their doings at our next Quarterly meeting ...

Whereupon this meeting taking into consideration the situation of your members in Dartmouth, Nova Scotia do adopt the advice contained, appoint Jonathan Macy, David Green, William Brown and Peleg Easton to make them such counsel and advice as in truth may open and report to a future monthly meeting when this visit is accomplished ..."

At a preparation meeting of Friends held in Dartmouth, Nova Scotia, on December 3, 1789 . . . Daniel Starbuck is appointed clerk to this meeting for the year ensuing . . .

... This meeting is informed from a meeting of Friends met by themselves that Edmund Macy is desirous to propose his intentions of marriage with Susanna Coleman at their meeting... This meeting received a few lines from Stephen and Mercy Macy signifying that their son Edmund Macy had their full consent to marry with Susanna Coleman and Seth Coleman being present signified that his daughter Susanna Coleman, had his and his wife's consent to marry Edmund Macy... Edmund and Susanna appeared in this meeting and declared their intentions of taking each other in marriage... whereupon we appoint Thomas Greene, Daniel Starbuck, Abiel Folger and Alice Starbuck to inspect their clearness and report to our next preparative meeting to be held four weeks from this time...

On December 31, 1789 the Friends appointed to inspect Edmund Macy and Susanna Coleman's clearness respecting marriage, report they find nothing to hinder their proceedings . . .

In London, England, the prices for the coveted sperm oil and head matter continued high. The 1789-90 value of the southern whale fishery reached the unprecedented figure of £84,493, which was the product of 51 vessels. This surpassed the Greenland Fishery total of £66,662. The Greenland Fishery had 150 ships but was still not as successful. Thus the whaling colony at Dartmouth was able to share in the optimism of the Council in Halifax, in bringing prosperity to Nova Scotia. Their investment was certainly paying off.

The Court of Vice Admiralty began to resume activities when H.M.S. *Thisbe*, Captain Hood, captured 3 vessels that were carrying smuggled goods.

On April 22 the *Thisbe* captured the schooner, *Eagle*, and cargo. It was brought into Halifax and the ruling stated forfeited to His Majesty.

On June 15, 1789 the *Thisbe* captured the schooner, *Ann*, and cargo. This was 6 barrels of tobacco and both vessel and cargo were condemned as forfeited.

On September 14 the *Thisbe* captured the schooner, *Swallow*, and cargo. Also captured was the brig, *Harriot*, and cargo. On October 29 Richard Uniacke moved for an appeal against the court judgement on behalf of the claim.

The economic activity for the area was now reflected in St. Paul's parish records for the year 1788. There were 69 couples married, 65 burials and 227 infants baptized.

The most tragic event of the year was on January 27, 1789 when the entire waterfront of Halifax caught on fire. It started at Cochran's warehouse and office opposite the Government House. All the Dockyard workers, the army personnel, navy personnel and available civilians were called out to fight this. The flames raged with, "arrestable impetuosity," and whole blocks of buildings were destroyed. The entire waterfront would have been lost had it not been for the people's assistance in putting out the fire. The House of Assembly was shut down for 2 weeks.

The port of Shelburne reported the exportation of 14,475 gallons of whale oil and sperm oil, and 4,000 lbs of whale bone, for 1789.

In March, word was received that Sir Charles Douglas was appointed to the Command of Halifax harbour. The Commissary Office put out another public

tender for 1,500 cords of wood and 500 chaldrons of coal. In August Rear Admiral, Sir Richard Hughes arrived to take Command of the Halifax Naval Station.

On December 8 a new brig arrived in port that had just been built in Beaver Harbour. It was built for John Stairs of Halifax.

The Surveyor of the King's Woods, John Wentworth, continued to visit the province and seek out the best timber reserves for that very essential commodity called, "naval timber." Between January 1789 and March 20 of 1790 he visited and surveyed the area around Jeddore down to the Liscombe River and then around to Pictou county. It was reported that the settlers in Pictou offered to supply the Pine trees into a mast contract.

Wentworth wrote that he was still convinced that the Naval Timber Reservations in both Nova Scotia and New Brunswick, within 60 years will contain more good timber than in all of the rest of the country. His reports made reference to Mr. William Forsythe and Co., on behalf of and co-partners Mr. Robertons, Hunter and Forsythe having produced their contract (for Naval Timber) and requested licences to cut pine timber agreeable to the articles. Also, Mr. Blair and Mr. Glenie had a contract to supply the Naval Dockyards with the timber for ship construction.

The great rivalry between France and England for superior sea power was unofficially underway. This naval construction had its effect on the towns where the Naval Dockyards and private ship yards were located. At Chatham, one of Britain's most important shipbuilding centers, between 1,500 and 2,000 workmen were employed in 20 different graving docks, with an output capacity of about 10 vessels per year. At Plymouth, Portsmouth, Deptford and Woolwich Yards, they perfected the largest British Ordnance Works, with foundries for making cannon and other armaments. The Yard at Woolwich employed 500 men and concentrated on frigates and the smaller Naval vessels. As in other European countries, an infinite number of small shipbuilders (private yards) supplied the needs for their merchant navies. In France, at Honfleur Yards, they built 422 ships between 1763 and 1792.

The land sales continued in the Dartmouth area, now that the Government food rations had ceased, except in certain areas of the province. Those who wanted to farm and not be involved in the sawmill and lumber operations continued to move out of the area.

Siles Allen sold 200 acres near Lake Echo, to Thomas Bradley for £4:10:0. Richard Thompson sold 9 acres to Thomas Ducksell for ,7. John Miller sold 12 acres to Ducksell for £2. Thomas Troop sold 100 acres to Thomas Mayberry for £3. Charles Collins sold 50 acres to Philip Linzie for £2:10:0. John Crawford Jr. sold 200 acres to James Train for £30. In a separate transaction Train bought a total of 7042 acres from Crawford for £120. This included land near Lake Loon and Salmon River. Philip Linzie sold 110 acres to William Hurst for £16.

John and Hannah Schwartz sold 250 acres to Ephraim Wheston for £10. Wheston also bought 23 acres from Thomas and Ann Curran for £2:10:0. He then purchased 200 acres from Daniel Grant for £5. This was bounded on the east by the Naval Timber reservation between Lake Major and Porters Lake. Thomas and Margaret Boggs sold 100 acres to Wheston for £6.

On September 17 Mathew Cahill, the sheriff for Halifax County, put up 116 acres of land in Preston for public auction. Jonathan Snelling owed George Grant £124:19:7. To settle part of his debt, George Grant got the land and a 2 story barn and house.

John and Rebecca Dean, who moved to Brookline, Mass., sold 125 acres on the Cole Harbour Road to Abraham Cunard, carpenter, for £90. This was part of lot number 4 that was purchased from Nathan Russell. It was located on the north east corner of John Dean's land, west by the Cole Harbour Road to Edward King's lot, east by the land of Thomas Green, and west by land of Nathan Russel.

It should be noted that this was the first link in the chain of historical events that was Dartmouth's connection with the sinking of the Titanic. This was considered the worst disaster in marine history.

John Dean sold 125 acres to Thomas Green for £120. John Hill sold 12 acres to Francis Green for £5:10:0. James and Edward Bulkeley sold 423 acres to Peter McNab for £125. This included 27 acres near Fort Clearance, called the Eastern Battery. Theophilous Chamberlain sold 50 acres to James Clark for £10. Mathias Nagle and his wife Josette sold 532 acres in the South East Passage area to Nathan Young for 5 shillings. This was next to the grant of land to John Duport.

## 1790

On January 28, 1790 a wedding took place in Dartmouth, that was typical of the ceremony of the Quaker religion...They the said Edmund Macy and Susanna Coleman appeared at a public assembly of the aforesaid people and others in their meeting house in the County of Halifax, aforesaid and he the said Edmund Macy taking the said Susanna Coleman by the hand did openly declare as followeth...“Friends, I take this my friend Susanna Coleman to be my wife, promising through Divine Assistance to be unto her a loving and faithful husband until it shall please the Lord by death to separate us.” The said Susanna Coleman did then and there in like manner declare as followeth...“Friends I take this my Friend Edmund Macy to be my husband, promising through Divine assistance to be unto him a loving and faithful wife until it shall please the Lord by death to separate us.” Or words to the like import...and the said Edmund Macy and Susanna Coleman as a further confirmation thereof have hereunto set their hands. She after the custom of marriage assuming the name of her husband... Signed Edmund Macy and Susanne Macy...and we whose names are hereunto subscribed being present with others at the consummation of the said marriage as witnesses thereunto set our hand the day and year above written...

Phebe Macy	Thomas Greene	Abigail Starbuck
Daniel Starbuck	Alice Starbuck	Silas Paddock
Phebe Coffin	William Ray	Elizabeth Macy
Nathaniel Macy	Elizabeth Coleman	Reuban Coffin
Sally Coleman	Samuel Starbuck Jr.	Henna Chadwick
Jonathan Foster	Seth Coleman	Amiel Gardner
Stephen Macy	John Brown Coleman	

... At a preparative meeting of Friends held at Dartmouth, Nova Scotia, the meeting to attend Edmund Macy's marriage report that it appeared to be orderly conducted...

In the House of Assembly, despite the success of the whaling enterprise, there was grave concern about the Poor House using up almost one-fourth of the entire revenue for Nova Scotia. It was suggested that those boarding in the Poor House be boarded out in different parts of the Province. Masters of vessels would pay a bond to see that all persons brought to Halifax would be taken away. At this time there were people hired to bring in the poor from the United States, 5 or 6 at a time, then leave them at the charity of the Poor House. The poor flocked in from New Brunswick, Cape Breton and the Island of St. John's, (Prince Edward Island) with orders for them to be received into the Poor House.

The only cheerful topics under discussion at the House of Assembly was the Whaling Industry. A check on the migration of those living in Nantucket had been imposed by London special interest groups. A letter was sent to the agent for Nova Scotia in London to allow more families to come to Dartmouth.

Another suggestion was to have Halifax declared a "free port" so that trading with Americans, the West Indies, and Great Britain would improve the economics of the province.

On March 9, 1790 a petition from Timothy Folger and William Sabatier was presented at the House of Assembly. This stated the petitioners were Spermaceti Manufacturers and Refiners,...that they export to the West Indies quantities of sperm candles, and receive in return rum, sugar, and other productions of the said Islands...Praying that they may be included in the class of stockholders at the excise office for reasons stated in the petition ... It was dismissed on March 24, 1790.

At the House of Assembly on February 8, 1790 pork was forbidden to be imported from Boston in any vessel exceeding 20 carcasses.

The most traumatic event this year concerned the impeachment charge against two judges, that also involved 2 people from Dartmouth.

On March 10, 1790 there were 13 articles of impeachment against two Judges of the Supreme Court, read before the House of Assembly. There were 17 votes for and 10 votes against. March 13 it was resolved that the speaker of the House of Assembly, do issue his Precept to summon Christian Bartling and his wife Mary, with others and the sheriff and gaoler to appear before the House of Assembly on March 15 to give evidence on the charges against the Justices of His Majesty's Supreme Court.

On March 15, 1790 the members of the Council were allowed to appear before the House of Assembly on behalf of the Justices of the Supreme Court. One of these issues, article number 2, said that application being made to Judge Brenton to grant a Writ of Habeas Corpus to bring before him Christian Bartling, then in gaol, in order to his being bailed. The Judge refused to allow bail to Bartling.

Afterwards when the Grand Jury had returned the Bill of Inditement Ignoramus, the court recommended Bartling to gaol. The answer to this charge was that in

respect of the conduct of the court in committing Bartling after the Grand Jury had ignored the Bill. The fact that he stood charged with maliciously shooting in the face, Barnabus Swain, whereby he lost an eye. The crime appeared to be fully proved. The Grand Jury, from improper motives, ignored the Bill. It was suggested to the court by the Solicitor General and others that Bartling was a man of violent passions and harbours strong resentment against several of His Majesty's subjects at Dartmouth. It was apprehended he would commit further violence unless held under a recognizance for his future good behaviour. He was brought into court the next day and it was represented to the court that he had a large family which was suffering from want of his assistance. He was discharged with a serious admonition from the court.

On March 16 the first article of charge against the Justices of the Supreme Court was exhibited. Jonathan Tremain appeared as a witness to support the charge. On March 18 Mary Bartling was examined and testified in support of the charges against the Judges of the Supreme Court. It was ordered that the Gaoler furnish the House of Assembly, the several commitments directed to him, for committing to prison the said Christian Bartling. A copy of the writ of Habeas Corpus and the Return made and the copy of the entry made in the Minute Book of the Supreme Court was ordered.

On March 19 it was resolved that the Speaker do require the Prothonotary to furnish this House with a copy of the Bill of Inditement preferred against Christian Bartling, and the return of the Grand Jury on the same; also a copy of the minutes of the Supreme court on the re-commitment of said Bartling to prison.

On March 20 after the eighth article of charge against the Justices was read, it was moved the House should not enter on the consideration of any charge against the Justices. These charges having been determined by the Council and now being referred home to Great Britain for His Majesty's consideration. The House voted 8 for and 21 against.

On April 6 the impeachment charge for article number 2 was voted on. There were 17 for and 12 against. On Article 3 the House of Assembly voted 18 for and 11 against. After all the 13 articles were each voted on, it was resolved and ordered that a committee prepare articles of Impeachment against the two Justices of the Supreme Court. A petition was to be presented to His Majesty praying he would be pleased to institute a court for trial of those Justices. It was also ordered that the committee prepare a humble address to the Lt. Governor requesting that he will be pleased to transmit to His Majesty the petition, with articles of impeachment and the evidence accompanying the same.

On April 9 a draft of an address was presented to the Lt. Governor to suspend the Justices of the Supreme Court. Parr's reply in the address was that he was advised against this by the Council until His Majesty's pleasure be known thereto.

On April 24, 1790 Lt. Governor Parr wrote to Lord Granville, ... that the House of Assembly wanted to formally impeach two judges of the Supreme Court ... "This caused trouble to myself and the council." Seven separate articles of impeachment were added. A Sergeant of Arms was appointed. Witnesses were summoned and sworn in the House to give evidence, then examined and cross examined with all



the formality of a trial, in the presence of almost half the town, who were admitted by tickets ... "I was later requested to suspend the judges from office. I consulted the Council, who said I ought to suspend the judges until the King's pleasure be known, and the judges yet remain in office. They depend on the House of Assembly for their support . . . this led to a disagreement between the Council and the House over the passing of the Revenue Bill and the Appropriations Bill ..."

Lt. Governor Parr did not receive a reply from London until October 6, 1790. Lord Grenville stated, ... "I have received your articles of charge exhibited against the Judges and a representation and memorial from them all, which I have transmitted to the Lord President to be laid before His Majesty in Council ... I shall take the earliest opportunity to communicate any proceedings to you . . . I cannot throw out any expectation that His Majesty will be advised to institute a court in Nova Scotia for the special purpose of going through these charges ..."

On May 8, 1790 Parr reported to Evan Napean that, ... "some members of the House of Assembly talk and paint well, even to outdo the Council, but they do not write the truth, they swerve confoundedly from it, in short, they want to have the whole management of the Province in their own hands ..."

On May 20, 1790 a report was sent to Lord Grenville regarding the state of religion in Nova Scotia. It stated, ... In the province of Nova Scotia there are 13 Clergymen, all supported by Government, except one, by the Society (S.P.G.). Here are also 7 Presbyterian ministers besides a multitude of Methodists Teachers and other clergy who have maintenance from their religious flocks. There are 3 Roman Priests and as many in Cape Breton.

"On my arrival in this Diocese I found there was no seminary for the education of youth. (This could result in sending our youth to the Revolted Colonies for their education, but their principles could be corrupted. Therefore I applied to the Legislature." An Academy at Windsor was founded, 45 miles from Halifax and £400 sterling was allotted for its support out of the public revenue of the Province. They have no suitable residence as yet which is needed to accommodate the students.

On December 31, 1790 Parr sent a dispatch to Lord Grenville that was to start the removal of the Quakers from Dartmouth, to a place called Milford Haven in Wales. The special interest groups in London persuaded the Government to bring the whalers to England where they could function better financially but it was the beginning of the end of an economic boom for the struggling colony of Nova Scotia. Parr reported, ... "I have the honor of your dispatch on July 22 introducing Mr. Stokes to my attention, as he returns to England ... I shall not attempt explaining my wishes to forward the Southern Whale Fishery intended to be established at Milford Haven, further than referring you to him, and if he does me justice, ... he will inform you that I have done everything in my power towards its success, as far as regards the people from Nantucket settled here: I have to lament exceedingly that Government did not inform me of their wishes 5 or 6 years ago, or empower me to encourage an Emigration from Nantucket to England, if they had, I am persuaded that few of the people called Quakers would have remained there and none would have gone to Dunkirk in France ..."

The Whale Fishery was very successful. It started on January 12 when outbound for the Whale Fishery was the schooner, *Hero*, Captain Macy. On January 19 the

schooner, *Swallow*, Captain Consulez, arrived from Boston with some very disturbing news. The Whale Fishery in the south seas has been greatly interrupted, and is likely to be wholly upset by the King of Spain, who ordered the commanders of his squadrons to remove all ships fishing on those coasts, and not to permit them either to catch whales or seals. These orders were given with the general civility to the fishermen, but at the same time in the most positive and decisive manner, and with orders to quit the coast in a short limited time, offering assistance to expedite their departure, and with positive injunctions for them, and to return again into those seas, claiming them as the sole right of the King of Spain. (The news would later force the whaling fleet to seek the protection of the Royal Navy whenever they wanted to fish for whales in the South seas.

On March 23 the schooner, *Success*, Captain Coffin, was cleared for the Island of Nantucket. On June 1 cleared was the brig, *Brothers*, Captain Barclay, for whaling. Also cleared was the schooner, *Susanna*, Captain Macy, for whaling. On June 22 the brig, *Lucretia*, Captain Coffin, was cleared for the southern whale fishery. On July 27 the schooner, *Ann*, was entered and it carried 123 barrels of sperm oil and 60 barrels of head matter.

The office of the Commissary put out a tender for contracts for 90 gallons of whale oil and 3,600 pounds of mould candles.

On August 3 the brig, *Hibernia*, entered with 108 barrels of sperm oil and 32 barrels of black oil. Also entered was the brig, *Prince William Henry*, Captain Pinkham, with 100 barrels of sperm oil. This was followed by the ship, *Parr*, Captain Clark, with 480 barrels of sperm oil and 100 barrels of black oil. Also the brig, *Harriet*, Captain Kelly, with 205 barrels of sperm oil. On August 10 entered the ship, *Lively*, Captain Chadwick, with 120 barrels of black oil, 50 barrels of sperm oil, and 1,500 hundred weight of whale bone. On August 17 the ship, *Romulus*, entered, Captain Slade, with 17 barrels of sperm oil. Cleared was the schooner, *Hawk*, Captain Coffin, for the Island of Nantucket. On August 31, the schooner, *Resource*, entered, Captain Clasby, with 80 barrels of spermaceti oil. Cleared on that same day was the brig, *Prince William Henry*, Captain Pinkham, for the south west whale fishery. She was followed by the brig, *Ruby*, Captain Knox, and the brig, *Anna*, Captain Otis. On September 21 the brig, *Watson*, Captain Coffin, entered with 120 barrels of sperm oil from the south west fishery.

On October 5 the House of Assembly and the Council were in discussion about the news regarding the feelings of hostility from the Court of Spain. Lord Howe's fleet was in the North Atlantic and ready to defend any attack should the Spanish fleet join up with another fleet sailing out of Brest in France. However, Spain was hostile to the Revolution in France which could alter the terms of the compact between France and Spain.

On October 22 the brig, *Sally*, Captain Coleman, entered from the southern whale fishery. Also the brig, *Chester*, Captain Coleman, from the same area. Cleared was the ship, *Triton*, Captain Swift, from the south west whale fishery.

On October 26 an advertisement for mail to be picked up to the Halifax Post Office and the Customs House. There was mail for Seth Coleman and Peter Macy. The brig, *Industry*, Captain Chadwick, arrived that same day with 800 barrels of black oil, 30 barrels of sperm oil and 10,000 pounds of whale bone.

On November 2 entered the schooner, *Polly*, Captain Coffin from Nantucket. On November 9 the brig, *Mary*, entered, Captain Coffin, from a whaling voyage with 15 tons of sperm oil onboard.

The latest news from Spain was brought by Captain Coffin. The United States allowed Spain to have embassies in 6 cities. Only the seamen who were actually paid in gold would be granted permission to serve on Spanish ships. An editorial in the local paper made the comment that England should hire American seamen on the same scale that German mercenaries were hired as soldiers.

On December 14 the ship, *Lively*, Captain Bunker, cleared for a whaling voyage. On December 21 the ship, *Romulus* cleared, along with the brig, *Joseph*, and the brig, *Argo*, Captain Clasby, with the brig, *Watson*, Captain Macy, for the whale fishery.

The property deeds and grants continued on as usual with the increased economic activity around the harbour of Halifax. Property was in demand and farming was slowly being replaced by wood cutting and the fishery.

In October, William Ribble sold 3 lots in the Dartmouth Town Plot to Peter Leppart for £20. These were lot number 6 and 7 of Letter H, and also lot 13 of the Letter H. The first two lots 6, and 7, were conveyed by deed to Ribble on May 22, 1753 from Nicholas Reinhard and Peter Reinhard. Lot number 13 was conveyed to William Ribble on May 22, 1753 from John Seborges.

Land grants were given to Enoch Bean for 350 acres in the Cole Harbour area. Alexander Bremner was granted a water lot, Peter Macy received a grant of land of 10 acres, and Barnabus Swain and others were granted 10 acres, all near the Town Plot.

At that time in 1753 the Town Plots did not include farm lots outside the stockade because of the constant threat of attack by the French and their Indian allies. The German lots that were farmed after the massacre in 1751 were probably deeded out to the Germans that stayed and didn't go to Lunenburg.

It is likely the German farm lots, outside the block houses, were drawn for, then worked, sold or traded without having the deeds registered. These Swiss and German farmers were very sober, independent and professional. There was still a language barrier, but the main reason for being independent was the distrust of the military rule in Halifax. They preferred that others did not meddle into their way of life.

On May 28, 1790 the Council was informed by Lt. Governor Parr that he was instructed by the King not to grant any more land in the Province.

The establishment of an Agricultural Society was now being promoted by Lt. Governor Parr. Appointed for Dartmouth was Timothy Folger, for Preston was Theophilus Chamberlain and Titus Smith.

An advertisement stated,...to let, a farm 32 miles from Dartmouth, on main road to Preston, between Lake Loon and Cranberry Lake. It had a dwelling house and 20 cleared acres ... Also advertised was an auction that would take place on July 1, 1791. It was for a farm called Mount Pleasant at Dartmouth. It was otherwise

known as Bayers and Hardins. It had 20 and 80 acre lots on 200 acres of land. It bordered on a chain of lakes, only 3 mile from the house. The farm is only 2 mile from the Town Plot. An excellent view of the harbour and lakes. With it comes 750 acres of land in the Preston area of Lake Loon. All the property could be sold together or in separate lots.

Other property transactions this year included: Benjamin M. Holmes to Mercy Piers widow ... whereas Edward Foster Sr., blacksmith, and his wife Martha Foster and Edward Foster Jr. and his wife Hannah, by this indenture dated September 10, 1784 in consideration of £200 to the Fosters, then paid by B. M. Holmes, did grant and sell to Holmes a tract of land in Dartmouth containing 162 acres, bounded as follows, North to the land of Samuel Greenwood, South to the land of James Quinn and next to the Dartmouth Common to the tract of land to Edward Foster Sr., and Edward Foster Jr. and Samuel Greenwood, as it is lot number 1 assigned to the Fosters by agreement of partition by Edward Foster Sr. and Jr. and Samuel Greenwood. This indenture was on the condition that if the Fosters pay or cause to be paid to Holmes, the £200 with interest, on or before September 10 the next, ensuing the date of said indenture, according to the condition of a certain bond made by the Fosters to Holmes. This was a mortgage of land. If the sum wasn't paid by a certain time, the land would then be forfeited to the person giving the mortgage. This mortgage was overdue and then B. M. Holmes sold the land to Mercy Piers. The mortgage was given on December 4, 1786. The land sale was made on January 15, 1790.

On February 16 Enoch Bean sold 400 acres to John Albro for £100. This was in the South East Passage. In Preston, George Westphal sold 22 acres to Adam De Chezeau for £60. This had a highway running through it.

In June, Enoch Bean sold 350 acres to John Albro for £100. This was in the Cole Harbour area. In July Theophilus Chamberlain sold 9 acres to Jacob Tuttle, merchant, for £21:13:4. Chamberlain mortgaged other properties to Tuttle for £72:13:4. This was to be repaid in one year. John Albro sold 40 acres to Samuel Albro for £500, and it included another lot of 350 acres.

John Smith sold 22 acres of land in Preston to Zebulon Schofield for £8. Mary Malloy gave, as part of her will, land in Halifax and in Dartmouth next to Thomas Donaldson's lot, to her son Melvin when he reached the age of 21. T. Chamberlain sold 131 acres in Preston to Lawrence Hartshorne for the sum of £40. Chamberlain then sold 1,000 acres of land with one-third share of a sawmill to Michael Wallace and Jonathan Sterns, for £45:8:0.

Andrew Rogers sold 12 acres to Thomas Ducksell for ,4. Silas Allen sold 200 acres to Thomas Bradley for £6. On August 7, 1790 Chamberlain sold 50 acres to Bradley for £18. On September 22 John Bayer mortgaged his land to Edward King for £150. There were two lots that totalled 500 acres in the area of Eastern Passage. The mortgage was to be paid by September 1st at the rate of 6 % interest per annum. On September 25 David and Mary Collier sold 53 acres to Thomas McMinn for £5.

On December 4 Daniel Crawford, dealer, sold a lot in Halifax and 2 lots in Preston, to Richard Kidston for £100. The Preston lots were number 30 of the

Letter A, 3 acres and number 30 of Letter B, 4 acres and lot 103 in number 2 of the second division and 76 acres. This had been Crawford's share of the original grant of 32,000 acres to T. Chamberlain and others.

The year 1790 was considered to be among the most productive of the whaling industry. There were 1,383 tons of spermaceti and head matter exported to England by the Dartmouth fleet of 28 vessels. The town of Dartmouth was the, "whaling" capital of British North America and continued to be the rival of other whaling centers around the world. This included the following 28 vessels:

Vessel - Argo - master - Ebenezer Bailey

Vessel - Nancy - master - Jonathan Barnard, John Sprague

Vessel - Prince William Henry - master - Thomas Burke, Matthew Pinkham

Vessel - Africa - master - Zachary Bunker, Ronson Jones, Nathaniel Macy

Vessel - Falkland - master - Peleg Bunker

Vessel - Colony - master - William Chadwick

Vessel - Neptune - master - John Chase

Vessel - Joseph - master - Joseph Clasby

Vessel - Lucretia - master - Jonathan Coffin, Philip Fordick, Thomas Hiller

Vessel - Harriot - master - Brown Coffin

Vessel - Aurora - master - Eban Coffin, Peleg Hussy, Paul Worth

Vessel - Ark - master - David Coleman, Elisha Pinkham

Vessel - Dartmouth - master - Solomon Coleman Jr., Albert Hussey, Barnabus Swain (brig)

Vessel - Nancy - master - Andrew Coleman

Vessel - Romulus - master - Obed Bunker, John Chadwick, Zimer Chase

Vessel - Ann - master - Stephen Gardner

Vessel - Neptune - master - William Paddock

Vessel - Charlotte and Satira - master - Daniel Kelly, Abner Briggs

Vessel - Charles - master - Laban Russell, David Baxter

Vessel - Lively - master - John Chadwick

Vessel - Somerset - master - Daniel Kelly

Vessel - Hero - master - Valentine Pease

Vessel - Rachel - master - Obed Barnard

Vessel - Ores - master - Timothy Folger

Vessel - Resource - master - Joseph Clasby

Vessel - Brothers - master - Ebenezer Bailey

Vessel - Susannah - master - Edmund Macy

Vessel - Watson - master - Daniel Ray

On September 9, 1790 Paul Worth and Phebe Barnard were married via the usual ceremony by taking hands and making their declaration. The witnesses were as follows:

Stephen Rawson	Benjamin F. Folger	Joseph Clark
Andrew Coleman	Rhodish McKenzie	David Grieve
Zach Bunker	Daniel Starbuck	Thomas Greene
Seth Coleman	Samual Starbuck	Peter Macy
Nath Macy	Elinor King	Sarah Greene
Shubal Clark	Mary Bernard	Anna Barnard
John Brown Coleman	Peggy Grieve	Phebe Macy
John King	Abigail Starbuck	Avis Swain
Thomas King	Ann King	Elizabeth Coleman
James King	Abiel Folger	Lydia Coffin
Mathew Flannery	Phebe Coffin	Elizabeth Coffin
Elizabeth Macy	Marshan Greene	Rebecca Coleman
Sarah Macy	Eilizabeth Ray	Sally Coleman
Lydia Coleman	Mary Paddock	

The Friends appointed to attend Paul Worth's marriage report it orderly conducted.

## 1791

The other part of the private letter from Governor Parr to Lord Granville, on December 31, 1791 included the following ... "I have the honor of your dispatches on July 22 introducing Mr. Stokes to my attention as he returns to England ... I shall not attempt explaining my wishes to forward the Southern Whale Fishery intended to be established at Milford Haven in Wales, further than referring you to him, and if he does me justice he will inform you that I have done everything in my power towards its success, as far as the people from Nantucket to settle here . . .

I have the honor to enclose Proposals of the People settled at Dartmouth in this Harbour, which will fully explain their situation here as well as the difficulty that will attend to their removal."

The proposals were are follows: ... To the Right Honorable Grenville, the King's Principal Secretary of State for the Home Department ... it is equally the wish of the Government that every loss and inconvenience that might arise from a removal to Great Britain should be fully paid and compensated for, have submitted the following statement of loss they shall sustain . . .

First proposal, as we are not in possession of comfortable houses, stores, wharves, farm land, etc., which we have acquired since our residence in Nova Scotia, we humbly hope and expect the Government of Great Britain will make compensation on the amount of each persons estimate of property, when we will transfer our Right and Title to said Property as Government shall direct . . .

Samuel Starbuck's Property	1 dwelling house	£400
	1 upper store	£110
	1 upper wharf	£70
	1/2 lower wharf	£175
	1/3 town lots at £12	£88

whale ship (ranked as owner) and 185 acres of farm land, 1/2 of Dartmouth Point and 8 acres of land near Halifax harbour. Total Value £1,153

The other Quakers decided on removal gave a similar listing :

Timothy Folger Property	£1,118	whale ship owner
Samuel Starbuck Jr.	£595	whale ship owner
Seth Coleman	£477	boat builder to the whalers
Barnabus Swain	£426	whale ship owner
Peter Macy	£357	whale ship owner
Daniel Grieve	£383	whale ship owner
Daniel Coleman	£184	whale ship owner
Silos Paddock	£146	whale ship captain
Jonathan Coffin	£270	whale ship captain
John Chadwick	£349	whale ship captain
Benjamin Robinson	£259	whale ship carpenter
William Ray	£339	cooper
Nathaniel Macy	£245	sail maker
Jonathan Barnard	£220	captain
Daniel Starbuck	£64	owner
John Foster	£24	cooper
Libni Barnard	£10	captain

Value in Nova Scotia currency was £6,650.

Signed J. Parr, Halifax, December 31, 1790

Families that will remove, number of vessels and tonnage:

David Starbuck and family	Samuel Starbuck Jr. and family
Barnaby Swain and family	Peter Macy and family
David Grieve and family	Timothy Folger Jr. and family
Benjamin F. Folger and family	Stephen Waterman
William Ray and family	John Chadwick and family
Samuel Sarbuck and family	3 vessels 280 tons

Timothy Folger and family	7 vessels 850 tons
David Coleman and family	1 vessel 70 tons
Seth Coleman and family	1 vessel 70 tons
Jonathan Coffin and family	1 vessel 70 tons
	Each vessel had 14 hands
	Total vessels 13 - tonnage 1075
Ships Masters - Silas Paddock and family	Edmund Macy and family
Jonathan Barnard and family	Obediah Worth and family
Libni Barnard and family	
Sail Makers - Nathaniel Macy and family	Ship's Carpenter - Benjamin Robinson and family
Cooper - John Foster and family	

There were 23 families with 161 persons. The vessels employ about 182 hands. These are Nantucket families which average 7 persons each, equal 161 persons to be removed to Great Britain. The exception was Benjamin Robinson who outfitted in Dartmouth under the advantages of the Nantucket people.

Proposal # 2 was they make the voyage in such vessels as they think proper. They ask for £55 sterling be paid to each family removing within one month after they arrive in Great Britain. The encouragement to be open until October 1, 1792 as there are some on a long voyage and can't accomplish a removal before that time.

Proposal # 3 ... humbly propose to Government that their vessels may have a bounty of 30 shillings for every ton the vessel is registered .

Proposal # 4 ... it will take 4 or 5 months before they can embark in the fishery again, they therefore humbly hope that Government will make them such compensation as they in their known wisdom shall judge proper ...

On January 9, 1791 Parr wrote to Lord Granville ... "I enclose proposals from Mr. Benjamin Mulberry Holmes, a considerable merchant in this town, for removal to Milford Haven in order to carry out the Southern Whale Fishery. This Gentlemen does not come under the description of Quakers from the Island of Nantucket."

His proposal includes a statement of property: ship *Romulus* - 160 - tons - 15 men - now at sea; brig *Joseph* - 140 tons - 15 men - now at sea; brig *Argo* - 130 tons - 15 men - now at sea; brig *Industry* - 140 tons - 15 men - in port; schooner *Resource* - 75 tons - 14 men - in port. A new ship to be launched May 1st - 180 tons - 15 men. Total 825 tons with 89 men. The captains, officers and most of the crew are from Nantucket.

In Dartmouth there was mixed reactions about the 25 families that were asked to go to Wales. There were over 40 Quaker families now fully engaged in the whaling industry and there was a general distrust of the British merchants and



Government. Those who agreed to leave had to make preparations but it did not interfere with the daily routine around Dartmouth. The families that decided to move to Milford Haven, began to sell their property. On March 17 William Ray sold 2 town lots of Letter H, number 1 and 2 and 100 acres of farm land for £289 to Daniel Starbuck.

Richard Woodin sold 21 acres to Lawrence Hartshorne, a merchant and Loyalist Quaker and Jonathan Tremain, merchant, for £180. This lot was adjacent to the beach side of a brook running out of the Dartmouth lakes and emptying into the Dartmouth Cove. The purpose was to erect a Grist mill and bakehouse that would be the largest operation of a grist mill in eastern Canada. For another 5 shillings they purchased the beach side opposite the Starbuck and Folger wharf on Dartmouth Point. This would be for the better working of the mill and they were to clear out the bottom or bed of this brook and dam it up in diverse places.

The same day, James Creighton signed an article of Agreement to purchase the land on each side of the stream from the Dartmouth Lakes. Creighton could reclaim the land if certain conditions of maintenance were not followed. This was for 5 shillings. Thomas Cochran sold part of the Dartmouth Point to Lawrence Hartshorne for 20 shillings. This was called Water Street which was 60 feet in width, and 120 feet in the rear. Hartshorne later sold this lot to David Coleman for £100.

On August 6, 1791 Lord Dundas wrote to Governor Parr regarding a memorial that was presented in person by Thomas Black, a black Loyalist who had settled in Nova Scotia. Lord Dundas wrote about a plan to establish a settlement in the River Sierra Leone. This was considered a land much better suited to their constitution than Nova Scotia and New Brunswick. The British Government would pay all expenses for those blacks who wished to leave the colony.

The agents in this Sierra Leone Company were Lt. John Clarkson and Lawrence Hartshorne. Lt. Clarkson arrived in Halifax on October 7. Both he and Hartshorne were authorized to offer each black settler free land in Sierra Leone. At this time there were many blacks in the Preston area. Some were granted land, but since April of 1785 those who emigrated at the end of the Revolutionary War, and those who came from St. Augustine, were dissatisfied with the discomforts and poverty of their new freedom.

When they arrived they were practically naked and destitute of every necessity of life. The Government had to apply for rations, clothing and blankets from the military stores for their relief. At that time they were unaccustomed to make provisions for themselves, unable to supply their wants and needs and proved a most unsatisfactory class of emigrants.

According to Clarkson's diary, on October 12, 1791 he went with Michael Wallace and Hartshorne to Dartmouth, then rode through the woods to Preston. On the way home, Clarkson was very impressed with the work of one of the gardeners of the area. This was thought to be Titus Smith, who was an excellent botanist.

Mr. Dundas, Secretary of State for the home department, directed Parr to hire shipping for that purpose. When Clarkson arrived in October, just 4 months later with 14 chartered ships, some of them included the whaler ships from Dartmouth. There were almost 1,200 blacks from Nova Scotia and New Brunswick. Some of the blacks refused to leave Nova Scotia and remained in the area.

On Friday, November 25 Lt. Governor Parr died in his 66th year of his life. As a Governor he left no indication of extraordinary ability, but he was the very person to suit the 9 years in which he served. The Royal Artillery and the 16th and 21st Regiments lined the streets from Government House to St. Paul's Church. The coffin was followed by the Free Masons, the 20th Regiment, members of the Council and House of Assembly, then officers, both civil and military. The fleet and the Citadel fired multiple guns.

The Whale fishery had another active year that started in January with the schooner, *Polly*, Captain Coffin, entering from Nantucket. Outbound was the sloop, *Peggy*, Captain Paddock, for the southern whale fishery. On April 26 the brig, *Mary*, Captain Barnard, returned from a whaling voyage. On May 17 the brig, *Prince William Henry*, Captain Pinkham, returned from the south whaling fishery. On May 31 outbound was the brig, *Somerset*, Captain Brown, the brig, *Loyal Britain*, Captain Barnard, along with the schooner, *Polly*, Captain Bailey, all for the south whaling fishery. In June, the brig, *Mary*, Captain Barnard was outbound. In July the brig, *Industry*, Captain Gardner, was outbound for whaling.

The brig, *Lucretia* entered with 160 barrels of sperm oil, 200 barrels of black oil and 1 ton of whale bone.

In August, outbound was the brig, *Brothers*, Captain Coffin, with the schooner, *Hope*, Captain Paddock, for whaling. Entered was the brig, *Harriot* with 130 barrels of whale oil. In September the ship, *Triton* entered with 400 barrels of black oil, 140 barrels of sperm oil and 2 tons of whale bone. Also entered was the brig, *Anne*, Captain Gardner, with 20 barrels of sperm oil. The brig, *Watson*, Captain Coffin, entered with 60 barrels of sperm oil. In November the brig, *Mary* entered, Captain Barnard, with 30 barrels of sperm oil. She was followed by the schooner, *Hope*, Captain Paddock, with 60 barrels of sperm oil. On November 8 the ship, *Lively*, Captain Bunker, entered with 720 barrels of whale oil (black), 4 tons of bone, and 40 barrels of sperm oil.

Outbound was the brig, *Anne*, Captain Worth, and the brig, *Watson*, Captain Coffin, for the South whale fishery. On December 20 the schooner, *Liverpool*, Captain Macy, entered with 80 barrels of sperm oil.

A notice from the Halifax post office said that there was a letter for Belden Stephen at Cole Harbour and Withrow Benjamin of the South East Passage.

During the March term for 1791 the Grand Jury recommended the following people for appointments. Surveyor of Streets at Preston - Tobias Miller; Surveyor of Streets at Dartmouth - Samuel Starbuck Sr.; Surveyor of Preston Roads - Robert Collins; Fence Viewers at Dartmouth - Seth Coleman, Barnabus Swain; Fence Viewers at Preston - Tobias Miller, Tobias Smith; Pound Keeper at Preston - William Martin; Pound Keeper at Dartmouth - Seth Coleman; Surveyor of Woods and Lumber - Dartmouth - Samuel Starbuck Junior. and Surveyor of Woods and Lumber - Preston - Tobias Miller.

In the June term, at the General Court of Quarter Sessions, it was ordered that the inhabitants of Dartmouth and Preston, work a portion of the time on the road from Fairbanks House to Creightons Wharf. Rufus Fairbanks, one of the Grand Jurors being called and not appearing was fined £5. A Warrant was issued to levy

the fine. The Constable was called, but Fairbanks gave a valid excuse for non-attendance and the fine was removed.

Appointed on the Grand Jury were Francis Green, John George Pyke and Timothy Folger. Appointed Assessors for Dartmouth were Timothy Folger, Rufus Fairbanks and Mr. James Cerighton. The town line was extended to the Preston town line and to Lawrencetown and one to McNabs Island.

On December 8, 1791 Thomas Russel and Peter McNab were sworn in as Overseers of the Poor. Michael Wallace was sworn in as the Assessor.

Property transactions in April included, Samuel and Mary King selling 100 acres to Michael Wallace for £10. This was lot number 10 of the Letter B in the first division of Preston farm lots.

George Welch, cordwainer (boot maker), Dartmouth, sold 4 lots to William Eddy, blacksmith, for £30. This was number 1 and 16 of the Letter E and lot 15 and 16 of the Letter C. These lots had been conveyed by the Swiss and Germans who had moved to Lunenburg. They were John Crook, George Wensel and Adam Proctor, who conveyed the land to the late Susannah Welch previous to having to lots reassigned.

In June, Theophilous Chamberlain sold 200 acres of land in Preston to William Porter, for £12:10:0. This was lot number 113 in the second division of farm lots. Edward King sold 21 acres of land in the Dartmouth Township to Ebenezer Allen for £110. This tract of land was bounded on the south by a road leading to Preston, north by land of Henry Wisdom and west by land sold to William Floyer.

In October, Abraham Cunard sold 125 acres in Preston to Ralph Bambridge, for £120. This was lot number 4.

In December, Cuffe Freston sold 262 acres to Jacob Naufts for £3. John and Lucy Brutus sold 262 acres to Jacob Naufts for £3:5:0. John and Mary Wisdom and Edward and Hannah King sold 100 acres to Joseph Wheelwright for £100. This bordered on the Dartmouth Lakes. Benah and Miriam Rice sold 150 acres to Rufus Fairbanks for £130. It bounded on the grant to John Prince and James Creighton, but exclusive of 10 acres that was part of John Prince's land. Phineas Lovitt sold 2 of his grant, or 150 acres, to Rufus Fairbanks for £60

## 1792

This year the list of appointments from the Court of Quarter Sessions of the Peace included:

John Foster	Inspector and Gauger of Oil
Francis Green	Surveyor for Preston Road
Peter Macy	Surveyor for Dartmouth
Edward Foster, Daniel Starbuck	Fence Viewer for Dartmouth
Thomas Bradley and Mr. Simpson	Fence Viewer for Preston
Richard Woodin	Pound Keeper for Dartmouth

Alex Farquharson	Pound Keeper for Preston
William Floyer, Francis Green	Surveyor of Streets, Preston
Henry Wisdom	Surveyor of Lumber & Woods, Preston
Seth Coleman	Surveyor of Lumber & Woods, Dartmouth

On Sunday, January 15 a total of 15 vessels with 1,190 black men, women, and children left Halifax harbour for Sierra Leone in Africa.

On January 26 the Council agreed as to the contract form and costs to the owners of the vessels. These ships were to be used to transport the blacks and what was agreeable to the agents request for each vessel. This was signed by the agent at Halifax, and then signed by the Right Honorable the Lords of Commissioners of His Majesty's Treasury in London, England. Most of the ships were whaling vessels and proved very successful in the venture.

Before the fleet left, Lt. Clarkson was so exhausted that he didn't have the strength to climb on deck, and he had to be hoisted up in a basket. He had very little rest before the voyage, due to settling all manners of disputes, provisioning, clothing and fighting with merchants who tried to palm off ships and supplies unsuitable for the long voyage, and they expected outrageous profits. The Quaker whalers, chosen by Lawrence Hartshorne gave a fair and honest deal.

With the transports was the brig, *Lucretia*, Captain Coffin, that was used as a hospital ship with surgeon, and it carried 65 blacks.

On February 6, 1792 Bulkeley wrote to London that the hiring of the transports came to £9,592:13:0 and the contingencies for victualling, clothing and lodging the needy was near £6,000 ... which he quoted, ... "I hope will close the expense . . ."

On May 28, 1792 the vessels returned that included the 3 whaling vessels. They reported the fleet had arrived in 40 days but 70 passengers had died and 3 ship masters. Two of these were Quaker whaler captains, Captain Jonathan Coffin of the brig, *Lucretia*, and Captain Daniel Ray of the brig, *Betsy*. Also arrived was the brig, *Ark*, Captain Ray, from London, England.

The Province of Nova Scotia was in a period of growing prosperity. The population was increasing because even the poor were finding employment. The mob in Halifax was thinned out by privateering, fishing, press gangs that frequented the gaols, taverns, bawdy houses, etc., and the waterfront in general. Many moved to other towns to develop the fishery, lumbering, boat building, etc., because of all the sea going activity that created a demand for a host of related trades and activities.

When Prince William arrived with his fleet and Regiment, he was entertained by an entourage of young rakes who tried to outdo each other in lavish activities and debauchery. This helped to put money in circulation which spread over to every economic activity.

Halifax harbour was blessed with an ice free harbour and its geographical location on the Atlantic seaboard made it a serious rival to any sea port in eastern North America.

On May 13, 1792 the H.M.S. *Hussar* arrived in Halifax. Onboard was John Wentworth who had previously been the Surveyor of the King's Woods in New

England and then Nova Scotia. He had been among the first of New England Loyalists to come to Nova Scotia and was well known and aware of the political affairs for the province.

On May 14 he was sworn in as the new Lt. Governor of Nova Scotia. His qualifications included being the former Governor of New Hampshire, just before the American Revolution. He immediately wrote to Lord Dundas, complaining about American smugglers and stressed the need for a coastal vessel under the use of, "His Majesty's Customs," to help eradicate this. Wentworth had reason for optimism.

On June 12 the records from the Customs House at Digby, for the years 1789-1790-1791, included 446 spars for ships - 116 barrels of whale oil and liver oil, 848,383 feet of spruce and pine boards, 185,350 feet of square timber and 27,000 feet for oars. Also there were 25 vessels built at Digby, which included 7 ships - 3 brigs - 14 schooners and 1 sloop.

In Dartmouth the Quakers who intended to remove to Wales were getting their affairs in order. In June, the ship *Sierra Leone* owned by Folger, Starbuck and Company, under Captain Elisha Clark, arrived in Milford. Onboard were Samuel Starbuck Jr. with his wife Lucretia and children. Timothy Folger and Samuel Starbuck Sr., and their families left Dartmouth on August 2, 1792 on the *Aurora*, Captain Andrew Myriah.

Other families included Daniel Starbuck, Timothy Folger Jr., Barnabus Swain, Peter Macy, David Grieve, Benjamin F. Folger, David Coleman, Jonathan Paddock, Nathaniel Macy, Uriel Bunker, Frederick Coffin and James Gwinn. They took 5 whale ships and they had coopers, sail makers, whaleboat builders and candle makers.

The effect in England was that although Lord Grenville was pleased he still fell short of his grand design of getting out of personal debt and having control of a new shipping enterprise. His sponsor, Lord Hamilton, refused to give him further aid financially and Lord Hawkesbury ignored the new settlement because of the London merchants and the Special Interest groups. They wanted the markets and less competition and their political puppets, the politicians, were expected to fall in line.

The result was that of the 40 Quaker families in Dartmouth, only 22 of these families had agreed to move. This was mainly due to suspicion of the intention of the British Government. This resentment and suspicion was also shared by the Halifax Administration. The Speaker of the House of Assembly, Richard Uniacke, wrote to the Agent for Nova Scotia, Evan Napean, stating . . . "This is a fatal blow, aimed against this Province and if pursued will be universally considered as an Act of the highest injustice ..."

Lt. Governor Parr had also sent in a letter to Napean back on January 8, 1791. He felt that if they moved to Milford Haven it would be the utter ruin of the Province . . . "as it is the only branch of business that is likely to flourish here ..."

Lt. Governor Wentworth took the opposite point of view. He preferred to remain in good favour with the English merchants and special interest groups. They,

of course, reflected the views of the newly created Board of Trade. William Pitt, the Prime Minister, needed the support of this Board of Trade to achieve his own aims. This Board of Trade was under the influence of the London Whaling merchants, who would have Wentworth's support. Wentworth was also biased towards the Loyalists in Nova Scotia and this would later alienate other groups in the near future.

On September 19, 1792 Wentworth wrote to John King in London, "...Agriculture and small fisheries were our best interests, for that it was in vain to think of the whale fishery, while we purchase provisions from the United States to the amount of £30,000 per annum, which drained all the cash from the country ... In addition to this reasoning, I have encouraged two wealthy merchants, Hartshorne and Tremain, to complete a most extensive and excellent mill for manufacturing every sort of corn. On September 10 I went myself to see it work and brought away with me the first flour. I had it made into bread at the Government House, and set it about as presents to the principle people, who are all much satisfied ... These exertions give such universal satisfaction that all the apprehended ruin from the loss of the whale fishery is done away with entirely, and already Dartmouth, from whence they removed, being the site of our new Nova Scotia Albion Mill, and through which my new proposed road is to pass, begins to revive and will soon be fully peopled again ..." (This road, called the new Albion Road, goes through Dartmouth, Preston, Musquodoboit Valley and on to Pictou.)

On October 25, 1792 Wentworth reported to the Colonial Secretary, Lord Dundas, "... The general prosperity of the Province has been diminished by a severe drought, which has reduced the crops of hay, and then an uncommon inundation which carried off great quantities of hay from the meadows ... The fires that prevailed in many parts of the Province adds to the calamities, and the removal of the whale fisheries are regretted ... To relieve the losses, I have caused a direct road to be cut and bridged from Pictou to Halifax harbour, whereby the produce and commerce of both can be reciprocated in 2 or 3 days ... I have also given every encouragement to the erecting of a large mill for various species of grain which now finds a ready market to the great advantage of the husbandmen (farmers) and reduced the price of flour by 4 shillings per hundred weight. And, I trust, in a few years, instead of exporting great sums of money to the United States for supplies, this Province will also supply their own necessities and to the West Indies and Newfoundland . . ."

On December 13, 1792 Wentworth reported to Napéan, the following: "...The people use less imported articles and now produce more for sale than formerly, whereby they are getting out of debt...The province presents a desirable and very laudable instance of loyalty and attachment to Government and obedience to the laws ... The removal of the whale fishery, which cost the Province, £1,500 to establish and for which they are now paying taxes, were not only obeyed but liberally aided when it was known to be the wish of Government ..."

On December 20 Lt. Governor Wentworth and his wife gave a ball and supper to the ladies and gentlemen of the area, and the officers in the Army and Navy. It started at 8 o'clock with dancing on two levels. At 12 o'clock the supper room was opened and it was reported as breathtaking. There were a number of ornaments, including a cake and sugar model of the new Hartshorne and Tremain mill at

Dartmouth Cove. Next to this was a model of the Bake House that produced ships biscuit, or hardtack, used by mariners for their long voyages at sea.

This specialized technology of Gristmills had been developed by the Quakers, since the days of William Penn in the colony of Pennsylvania. It led the other colonies also in the growth and production of wheat and bread products. At other areas the mills were constantly breaking down and they required a large labor force. The Quakers developed a mill operation that was more spacious, well kept, and enriched by more machines that replaced manpower. There were three floors, or levels, involved. The raw wheat was hoisted to the top floor by a machine, not manpower. The wheat was then spread out and fed down to the mill stores.

After grinding on the bottom floor the flour was moved up to the second level, put in barrels, then shipped to the Navy, the Regiments or to various warehouses or ships that were preparing for a sea voyage. Part was also taken to the Bakehouse for immediate processing. The flour was baked in two separate stages, without salt, or leaven, and made into ship's biscuit or hardtack. This hardtack was stored in barrels and could not deteriorate from salt water or other spoilage. It was often boiled then mixed with almonds, honey, molasses, etc., and served with a beverage. It was an excellent source of food for emergencies because it would last for years without spoilage. One example of this was later on when the Pacific Ocean was being colonized. The whale ship would come ashore for fresh water or firewood etc. and leave a supply of hardtack in exchange. The new settlers in Australia had not learned to live off the land and depended too much on Government rations.

In the 1780's, when the Loyalist Quakers went to Quebec, the flour from the old French style mills was unprepared for keeping, and the flour not fit for exportation to West Indies, or to Newfoundland. The Quakers immediately erected new mills, with their privately kept technology, the prepared flour was both merchantable and good for exportation.

Within a few years about £50,000 had been expended on mills and the apparatus required to make flour. In Quebec there were 3 mills capable of delivering 1,000 barrels per diem, or rations for 200,000 men.

When the Loyalists came to Nova Scotia, Governor Parr made it a point to keep in touch with those who had the technology. Both Hartshorne and Tremain were well acquainted with the technology as they were, among other things, mill merchants. Parr gave them land near the Sackville River and they built a small mill. There just wasn't enough water pressure to run the water wheel for a large operation. The river that emptied into Dartmouth Cove had the proper potential, and it was only through the intervention of Lt. Governor Wentworth that made this possible.

Stone masons and stone cutters built a dam, under the present day Portland Street, to create a reservoir to provide the pressure and flow to turn the huge water wheel. This was called an overshot vertical wheel, and it was 690 feet away from the reservoir. The water wheel turned the huge mill stones by way of hand hewn gears and cogs. The mill race was not in a straight line because this would cause too much pressure on the wheel. The race was built in stages of 85 feet, 264 feet, 250 feet and then 95 feet to the overshot wheel. It had to be covered in winter to

avoid freezing. There was a sluice gate at the dam to control the pressure and quantity of water.

The most important machines in the gristmill was the millstones. The construction, maintenance, repair and balancing of these stones required great skill and exactitude and entailed a technology of its own. One run of stones consisted of one pair of millstones, the lower stationary one called the bed stone, and the upper stone called the runner. These stones were very heavy and about 3 to 5 feet in diameter, 8 to 10 inches thick and weighed about 2,000 pounds.

The Hartshorne, Tremain operation often used a smaller runner stone, about 2 feet in diameter, for grinding corn. Another separate stone was used for grinding super fine flour. The flour was so fine that the Regimental Officers used it for hair powder on their wigs.

Each stone consisted of several pieces fitted together and united by cement, held by an iron band. The best type of stone was the French burrstone. This was remarkable for its cellular structure and rough surface, making it ideal for grinding and long wear. It was frequently polished by a, "burr rubber," an abrasive block of emery like stone and cement, used in facing and dressing millstones. Fortunately Grindstones were found near Shipody at the head of the Bay of Fundy. The operation did not depend on out of the province materials.

The "dress" given to grindstones surfaces was extremely important. The surface was divided into flat surfaces called the "land," where the actual grinding of the wheat or corn was done. There were also furrows or grooves which channelled the ground flour and by-products out to the edge of the stone. These furrows formed a pattern of grooves that started at the center then toward the edge. When the upper stone rotated above the stationary bed stone, a scissor-like action on the wheat kernels ground them and moved them towards the edge. To obtain the best results, the runner stone had to be exactly balanced over the bed stone. There could not be any contact as the friction could cause sparks, then an explosion. The stones had to be balanced so as to trip a piece of brown wrapping paper at the eye, a piece of newspaper further out, and a piece of tissue paper at the skirt. The upper stone was raised or lowered by means of a hoist, which was 2 great iron grappling claws that locked into 2 holes on the side of the stone.

When the furrows required dressing, which was about every 2 weeks at a busy mill, the milling was stopped. Then a "dresser," a skilled stone cutter, was called in. The furrows were deepened by a mill pick or "bill." This was usually made by the dresser himself. The expertise of the dresser was ascertained by the number of stone chips embedded in the palm of his hand. Hence the expression, "To show one's mettle meant to show one's worth." The mettle was the stone chips.

All the apparatus of a mill was built by the millwright, by hand. The miller ran the operation, but the millwright did all repairs and he had to be accurate if the mill could be a success. The Loyalists provided the labor pool of skilled workers as a host of trades were required in the operation of a large mill. This mill soon did a large volume of business. It would eventually supply the corn and flour contracts for Nova Scotia, Newfoundland, Bermuda and the West Indies, as well as, the local needs for ships biscuit for mariners. It kept money in Nova Scotia that would have



been spent elsewhere and it helped to develop the grain and cornmeal industry around the province.

The merchants in London insisted that the colonies were the markets for English made goods. They lobbied for more navigation laws to prevent any manufacturing of items within their colonies. In Nova Scotia, the Loyalists were quick to remind the merchants and the politicians that one of the reasons for the American Revolution was due to this policy. The administration wisely turned their back on small cottage industries, and even passed laws to encourage manufacturing in the coming years.

Despite the loss of some of the whaling vessels this was a good year for whalers in Nova Scotia. On January 3 the schooner, *Hope*, Captain Paddock, left for whaling.

On May 29 the brig, *Lucretia*, and the brig, *Prince William Henry*, returned from Sierra Leone. On June 26 the brig, *Ceres*, Captain Folger, entered with 140 barrels of sperm oil and 160 barrels of black oil. She was followed by the brig, *Argo*, Captain Coleman, with 160 barrels of sperm oil, 240 barrels of black oil and 3,000 pounds of whale bone.

On July 17 the ship, *Triton*, Captain Coleman, entered with 725 barrels of black oil, 25 barrels of sperm oil and 2,300 lbs of bone. On July 24 the ship, *Romulus*, entered with 130 barrels of head matter, 180 barrels of black oil and 2,000 lbs of bone.

On August 13 the brig, *Ark*, Captain Coleman, the brig, *Prince William Henry*, Captain Barnard and the schooner, *Hope*, Captain Paddock, all cleared for a whaling voyage. On August 28 the brig, *Harriot*, Captain Folger, entered. On September 17 outbound was the ship *Triton*, Captain Coleman and the brig, *Ceres*, Captain Brown, for a whaling voyage.

In October, Wentworth received an address signed by 30 persons in Pictou, stating that 500 men had agreed to work on the Albion Road to Halifax harbour. The road was already up to Musquodoboit Valley and wide enough for horses and cattle.

News from the courts included, John Wisdom be paid the sum of £2:7:5, being the amount of his account for carpenter work done, to be paid by the sheriff out of unappropriated fines and forfeitures, "in his hands".

On December 6, 1792 in the case of "Our Lord the King," versus Christopher Weir for the assault on Peter Macy. The court ordered Christopher Weir to pay a fine of 20 shillings and the costs and charges of this prosecution and that Weir find good and sufficient security to keep the peace till the first Tuesday of March, and that he be committed to His Majesty's Goal and be detained there until he fully complies with the sentence.

The property transactions for 1792 included James Creighton buying the land that had been granted to James Quin and others in 1763. This was on the east side of the Dartmouth Common. It was 300 acres and Creighton Avenue would be constructed on this.

On December 17 the estate of John Albro, tanner, was put up for public auction. This included 400 acres on a farm near Cow Bay. The estate of Joseph Wheelwright

was auctioned off by Alexander Johnson, the Administrator for the estate, to the high bidder William Mott, for £59. This was for 100 acres that bounded on the land of John Wisdom and Edward King and also the Dartmouth lakes.

Rufus Fairbanks sold 150 acres in Dartmouth to Sampson Blowers, the Attorney General, for £150. This was exclusive of 10 acres that belonged to John Prince.

In April, Gersham Tufts sold a tract of land at the narrows, near Tufts Cove, to Thomas Cochran for £165:6:5, at the cove near to the narrows.

On July 25 Thomas Cochran sold a tract of land called Green's Point to Lawrence Hartshorne for 20 shillings. This was number 9 of the Letter R that fronted on Water Street. It was 60 feet by 120 feet. Lawrence Hartshorne then sold this lot to David Coleman for the sum of £100. This would be the area where David Coleman started his whale boat building and repair industry.

In August, Michael and Mary Houseal sold 200 acres of land to James Creighton Sr. for £200. It had two, 80 acre lots and two 70 acres lots. It was also part of the John Quin and others grant in 1763.

James and Elizabeth Creighton paid £250 to John Bayer, baker, for all the lots purchased from Richard Cleary on the Halifax peninsula.

On September 4 the following declaration was published in the Halifax Gazette "... Know all men whom it may concern that this 25th of the 8th month of 1792 we the within named, Samuel Starbuck, Timothy Folger and Samuel Starbuck Jr., do by these presents for consideration of our heirs and assigns, do forever release against and discharge the within named Richard Jacobs from the obligation of the within deed unto us and do forever relinquish all right or demand on the within mentioned 500 acres of land."

Written in the presence of Joseph Davis and Zachary Bunker.

It did not state the price paid, if any, for the 500 acres.

On October 3 Nicholas Tybow sold 75 acres of land near the Partridge River, to Robert O'Brien for £3. This also included farm lot number 44 in the second division, Porters Lake, containing 75 acres.

## 1793

The new appointments by the Court of General Quarters Sessions of the Peace, March term 1793 included:

Robert Collins	Surveyor of Woods in Dartmouth extending to Preston and Cole Harbour
Robert Coleman	Surveyor of Woods in Dartmouth extending to Preston and Cole Harbour
Nathaniel Russel	Surveyor of Woods beginning at the fork of the road to Preston

Ebenezer Allen Jr.	Surveyor of Woods beginning at the fork of the road to Preston
Richard Woodin	Fence Viewer for Dartmouth
Edward Foster	Fence Viewer for Dartmouth

The French prisoners of war were confined to prisons around the Halifax harbour region. Some 500 to 600 prisoners were used to extend the highway to the New Albion or Guysborough road area. This area went from the Grist mill at Dartmouth Cove toward the farms in Pictou County, extending the road to Guysborough.

On May 21 a poll tax was published in the Royal Gazette. This revenue was supposed to pay off the public debt. For one reason or another no great amount of money was ever raised under this law.

On February 1 war was declared by France on England. Lt. Governor Wentworth was instructed by London to raise a volunteer Regiment of 6 companies with 100 men in each. In a separate letter, Wentworth suggested raising a company of Mic Mac Indians to join the Regiment, due to their present distressed condition and what help they could give, especially they not join with the French.

On May 3 there were 33 French prisoners sent to Halifax and confined to the county jail.

On May 18 the Island of St. Pierre and Miquelon surrendered. There were a total of 8 artillery pieces, 26-pounders, and 500 fishermen. The Governor, Dansville, surrendered at his discretion. The French stores and ordnance were brought to Halifax harbour along with 120 soldiers and officers of the Government. (Most of these, prisoners of war, were housed in the Dartmouth Cove area.)

On June 4 1793 Wentworth wrote to Lord Dundas that the local merchants were complaining to him about foreign vessels near the harbour entrance. Those vessels were waiting for the merchant vessels and would attack them or any vessel that wanted to enter Halifax harbour . . . there are no seaworthy vessels available for their protection.

On July 6 Lord Dundas wrote to Wentworth, "... you will, at your discretion, issue the Indians a sum of money not to exceed £200, but it is not necessary to employ them as a military corps ... the prisoners from St. Pierre, especially the Fishermen, should be sent to Europe . . . you are authorized to procure a schooner and equip it with as little expense as you possibly can."

On July 23 Wentworth reported to Lord Dundas that he was petitioned by the local merchants that 2 French man-of-war ships and 5 frigates were in the Chesapeake Bay area, with a large convoy of vessels. The (local) merchants pledged their support and loyalty for the defence of the colony ...

On August 3 John Butler to Lord Dundas ... (he applied for the office of Victualler for His Majesty's troops in Nova Scotia ...) "I shall encourage the inhabitants to grow wheat, pease, make butter, raise pigs and black cattle (and more will be required for the troops in both Provinces ...) I shall undertake that all

the flour that may be consumed by these two corps, shall at least be manufactured in Nova Scotia ... I have resided in Nova Scotia for 20 years and employed in the charge of victualling His Majesty's troops, first under my Uncle, Mr. Butler, then as agent to Mr. Turnbull and McAullay ...”

On August 27 Wentworth reported to Lord Dundas that the French fleet arrived at New York and then Boston, and it is believed were making preparations for a descent (attack) on this Harbour, and if successful, afterward on Newfoundland...“It is necessary to repair the defences...” the Brigadier General put 550 men to work on repairing the batteries.

The previous year, someone, signed a Friend, sent a petition to Lt. Governor Wentworth, requesting naval and military protection for Halifax harbour ... It stated, “...the garrison, with ordnance stores, is equal to one million pounds (sterling) and consists of 6,000 barrels of gun powder in a place called the Eastern Battery (Fort Clearance), where there is not one gun mounted, and the magazine is built of pine wood with a shingled roof ... there are also British goods of £100,000, the whole of which may be taken or destroyed by a single 50 gun ship ... there is only one armed schooner for protecting the harbour and Dockyard, which is the key to our remaining in the colonies in America ...”

On November 9, 1793 Wentworth reported to Lord Dundas that “...1,050 effectives, exclusive of Officers, marched into town with all possible speed and alacrity...Every division as they arrived were completely armed from the King's stores...The men immediately applied themselves to military exercise ... not a single complaint was made...”

Colonel Barclay, the Adjutant General of the militia, came to town and conducted the business with perfect propriety, but declined taking pay...as did Colonel VanCourtland of the 2nd Battalion of King's County militia, and Lt. Colonel Howe of the Legion, who at the request of Commodore George, had the command of the militia at the Eastern Battery, where part of the Officers and men of the H.M.S. *Hussar* are stationed. Colonel Brymer of the Hants militia gave his pay to clothe such of his men of his Regiment as were most want...

The Acadians sent 75 able young men, some marched 200 miles decidedly faithful to the King's Service, and particularly happy in being incorporated with the English...

The French naval expedition was delayed and Admiral Genet found out there were 4,000 men in Halifax harbour and many strong batteries erected ... the fleet sailed on, after October 9 most probably to Newfoundland ... “I dismissed the militia and the last division marched out of town yesterday ...”

In the county elections, among those elected for Halifax County were Lawrence Hartshorne and Michael Wallace. The election, this time was conducted with moderation and good order, despite so many candidates.

The discipline in general was still very hard. When several men of the 7th Royal Fusiliers tried to imprison their officers for ransom money, they were captured and without a proper trial, one was shot, one received 700 lashes in a public whipping, another received 500 lashes and the last one 400 lashes. For the theft of a shirt

valued at 6 pence, a civilian received 39 lashes. This was in the goal yard at Halifax. Another man had to post £100 and £50 from each of two friends, on the promise he would not beat his wife until the next session of court ...

On April 13, 1793 Lt. Governor Wentworth informed the council he had received word from Whitehall in England that His Majesty will send letters of marque or commissions of Privateers to be granted in the usual manner ... He said, "... you may give assurances to the owners of all armed ships and vessels that His Majesty will consider them as having a just claim to the King's share of all French ships they make prize of ..."

In April, the 21st Regiment embarked for the Island of Barbados in the West Indies. They eventually captured the French Dockyard at the Island of Martinique, then called Martico. A French privateer was seen off the coast and later two French privateers and two French West India man-of-war vessels were captured and brought to Halifax.

On April 27, 1793 Wentworth laid two letters before the Council, one was from Captain Rupert George of the H.M.S. *Hussey*, asking for a full complement crew by a Press or Shore (gang) "... as I couldn't procure volunteers from vessels that have arrived on other ships. If the crews don't get paid on time they leave for the American colonies...The H.M.S. *Hussey* needs 30 men..." The second letter explained that the Lords Commissioners of the Admiralty have given me an order to complete the requirements of 200 men. This practice was used in England under the Act of George II, entitled, "An act for the better encouragement of the trade of His Majesty's Sugar Colonies in America..."

It was recorded that the requisitions be complied with and it was referred to the President of the Council of the Attorney General to prepare the proper instrument... "I hereby empower the said Rupert George to impress seamen, not exceeding 30, as necessary to complete the number of men allowed to His Majesty's said ship - giving each man one shilling for press money in execution thereof ... you are not to entrust any person with that execution of this Warrant, but a Commissioned Officer and insert his name on the deputation ... this warrant to continue in force till the fourth day of May next, all civil officers are hereby required to assist you and those employed by you ..."

On May 1, 1793 Wentworth laid a letter before Council from the Captain of H.M.S. *Alligator* stating he had 33 prisoners of war (French)...The latter stated, "...I must land them on shore tomorrow as I am obliged to send 40 seamen from my ship to sail the two captured French vessels into this Port ... I will also need to impress 40 seamen to complete the ship's complement,...she being ordered immediately on particular service."

Council answered the letter saying it has been the practice and usage of this Province to authorize impressing men, 24 hours before the ship sails for whose service men are to be impressed...

Since the emergency, all ships were required to wait for a convoy before leaving the port of Halifax. Ships could, however, request permission from Council to leave, but they were not always successful.

In a report on October 9, 1793 there was news of a contagious distemper raging at the sea port of Philadelphia, and the need to take steps to prevent it reaching this country...The Council felt a proclamation should be issued to prevent the spreading of contagious distempers and a health boat, with a few hands be appointed to watch vessels coming into the harbour, and instruct them how to proceed.

In Philadelphia, after 46 days, there were 4,064 people that died from the disease. In Halifax, a quarantine station was set up on George's Island. By the end of October there were 6,000 people died from the disease.

The vacant office is reserved for somebody not in the Province. The Council advised putting the Treasury under a temporary Commission and the Commissioners of Revenue take an account of all the papers and cash belonging to the public and make a report.

The war with France had little effect on the Quaker community at Dartmouth. At a meeting in Dartmouth, on September 27, 1793 it was recorded, ... This meeting received a few lines from the committee at Nantucket, appointed to prepare a certificate for Samuel Starbuck, requesting an explanation of the complaint against him. Whereupon Thomas Greene, Seth Coleman and Barnabus Swain are appointed to inspect the case and prepare an answer to their letter.

On October 4 the committee made a report to Nantucket ... "Respected Friends, Richard Friends, Richard Mitchel, Jethro Mitchell, Peleg Easton and Shubel Coffin have endeavored to point out that a person from England came to Dartmouth to revive proposals to remove their families to Great Britain. Samuel Starbuck said that if all proposals were agreed to in England, the inhabitants should one and all go, if not they should all stay..."

Sometimes afterwards it was reported that a private memorial had gone forward, a report too absurd to have been believed, had it not come from a near connection in the families. The answer to their proposals was far from satisfactory, with a partial annuity to those who had undertaken to negotiate the public business. (The Board of Trade in London saw to it that pensions of £150 per annum were allotted to Timothy Folger and Samuel Starbuck, for the duration of their lives and their wives because of their Loyalist reputation).

In answer to Query No. 4 - "spiritous liquors are, we fear, too much unnecessarily used by some, although pains have been taken to discourage so evil a practice ..."

Query No. 5, "as to the circumstances of the poor we know of nobody at present that need Friend's assistance."

At a meeting in Dartmouth, October 4, 1793...John Brown Coleman and Elizabeth Coffin proposed their intentions of marriage...Thoms Green, Silas Paddock, Hepzabeth Paddock and Phebe Coffin were appointed to make the necessary inquiry into their clearness, and make a report . . .

On December 12 the committee found nothing to obstruct their proceeding...The committee was appointed to attend their marriage and see that it was orderly conducted...

The Shipping news reported the following: On February 20 outbound the brig, *Harriet*, Captain Swain, for Barbados. On March 12 arrived the brig, *Hibernia*, Captain Chadwick, from Port aux Prince. April 30 outbound under convoy of H.M.S. Winchelsea, was the brig, *Halifax*, Captain McLean, the *Hibernia*, Captain Chadwick, the *Lucretia*, Captain Miller and the *Elenor*, Captain Ellis, for Barbados, having onboard the 21st Army Regiment.

On May 14 the ship, *Parr*, Captain Kelly, arrived with 800 barrels of whale oil.

On May 21 entered the brig, *Hawke*, Captain Macy, just 16 days from the island of Antigua.

On June 11 entered the ship, *Britannia*, Captain Melville, from whaling with 1,020 barrels of sperm oil and 2,100 seal skins. She was bound for London but entered here due to the war between England and France.

On June 25 the frigate, *Alligator*, entered leading 5 transports with 500 French prisoners from the island of St. Pierre.

On July 16 the ship, *Triton*, arrived, Captain Coleman, from the Brazil Banks, with 500 barrels of black oil. Also the brig, *Ark*, with 1,000 barrels of oil and the *Ceres* with 450 barrels of oil and 6 tons of whale bone.

On August 27 the brig, *Joseph*, entered with 350 barrels of black oil.

On September 10 the brig, *Ark*, Captain Coleman, advertised she would be sailing for London, with room for passengers.

Dartmouth began to build another industry, that of tanneries. This was developed by the Loyalists who moved back to the Town Plot. There were also small industries like tailor shops, cordwainers (boot and shoes), candle makers, carpenters, boat smiths, etc.

Lawrence Hartshorne bought up a lot of property left by the Quakers who moved to England. For £100 he purchased the square lettered "L" which bounded on King street and Front street. It was 240 feet by 220 feet. Also the lot of Daniel Coleman near the Dartmouth Common of 8 acres, and lot number 1 owned by Timothy Folger. It had 190 acres with buildings, houses, barns, water dams, etc.

Each year the demand for lots in the Town Plot increased as the small industries began to flourish along with the new enterprise called privateering ...

Other property transactions for 1793 included Francis and Harriot Green selling 500 acres of land in Preston to William Thompson for 10 shillings. Since 1791 Green was indebted to Thompson for £50. This lot was one-quarter of a 2,000 acre grant to Benjamin Green. Adam Abernathy sold lots number 21, 22, 23 and 24, 9 acres of the annexed plan, to James Smith for £5.

The partnership of Ebenezer Allen and Abenezar Allen Jr., sold 71 acres of land to John Stayner. Three-fourths of the premises went to Stayner, who was a tanner by profession. This lot was on the road leading to Preston and west on William Floyer's land.

Alexander Leslie sold 12 acres, being number 19 of Letter G, to William Gauld for £5. Frederick Hirschfield sold 14 acres in Lawrencetown to Tobias Miller for

£6. Robert Leslie sold 12 acres to William Gauld for £3. John and Ann Davidson sold 12 acres to William Gauld for £5.

Timothy and Abiel Folger, merchant, sold 8 lots in the Dartmouth Town Plot to Joshua Wingate Weeks for £180. These were in Letter R and Letter I.

Samuel Starbuck Sr., to Samuel Starbuck Jr. and wife Lucretia, to hold in joint tenancy and as joint tenants, 2 lots of land. The squares Letter L and Letter M, with all buildings. The town lot L to be allotted to Samuel Starbuck Jr. The Letter M for Samuel Starbuck Sr.

On October 8, 1793 David and Alice Starbuck sold 8 acres of land in the Town Plot, to Lawrence Hartshorne for £8:8:0. This was at the Narrows. A lot of 37 acres on the north west end of the Dartmouth Common was sold to David Starbuck. Timothy Folger was to have 12 acres, Samuel Starbuck Sr., 10 acres, David Starbuck 72 acres and Samuel Starbuck Jr. to have 72 acres.

In another transaction, Timothy Folger got 45 acres from the Starbucks, Jr. and Sr. Also part of division number 3 with 81 acres, part of number 5, 65 acres, and number 4, 191 acres, to Starbuck Sr., and number 2 with 191 acres.

In Preston, Hugh and Catherine Kelly for good will, gave 100 acres to Hugh McBernie. Hugh Kelly then gave lot number 26 of Letter E, 100 acres in the 1st division of farm lots, to Joseph Davis. Articles of agreement were signed by Hugh Kelly and Michael Seals. Seals was to bind himself in the penal sum of £500, currency, of New York, to be paid to Hugh Kelly in case of non-performance. Michael Seals then sold a lot of land to Hugh Kelly for £11:7:6. This was 100 acres and another 100 acres in the second division of lots.

In November, Edward King sold 500 acres in the South East Passage to Anna Little for £200. Crispen Jewitt sold 512 acres to Ephraim Weston for £1:4:0 for land in Preston. Patrick and Ann Obrien and others sold 11 acres to E. Weston for £25. Thomas and Flora Richards, people of color, sold 50 acres to Wheston for £1.

On November 28, 1793 a different type of transaction appeared. "I, read John Smith, am held and firmly bound unto Tom Richards, a black, of the new settlement of Preston, in the sum of £50, to be paid to Tom Richards. I bind myself firmly by these presents, dated April 25, 1785. John Smith had sold his town lot to Tom Richards, 1012 acres, for the sum of £5 currency, which lands are not yet located, if John Smith, after locating said land shall make out other good and sufficient deed, right or indentures to said lot, and that immediately on the request and demand of said Tom Richards, then this obligation shall be void, or else in force."

British Freedom, a black man, sold lot number 148, which was 50 acres, to Ephraim Wheston for £1. He also sold to Wheston a total of 6 acres in four town lots, for £8.

Dick and Early Williams, blacks, sold 3 acres to Ceaser and Crease Smith, blacks, and Ephraim Wheston, 3 acres, in the Patric Burns Division for £2.

Michael and Ann Paine sold 30 acres near Lake Loon and another 200 acres to E. Wheston for £5. John Fleming sold 12 acres, with a large house, to British Freedom for £4:10:0.



Wheston then bought 1012 acres from Thomas Richards for £2:5:0. He then paid £3 to Sampson and Nancy Barker, Andrew and Deborah Moore and Prince Murphy, all blacks, for 195 acres of land.

A quit claim deed to John Wisdom was recorded that included all of King's land granted by Governor Parr to King. This was on the west side of Lake Loon. In a quit claim from John Wisdom to Edward King, he sold all the land on the East side of Lake Loon.

On November 24 John Bayer sold 500 acres to Edward King for £150.

William Floyer sold 31 acres to the widow, Margaret Floyer for £250. Also a tract of land of 27 acres. This was in the Woodlawn area and it contained a brook on which James Collins' sawmill stood. It was near the junction of Cole Harbour Road and the Preston Road (actually Mount Edward Road). It had workshops, barns, houses, sheds and with this went all the estate of William Floyer on the premises.

At the Court of Vice Admiralty there were seven captured French vessels brought to trial. These were the French ships *L'Aimable Famille*, *L'Aurucke*, schooner, *Letitia*, Schooner *La Fortune*, schooner, *Ceasar*, schooner, *La Balance*, and the schooner, *James*. They were all captured by the Royal Navy. The term used for the trial was, "Pro Rege," by the Attorney General. In each case it was moved for a decree and ordered to be pronounced on file.

## 1794

With the province being at war again, the Public Works Program began to entice farmers from the interior to leave their farms and offer them for sale. There was more money to be made and less labor and responsibility. Few returned at the wars end because this war with France, Spain and other countries seemed to go on and on.

By now there were so many French ships and their crews as prisoners of war that it became a problem of what to do with them. The cargoes were quickly consumed by the swelling population around the harbour. Some French were sent to the Island of Guernsey. Many of these prisoners escaped rather than return to France. Most of the "gentlemen" who were allowed parole, then deserted to the United States. The prisoners continued to work on the Albion road and then the Guysborough road. The harbour of Halifax was covered with Royal Navy ships and their captured prizes.

On January 16 a report was sent to Nantucket from the preparative meeting at Dartmouth. Richard Mitchell, Jethro Mitchell, Pelog Easton and Shebal Coffin, referred to what happened at a meeting in 1790, to answer the complaint about Samuel Starbuck ... "we have had an opportunity with Silas Paddock and Peter Macy on the subject and they both declare that Starbuck told the inhabitants that if the public proposals (from England) were not acceded to, none would remove. This was as we conceive the agreement amongst you, if so, he has gone from his word and is liable to be dealt with, but this must come from your meeting to enable

us to report to our meeting.” (The proposals were not agreed to but Starbuck and Folger received life long pensions of £150 per year.)

At this meeting John Brown Coleman and Elizabeth Coffin were married. The witnesses were, Seth Coleman, Reuban Coffin, Timothy Folger, Thomas Greene, Silas Paddock, Nathaniel Macy, Phebe Coffin, Elizabeth Coleman, William Slade, Benjamin Robinson, William Allen, Stephen Collins, James Egan, William Macy, Sara Coleman, Lydia Coleman, Mary Coffin, Peggy Slade, Anna Barnard and Hannah Chadwick.

On May 6 Wentworth reported to Lord Dundas, “... The United States have imposed an embargo until May 25 on all vessels in their ports on British goods ... (The West Indies required 2,500,000 shingles and 40 horses). It is uncertain whether whole quantity of shingles can be procured at present. The agents of Mr. Thorton’s contract are now shipping a cargo including 40 fat cattle ... Every species required shall be sent by this Province as far as can be afforded with safety to the subsistence of its inhabitants ...”

On May 9, 1794 Lord Dundas reported to Wentworth, “that a considerable squadron will sail, under the command of Admiral Murray, for the protection of His Majesty’s Provinces . . . It will inspect the American coast before proceeding to Halifax ... This will be a great advantage to the British trade, and give security to His Majesty’s North American Provinces ...”

On May 10 Prince Edward, the soldier son of King George III, arrived at Halifax. He had led a brief but triumphant success against the French West Indies and he was enchanted with his military glory. He was obsessed with the idea that the French would send a fleet and an army for the reconquest of Canada.

Since his command at Gibraltar he was impressed with fortifications, and he wanted Halifax to be the Gibraltar of North America. Money was not a problem because he was the son of the King. He convinced London that the French would try to destroy Halifax for its Dockyard and the mast yard in Dartmouth. With the present trade embargo by the Americans, Britain could get their naval timber requirements only from Canada.

Forts were built all around the harbour and a new redoubt called Fort Duncan, was built on the Dartmouth Common to protect Greenwood’s Mast Yard. Prince Edward had himself appointed Commander in Chief of the forces in British North America and was given the money from the Royal Treasury. This created an employment program for the Public Works and attracted people from all over the entire province. They left fishing and farming and flocked to Halifax harbour. The effect was that food prices and housing were as high as when the Loyalists came to Nova Scotia the previous decade. Few of these workers returned and they sold their small farms and holdings for whatever they could get.

On May 27, 1794 Wentworth wrote a letter to Colonel Small saying “... your territory at Kennetcook will be much improved by my plan rendering the Shubenacadie River and Lake system navigable, and a communication thence to Dartmouth by a chain of lakes ... This great work, I hope to get completed, if we are not interrupted by hostilities...” (Actually, it would take another 31 years for the Shubenacadie Canal to get in operation.)

On May 28 a Warrant to Impress mariners and seamen for the H.M.S. *Husar* and H.M.S. *Blanche* was submitted from Commodore George. The warrant was issued on April 27, 1794.

On June 6 Wentworth requested a Warrant from the Council for 40 men for His Majesty's Ships, to impress the seamen on any British vessel which may arrive, and also take up any straggling seamen found on shore.

The answer from the Council was that the situation of the town would have rendered the measure expedient...Commodore George made a request for a press warrant and took every seamen found on shore. Another such impressment would ruin the trade of the merchant Service. "... We cannot advise an impress on shore at this time. Directions will be given to magistrates in towns to search out all straggling seamen who may be concealing themselves..."

On February 21, 1794 a report was written on the different batteries around Halifax harbour. It included the following,... a battery of some 24-pounders erected by Commissioner Duncan at the Dock Yard, a good defence for that place against shipping, also on the opposite shore, commonly called the Dartmouth side of the water, equally beneficial for the same purpose...(This was Fort Duncan).

...The Eastern Battery situated nearly opposite George's Island on the Dartmouth side of the harbour, several guns mounted there which will have good success on vessels coming into the harbour ...

Lt. Governor Wentworth still kept his interest and concern for the naval timber requirements for England. On January 7 he wrote to Joseph Peters, "... several French frigates and other armed vessels continue in and about New York Harbour,...it is too dangerous to send the packet, *Trantham* there."

On January 9 Wentworth wrote to Governor Macormick of New Brunswick. "...The *Dedalus*, frigate, arrived at Norfolk on November 27 in 9 weeks from Portsmouth, is daily expected here to convoy the mast ship and any other vessel that may be bound for Europe ... The *Grantahm* sails on the 25th for Falmouth."

On January 10, 1794 Wentworth sent a report to the Honorable Commissioners and Principal Officers of His Majesty's Navy. "... I have applied lawful means to repress the destruction of mast timber, and cultivate the country and their lumber trade by granting licences for useless timber, according to my instructions ... I have made some very valuable reservations of tracts abounding with excellent timber for masts and other purposes ... the contractors consider themselves entitled to all the pine timber they cause to be cut for their contract - delivered or not...The Agent often claims defective timber for his own use...and thus for private purpose...If these claims go without limitations then the contractor will dispose of as much pine timber as he chooses, over and above the contract ... The workmen can deliberately fell a tree improperly, then claim the lumber as their own, also may break or injure as many as they please in the felling of trees et ...Thus private persons can give away the King's timber for their own private emolument...a mention of one contractor was Messrs. Blaine and Glennie...by not having the masts shipped they diminish in value...some are hauled out of the woods to the banks of rivers, and exposed to freshets, or sudden rising water levels which carry them off to sea... others are lying in the woods and the next year will be worm eaten and every tree will be reduced

and in 2 or 3 years, scarcely receivable in the King's Yards, for want of care ... (Some means must be found to bring these into use).

They are cut under contract for His Majesty's Service ... workers at the St. John River say they are unpaid after taking care to secure the trees ... It is probable that the best part of the timber be purchased at moderate price and secure a beneficial supply to His Majesty's Navy Arsenals in the West Indies ..."

On January 27, 1794 Wentworth warned Hammond that there was danger of any vessel being taken by French ships near New York.

On February 29 a ship, the Earl of Moira, was arming and fitting out for the defence of these coasts.

On February 6 Wentworth notified Henry Brown from St. Andrews that he granted a licence to William Forsythe of Halifax, contractor with the Commissioners of His Majesty's Navy, for supplying mast yards, bowsprits, etc., for His Majesty's Service, Ato cut and haul from the area between the St. Croix River and the St. John River ... His workmen may select the trees and the number specified in their contract or licence which you will mark /\ (broad arrow) and the Letter F. Of these you will keep account and you will be paid 2 dollars per diem... You are to attend the contractor's mast men and keep a list of white Pine Timber out of your port, sizes, proper owners and where to be exported ... The workers were Mr. Forsythe's crew...

On March 25 Wentworth reported to Lord Dundas that there was a French squadron in the Chesapeake Bay area.

On March 3 this information was sent on to Sir John Jarvis, K.B.,...it was loading flour, provisions and naval stores and was expected to sail for France on April 20... As it may happen that additional supplies of masts, yards, etc., and smaller spars, planks, deals may be useful in H.M. Dockyards in the West Indies... "I suggest one of the mast ships under contract for H.M. Service is now at anchor at this port, laden with a cargo similar to those shipped to the West Indies from New England, when His Majesty's fleets were employed there, (which I know from 27 years experience as Surveyor General of Woods in North America ...)" The mast ship has been several months waiting for convoy, on heavy demurrage, cargo about 1,000 tons, would save if this is ordered to the West Indies under a convoy which the contract agrees to be furnished...

On April 7 Wentworth informed two contractors, Thompson and Ried, "...you will sail with the mast ship under convoy of the H.M.S. *Daedalus*, which is daily expected..."

On April 10 Wentworth to General Ogilvie, "...There are several privateer vessels in New England that will probably attack us (they know the coast) ... *St. Lucia* and *Martinico* have surrendered."

On April 13, Wentworth wrote to Sir Charles Grey, "... The French fleet in the Chesapeake Bay area consisted of 190 sail, and 40 more were expected from New York to join and sail for Europe ..."

On May 4 Wentworth sent to the Commissioners of His Majesty's Navy, a list of the Naval Timber Reservations he made as Surveyor General of the Woods - both in person and with deputies...

At the Stewiacke River, there are young, "thrifty" pines, up to 23 or 24 inches in diameter - there is a large quantity of the best oak. I have yet found in this Province ... large birch, maple, hemlock and spruce ... (the latter up to 24 inches in diameter, perfectly straight and full length for masts or topmasts). Attempts are now being made to clear the Shubenacadie River and open its communication by a chain of lakes to Halifax harbour, in which case this timber will be floated from there to H.M. Careening Yard in this town, upon an inland navigation. This river (Shubenacadie), will be within 8 miles of the Basin of Halifax ... It will reduce the cost and secure a supply against all casual ties ... the adjacent countryside has plenty of men and cattle to get the timber into the water and transport it to Halifax harbour ... Some oak has been used in the Ordnance and in merchant vessels ... it proves of excellent quality and durability ...

"... I had taken measures to clear the Shubenacadie River, as it links with the Minas Basin, where large ships are built and I should have completed this last autumn ... I shall resume this when a squadron of His Majesty's ships arrive for the protection of Halifax harbour and these Provinces . . ."

Another plan was for the head of the La Have River. Also a plan near Pictou on the Gulf of St. Lawrence. Also a plan between Cape Canso and Halifax called the Musquodoboit River B where there is a considerable quantity of Pine timber, also spruce, hachmatac, birch, maple and hemlock . . . The great demand for the various species of pine timber occasioned by the present war has caused attention to inspect the woods for granting licences to cut timber, but not to impede the settlers in their cultivation and to furnish those essential commodities for the West Indies ... prepare the timber fit for His Majesty's Service and also serve the needs of the West Indies ... (naval timber as opposed to domestic timber).

On May 9 the ship, *Earl of Moira*, provincial owned, was on way to Annapolis and Digby with arms and supplies for the militia, then to St. John to convoy the mast ship *Ellegood* to Halifax, and any other vessel bound for here ... The French fleet from Chesapeake Bay had 250 sail.

On September 20, 1794 Wentworth reported to Glenie that he agreed to prosecute Mr. Barlow, who stole masts. He took the trees after they were hauled out - still the King's property B the contractors must bring them to the King's Yard. The contractor gets a licence from the Surveyor General's Office, which permits him to haul and cut a certain number of trees out of the King's Woods for H.M. Service, and to be delivered to H.M. Navy Yards ...

On September 2 it was reported that the French Squadron at Boston Harbour had captured over 100 British sail off the coast. This included provision or store ships for navy contractors and then sold in Boston.

On November 4 this French squadron was reported to be off the coast of Newfoundland.

In Dartmouth the Quakers tried to continue their lifestyle regardless of the war between France and England. On July 22 two English man-of-war ships arrived with 13 captured prize ships in tow. This was from the English North Atlantic Squadron, under Admiral Murray. On July 24 5 of his man-of-war ships left for a cruise. The press gangs emptied the streets, shops, taverns, bawdy houses and

even emptied the goal. At Dartmouth Cove the navy ships would line up to receive their complement of hard tack, or ships biscuit or flour and corn meal. There was an unusual demand for these supplies due to the activity in the harbour.

The shipping records showed that on January 7 the ship, *Parr*, Captain Kelly and the brig, *Hero*, Captain Taylor, left for the West Indies. On March 18 the ship, *Nancy*, Captain Waterman, arrived from whaling with 700 barrels of black oil and 52 tons of bone. The crew reported they left Barbadoes because the market was glutted with 27 American prize vessels captured and sent there.

On March 25 Captain Little and part of the crew of the *Argo*, arrived from Barrington, Nova Scotia. The *Argo* had returned from Jamaica but had run ashore on the Seal Islands by a severe snowstorm. The crew was rescued after great difficulty. On November 25 the brig, *Hibernia*, Captain Walsh, arrived in 40 days from the Island of Jersey.

Onshore, Seth Coleman could barely keep up with the demand for his whale boats. The Royal Navy was using them as well as the whale ships. When tenders were sent out from the Dock Yard, Coleman always seemed to be awarded the contract.

With his capital he began to buy land around Dartmouth. Before the Quakers left for England, they gave power of attorney to Lawrence Hartshorne, a fellow Quaker, to sell their land for the best price he could get. Jonathan Tremain bought 13 acres around the Dartmouth Point, from Samuel Starbuck. This included wharves and buildings and a blacksmith shop, and half of the wharf built by Timothy Folger. There was also a total of 13 acres in the Town Plot and land near Lake Topsail. Timothy Folger sold land to Barnabus Swain for £250. This included land and a house on Green's Point or Dartmouth Point, or Gibbet Point. This building had been used for the manufacture of spermaceti. Also there were 13 acres of land near the Dartmouth Common, and another 150 acre grant from Lt. Governor Parr. Lawrence Hartshorne bought all the land in the Letter "H" in the town plot. Also the lands and wharves on Dartmouth Point, 185 acres of his share in a Grant from Parr in 1786 2 lots in the square, Letter E, number 7 and 8, and 37 acres near the northwest end of the Dartmouth Common.

Thomas and Mercy Green sold 125 acres to Hartshorne for 5 shillings. This was on the Cole Harbour Road and it was put under cultivation for grain crops.

Other events of the year included a charge of assault on Susanna Folger, by Catherine Gilman, on September 8. Gilman was fined 5 shillings and the costs of prosecution, and then committed to His Majesty's goal, and be there detained until she complies with the sentence.

On June 12, 1794 the court heard the complaint made by Francis Green, Surveyor of Highways for Preston, against John Todd of Lake Loon. Todd refused to work, agreeable to the directions of Francis Green. The court ordered Todd, as well as any other person of the settlement, to work on the said highway, agreeable to the directions of the Overseer, who is directed to widen the road within the limits of the law.

On July 7 an act was published in the Royal Gazette, along with 40 hand bills, to announce that nobody entice, harbour, or conceal deserters of His Majesty's Ships-of-War; whereby his Majesty's service is much impeded. This law will be vigorously put into execution against all offenders; and that no person or persons whatever may plead ignorance of the law in such case made and provided.

This year the population of Halifax County was 8,961 inhabitants. The harbour was a scene of frantic activity. The British Cruisers, sailing out of Halifax, made prizes out of French and American vessels that carried French property or cargo. The neutral vessels would be restored after enemy goods were condemned.

On November 26, 1794 Wentworth wrote to the Duke of Portland, complaining about the scarcity of food in the province. Victualling ships were captured by the French, and the food supply was so improvident that some ships couldn't leave harbour ... at this season of the year, neither pork or beef is in condition to kill and salt it for a voyage of 6 weeks ...

On December 20 he reported that it would be impractical to embody any considerable more militia as the people depend more upon their daily occupations for subsisting their families...they cannot derive aid from each other and depend on men whose labor produces subsistence for women and children ...

He stated that labourers were not to be had to carry on the agriculture which could barely produce enough meat and only half the bread. He also stated that any diminution in cultivating land would cause such a scarcity of food, that it would induce people to move to the United States.

Property transactions included the following for 1794. Alexander and Elizabeth Farquherson sold 41 acres to John Farquherson for £121. This lot was near the Lake Loon area, bounded by land of Samuel Scott, schoolmaster from Halifax, and John Mott.

Lawrence Hartshorne sold 131 acres to Joseph Lee. T. Chamberlain promised to pay £40 for this land by January of 1793 but failed to do so. Joseph Lee then paid the sum and transferred it to his name. T. Chamberlain then sold Joseph Lee 125 acres for £81. This was near Lake Loon.

In November, Joseph Lee sold the western lots of number 5 and 6 of the Letter C near Lake Loon to William Jordan for £50. In December, Rufus Fairbanks sold 150 acres of land to Jonathan Sterns for £106:10:0. The 150 acres were originally granted to Beniah Rice and Phineas Lovitt Jr. This was east of the land of James Creighton and next to the grant of John Prince.

At a sheriff's sale on December 16, 1794 John Bremner picked up 392 acres of land for £22:17:0. This was the land of Joseph Garret, which was number 174 in the second division. The land was taken in suit from David Hall and James Ewing, Halifax merchants, against Joshua Garret, for £89, and the debts and costs exclusive of the sheriff's fees. It was subject for redemption. At the public auction, John Bremner was the highest bidder.

This year, the demand for Naval Timber started an annual notice being published in the local paper for the Dockyard. It would call for pine, spruce spars for masts,

top masts, yards, bowsprits, all from 14 inches in diameter and upwards. These would be delivered to the Careening Yard by October, (of each year). The people were asked to contract for all or any of the above...

At the Court of Vice Admiralty there were 63 prizes captured and brought into Halifax harbour. Most of these vessels had badly needed ships stores and provisions and this filled the need for those who were in need of supplies before they set out on their voyages. Most of the vessels and cargoes were condemned as lawful prize to His Majesty.

The local merchants, who financed their own privateer vessels, would have first pick of the captured vessel and its cargo. This was a very profitable venture, and a worthy gamble for the return of a modest investment. The Royal Navy complained about losing their seamen when they deserted to join these privateer vessels, but the practice continued on regardless.

## 1795

Abraham Debrody was sworn in as Constable at Dartmouth, and Lawrence Hartshorne was appointed Assessor for the year 1795.

On January 22, 1795 at a preparation meeting at Dartmouth, Nova Scotia, the Quakers received and read a letter from the committee at Nantucket regarding the complaint against Samuel Starbuck. The letter stated:

Nantucket 11 months 22, 1794

Dear Friends:

Of the preparative meeting of Dartmouth, Nova Scotia, we the subscribers have written to Samuel Starbuck respecting the dissatisfaction of the inhabitants of Dartmouth. We now send you enclosed his answer in vindication of his conduct...

The enclosed letter was from Samuel Starbuck to the committee at Milford, Wales, on June 26, 1794 ... "I am at some loss to know to reply to the complaint minutely from the indefinite way it stands, as no part appears to rest on any particular accusation ... In the winter of 1790 there came a person to Nova Scotia to invite proposals from ye persons pursuing the whale fishery in said province, on which they would remove to Great Britain. My son Daniel and Samuel and myself determined to make our own proposals, whether any others did or not quite independent and disconnected ... which we mentioned to Timothy Folger, telling him at the same time that we thought it would be impossible for all to be of one mind ... my sons and I felt no particular tie, other than natural affection, and it was our desire to act disconnected as we had never endeavored to persuade anyone to come to Nova Scotia ... Timothy Folger and I told Stokes we would petition the treasury for an annuity for ourselves and wives in consequence of what we had suffered in the American War ... The commissioners came to Nova Scotia to receive the Loyalist claims to whom I applied for compensation ... we drew up our petition and Timothy Folger and I signed it and sent it directly to William Pitt, the First Lord of the Treasury ... whereas the proposals of the settlers were sent to Governor Parr ..."



Several vessels were driven ashore on February due to very bad weather that stayed in the area longer than usual.

The great whaling fleets now were sailing out of New Milford in Wales. They didn't call into the port of Halifax because now the demand for oil and candles were supplied by the merchants who always got the Government contracts. The merchants were usually agents of the mercantile firms in England. They naturally had the ear and sympathy of the Board of Trade and Plantations and this was just another example of how monopolies were still controlled. This reacted a lot of disrespect and resentment by the lower classes.

When the Quakers moved to Wales there were several related small industries just getting started. This was totally ignored by the Board in England. It seemed that whenever the people of Nova Scotia began to develop their own private enterprise, it would interfere with the profit motive in England. The only way for these merchants to maintain their "status quo" was to move in and take over before the venture became prosperous. The "spin off" related industries would also be abandoned.

Being, "loyal to the crown," was the intimidating phrase attached to anyone who complained. This would take away any blame by the merchants. To suggest not being loyal you were rebellious and could be sent out of the province. The art and science of controlling "public opinion" was in practice for centuries. The profit motive was always ahead of having a social conscience.

At a meeting on August 20, 1795 was recorded that William Paddock and Elizabeth Coleman gave previous notice to Friends of their intentions of marriage ... Thomas Green and Parnel Coffin were appointed to inspect their clearness respecting marriage and report at our next perspective meeting four weeks from this day ...

On October 29, 1795 at a preparative meeting, it was recorded that Friends Andrew Crawford of Halifax, Job Young of Annapolis, Jonathan Elliot and Deborah Thane, daughter of Thomas Green, severally approved at the meeting and requested to be received as members of the Society. Thomas Green, Seth Coleman, Parnel Coffin and Deborah Coleman were appointed as a committee to visit them to give advice and report on their sincerity, at our next meeting.

On November 27, 1795 William Paddock from Nantucket, and Elizabeth Coleman from Dartmouth were married at a preparative meeting. The witnesses were as follows:

Seth Coleman	Ebenezer Allen	Mercy Green
Thomas Green	Andrew Crawford	Parnel Coffin
John B. Coleman	Mercy Russell	Hannah Chadwick
Rebecca Allen	Patience Johnston	Lydia Coleman
Abigail Tremain	Rebecca Russell	Euphema Johnston
Margaret Johnson		

The committee appointed to attend Paddock's marriage report that it appeared to be orderly conducted ...

The whale fishery continued despite the war with the French and the threat from large numbers of privateers. Sea travel became very hazardous and the marine insurance became very costly. Convoys were needed, under the escort of the Royal Navy to ensure a successful voyage.

On January 8, 1795 the Duke of Portland wrote to Wentworth stating, "...The conclusion of the Treaty between this country and the American States, will of course, relieve you from every species of apprehension from that quarter ..."

On April 7, 1795 Prince Edward sent word to Lt. Governor Wentworth that a Place of Arms should be found at each of the forts around the harbour. He also recommended building up the fortifications with barracks and store houses for the work parties. The militia was needed at Halifax, in small encampments near each fort...The militia of 600 men would have to come to Halifax by May 1st.

Wentworth informed His Royal Highness that the month of May was seed time for the farmers. He also recommended that June would be better to assemble them. The militia could work on a rotation system, with about 200 men here at all times. If an invasion was imminent then all would report from the Province...

On April 18, 1795 Wentworth to John King, the Under Secretary "...I have a person to examine all the places in New England where masts can be got out, and find very few prepared of any sizes and quantity and these are not yet engaged for the French, but for the vessels of the United States.

"They may obtain spars from the Southern States ... Many of the labourers and mechanics have been seduced by the immense wages given in the United States, and are daily immigrating thither ... Labourers get one dollar per day and a half pint of rum...Tradesmen get 2 dollars a day and rum. Seamen get 20 to 30 dollars per month with rum, sugar, tea, coffee and tobacco. However, the great necessities of subsistence are dear for the people and this may send people back here...The barracks here need to be rebuilt as the old have lasted 3 times longer then was intended...They are now rotten and filthy, unhealthy and incapable of repair ... The scarcity of supplies will effect the Fishery as high wages and need for labourers keep men from the fishery...we have not yet received authority to grant letters of marque and there are several captured vessels in the harbour that remain idle."

Wentworth then included a letter from a French ship that had been captured and sent to Halifax ... This letter stated that the French had 14 armies with 120,000 men, from 18 to 27 years old, all clothed, and fed and commanded by officers who would rather die than retreat...they are preparing for a campaign this Spring by sea and by May 1st they will have 55 ships of the line on the Atlantic Ocean, 20 ships of the line in the Mediterranean and 60 frigates...also all agree in continuing the war against England, and declare they will never make peace with her...drive them out of Canada, and leave no such troublesome Pirates near her (United States) and see the folly in taking of the embargo against English shipping ...

The news was not all bad for Nova Scotians because they heard of a British naval victory over the French fleet in the West Indies. This picked up their moral and they increased their activity in Commerce and the Fishery with a renewed confidence.

On June 2 a petition was presented to the Court of General Quarter Sessions by Justice Hood, on behalf of a number of inhabitants residing to the southward of Cole Harbour, praying that a road be opened from the head of the harbour, or Dartmouth road, to their respective places of residence. The court ordered that some subscribers be summoned to attend the court on Monday next.

On June 18, 1795 Susanna Green, widow of Benjamin Green, sent in a petition for relief for herself and her 13 children and are now in distressed circumstances...

A proclamation was issued by Wentworth prohibiting any export of wheat, grain, flour, peas, beef and pork and other provisions until March 1st of next year.

On November 8, 1795 Wentworth wrote to the Duke of Portland with the following, "...Although our harvest has exceeded any former year yet there is not produced a sufficient quantity of bread corn for the use of the inhabitants until next June...I have therefore prevailed Mr. Hartshorne and Mr. Tremain, who possess and carry on our extensive flour manufactory, to provide as much as they can to supply the demand that may arise at the cheapest rate they can afford which from every liberal and praiseworthy motives, they are endeavoring to accomplish upon their own funds and high risk."

In an address to H.R.H. Prince Edward, Lt. Governor Wentworth informed him there were fears of a scarcity of bread during the coming winter. The wheat harvest was good, but considerably diminished by the Hessian fly. An embargo on the export of grain from Canada, not only prevented a supply, but also a quantity for the fleet, whereby 100 tons of flour is taken from our stock to enable H.M. Ships to leave Port. Added to these the unlimited quantities of corn purchasing in the United States at an enormous prices, affords up hopes of but little relief from thence...

He then requested that a considerable benefit might be derived from a discontinuance of the use of hair powder (for wigs) from the non-commissioned officers and other ranks in the province.

At the House of Assembly, the members tried to cope with the immediate problems of the times. On January 2 a letter was read from Captain Home of the H.M.S. *Africa*, he complained that his ships were ordered into immediate service, but short of men who deserted and were lurking about Halifax...permission was asked to go ashore to search for them, and also take up other seamen who are not employed ashore or on a vessel...Council answered they could not justify advising His Excellency to comply with such part of the letter for an "Impress" ... the rest of the letter be sent the same as the letter of June 8, of 1794...

On March 23 there was a proclamation for importing sundry articles from the United States, continue until June 30 next ...

A Grant of land was signed for James Putnam on April 8, 1795 this was 1,000 acres of land in the township of Preston. Benning Wentworth was appointed as a member of H.M. Council.

On November 16, 1795 Lt. Governor Wentworth informed the Council that Vice Admiral Murry reported that some of the ships, "fitting for sea," required

more crew members. If practical they required an, “impress” onshore. It was resolved that they receive one for 48 hours to be issued accordingly...

On December 26, 1795 a memorial that was signed by all the leading merchants in Halifax, including Michael Wallace, Jonathan Tremain and Lawrence Hartshorne, was sent to the Duke of Portland in London. These merchants complained of the restraint of transportation of the British manufacturer’s and prize goods, from one colony to another...The prize goods were sent to Halifax, but the other provinces needed them for local consumption. Nova Scotia could only consume so much and to send the captured goods back to Europe would be too expensive in freight and insurance...The memorial asked that Parliamentary relief may be granted there . . .

With the whaling industry falling off the related industries of privateering took its place. There were opportunities to make money but you had to have cash money on hand. An example of this as follows: Michael Wallace, mortgaged a large tract of land to George and James Abel, London merchants, for £4,400. This land included 300 acres in Preston, 40 acres on the Salmon River, and land on the East River in Pictou Included was the property of Bishop Inglis in Halifax. There was an annual repayment of one peppercorn with interest on the mortgage at the rate of £5 for every £100 (5% interest) by the year on the 24th January next, ensuing the date of the said bond.

Privateering resulted in having ships or vessels captured then brought to Halifax harbour. The Vice Admiralty Court would usually turn the vessels over to the public auctioneer for sale. To get a good sea worthy vessel a person had to bid high and pay cash on the spot. These merchants needed a fleet of trading vessels and this method was both cheaper and faster, and gave them first pick of a valuable cargo.

Most of the cargo would not arrive in Halifax with the seized vessel; more often these goods were sent to England on another privately owned vessel. This would avoid paying customs duties and also the fees charged by the Court of Vice Admiralty.

A lot of these merchants were agents of the mercantile firms in England. A few like Michael Wallace, Collins and Marchington, were on their own. To finance their business of buying vessels at the public auction they had to go to a financial house in London. They would mortgage large land lots in Nova Scotia for their collateral on loans and the mortgages.

This year Jonathan Tremain, who held 3 Provincial notes of 20 shillings each, that were dated 1764 and 1765 bearing interest, petitioned the House of Assembly for payment.

The Court of Vice Admiralty tried a total of 37 prize vessels that were captured and brought into Halifax harbour. The cargoes included important items, like ingots of silver on the ship, *Pomona*, and ship stores and ordnance from the 2 captured French ships, which had a net sale of £12,874 on the local waterfront. The ingots of silver were sent to the Bank of England. The other prizes had their goods immediately auctioned off. The money was then distributed to the owners, ship officers and the crew of the privateer vessel that captured the prize.

Most often the privateers would not wait around for the court hearing and then the public auction. They would usually leave for the open sea as soon as the owners had the vessel made ready for another voyage.

The news from the Admiralty seemed to dominate over everything else in Nova Scotia. On January 20 there was a report that British ships, lost, taken or destroyed, were 12 since 1794. French ships, lost, taken or destroyed, were 57 since 1794. In 1793 there were 18 French ships destroyed.

In February, Admiral Murray published a notice that all deserters from H.M. Ships would be exempt from punishment, and could recover lost wages if they surrendered to any Officers in his squadron.

On February 24, 1795 news was received about one of the worst battles in Naval history. This was between H.M.S. frigate, *Blanche*, Captain Faulkner, and *La Pique*, a French frigate of 44 guns and 500 men. These two frigates fought for 4 hours, with the greatest fury on both sides...The French tried to board the *Blanche* on three different times, but were repulsed. On the third try the bowsprit of *La Pique* ran between the main and mizzenmast of the *Blanche*. The English lashed the bowsprit to the capstan then killed most of the French when her masts were shot away. The *La Pique* was then compelled by superior bravery and nautical abilities of the British seamen, to strike her colors. Captain Faulkner was killed, and 70 other British seamen who were also either killed or wounded. The French ship exhibited a most melancholy scene of blood and slaughter...and probably a more dreadful action was never fought on the ocean ... The French lost 77 killed and 110 wounded...

In March the bad news was that the, *Rofina*, built at St. John, New Brunswick, had sailed for the Careening Yard at Port Royal, Jamaica, when it was captured by a French Privateer. The *Rofina* had a cargo of masts and other naval timber...she will prove a valuable prize to the enemy...(From then on all mast ships were escorted by a convoy of Royal Navy vessels).

On July 7, 1795 the H.M.S. *Victory*, 110 guns, arrived as convoy to vessels with naval stores to the Navy Yard in Halifax.

On August 11 it was reported that the French lost 39 ships of the line, and 51 frigates.

In September, it was reported that 78 American vessels were captured and condemned in the Court of Vice Admiralty in Bermuda since the start of the present war with France.

On September 15 the H.M.S. *Fox*, frigate, convoyed to Halifax, 8 ships, with troops, 1 victualler and 4 transports for the local garrison.

On October 13 a report stated the status of the British Naval Force at present. They were chiefly employed in protecting the coastline and coastal trade of Great Britain. There was a total of 425 vessels in commission, with 13 receiving ships, 10 being repaired, 70 ordinary vessels and another 42 vessels being built. Of these there were 23 ships stationed at Canada and Newfoundland.

On October 20 the H.M.S. Sloop-of-War, *Lynx*, arrived in Halifax, escorting 2 mast ships from New Brunswick. The demands for naval timber was increasing every month now, as there was another notice published for more ... Spruce spars, from 8 to 21 inches in diameter, required immediately for His Majesty's Service..

In Dartmouth, the demand for land was very high because of the tradesmen, labourers and mariners, moving in for the work on the Public Works Program.

The Quakers that remained in Dartmouth included Barnabus Swain, cooper, who bought a lot number 1 of the Letter D from Thomas Cochran, for 5 shillings. Nathaniel and Elizabeth Macy, mariner, sold land in the Town Plot to Jonathan Freeman, merchant, for £25. This was part of the square Letter I on the corner of Front street, 120 feet square, called lot 3 and 4. Also 100 acres for a further consideration of £1 currency. This would be Macey's one-sixteenth share granted to 16 Quakers in August 3, 1786 from Governor Parr.

Charles Hill had his estate seized by the sheriff, Foster Hutchinson Jr. because he owed Thomas Russell £35:6, 7½. This estate was part of the 800 acre grant to James Quinn, et al in 1763. Hill was to pay Russell before the second Tuesday in March. When he failed to do so, the land was auctioned off. Michael Wallace was the highest bidder at £9.

Jonathan Snelling had a mortgage of £170:13:6 on 116½ acres of land about 2 miles from Dartmouth Town Plot. The mortgage was not paid to Foster Hutchinson Jr., who then contracted with Jonathan Selling and George Grant for the purchase of the estate . . . George Grant sold the deed to Hutchinson for £120. Hutchinson then paid Snelling 5 shillings for outright ownership of the land.

In March, John Thompson sold 150 acres near Salmon River to James Putnam for £5. Putnam then bought 100 acres from William Jennings for £2:10:0. James Putnam paid £6 for 50 acres near Lake Echo to Samuel and Mary King, also £5:10:0 for 100 acres at Lake Major, from Robert and Abigail Leslie. James Putnam paid £2:10:0 for 100 acres from John and Margaret Hill. James Putnam paid £5 for 195 acres from Seboulan and Elizabeth Schofield. James Putnam paid £5 for 200 acres from John and Mary Shrum. James Putnam paid £7 for 200 acres from John Street, in Patric Burns Division. James Putnam paid £2:2:0 for 100 acres from William Tybou, Preston. James Putnam paid £5 for 200 acres in Preston from Thomas Dell. James Putnam paid £2:10:0 for 100 acres in Preston from Moriah Fisher.

James Putnam paid £9:10:0 for 244 acres in Preston, from Benjamin Hoyt, blacksmith. William Mott paid £10 to Benjamin and Abigail Hoyt for 13 acres.

In April, Michael Wallace, Jonathan Sterns and Samuel Scott sold two-thirds of 1,000 acres for £100 to John Stayner, Alexander Allen, Ebenezer Allen Jr., William Allen and John Allen. This included the sawmill and land east of the Salmon River to Long Lake Brook and all the buildings on the land.

In May, Abraham Moore sold a sawmill lot, and road to Salmon River, to James Carter for £1:5:0. James and Margery Carter then sold 5 acres of this to Elizabeth Morris for £5. Mark and Ann Jones, sold 18 acres in Preston to William Mott, merchant, Halifax, for £7.

In June, William and Margaret Floyer sold 26 acres to John Stayner, Alexander Allen and Ebenezer Allen for £150. It bordered on the tan yard of Staner and Allen. Peter Easling, South East Passage, farmer, sold half of a 900 acres grant to William Negas, farmer, for £6.

In July, Edward King, wharfinger, sold 66 acres near Lake Loon to John Farquharson and George Simpson for £10.

In September, Francis Green sold 500 acres in Preston to Sampson S. Blowers for £120. Peter and Susanna Heasling sold 85 acres to John Townsend for £7. Theophilous Chamberlain sold 50 acres to James Carter for the sum of £14:10:0. This was on the Salmon River in Preston.

In October, William and Mary Jordan sold 67 acres of town and farm lots in Preston to Ephraim Wheston for £65.

## 1796

At a preparative meeting of Friends, held in Dartmouth on January 28, 179... “We have prepared answers to queries and inform that several persons have informed our meeting of their desire to be received as members of our society. They are Job Young of Annapolis, Andrew Crawford of Halifax, Jonathan Elliot and Deborah Thane, son-in-law and daughter to Thomas Greene... It was advised when any matters of this kind were sent up to said meeting they should be accompanied by some recommendation in favor...

“Andrew Crawford, we believe his request to be sincere... Deborah, her plainness and steady deportment appears to be consistent with her request ... Job Young appears of a steady and circumspect conversation, but his remote situation deprives us of the knowledge of his conduct, he is a neighbour to Samuel Moore...”

On February 8, 1796 Wentworth received a report from the Duke of Portland. It stated, “I am glad to hear that H.M. Armed snow, *Earl of Moira*, has been of such service to enable coasters of the Province to land their country produce and bring the Fisheries to their markets, without being annoyed by the enemy privateers ... I lost no time in giving your memorial from the merchants to the Lords of the Committee of Privy Council for Trade and Foreign Plantations...”

On March 28, 1796 a proclamation by the Council and the House of Assembly was issued to continue to prohibit the exportation of Gunpowder, and the sundry articles from the United States, be allowed to be imported until June 30, 1796. This was extended on June 9 until September 30, 1796.

In March, upon the application made to the Court by Francis Green and others, and proprietors of lands at Dartmouth, praying that public road to the Gristmill, from the main street that leads from the bridge over the brook into the town plot of Dartmouth may be opened... It being of public utility, and that the street between Letter E and C, may be continued southward through Letter D, down to the Dartmouth brook or mill land... The Court, taking the said application into consideration, ordered that Hugh Kelly, Gentleman, William Kidston and William

Millet, merchants, Freeholders in the town of Halifax, be appointed, and they are hereby appointed to enquire into the necessity and conveniency of opening the said road, and street aforesaid, and that they report thereon, to this court, on Monday 28, instant, at 11 o'clock at the Court House.

A by-law was passed against setting fire to woods or underbrush in Halifax County, from May 31 to September 30. Also horses shall not be allowed to go unfettered through the streets. The owner of any horse found unfettered to pay a fine of 10 shillings, and the horse be impounded. One-half of the fine shall go to the person who prosecutes, and the other half to the overseer of the Poor.

Officers appointed for Dartmouth, by the Court, were as follows: John Tremain - Surveyor of the road to the Town Plot, extending to the main road leading to Preston and Cole Harbour from the ferry. Ebenezer Allen Sr. - Surveyor of Road from Dartmouth Ferry to the Preston Boundary near Allen's Tan Yard. Edward Foster - Fence Viewer for Dartmouth. Benjamin Robinson - Pound Keeper for Dartmouth. Seth Coleman - Surveyor of Lumber and Wood for Dartmouth. Benjamin Robinson and John Barker, Hogrieves for Dartmouth Michael Eagle - Constable for Dartmouth.

On April 12, 1796 a Bill was introduced at the Council Chamber entitled, "An Act to Encourage the Building of a Bridge across the harbour of Halifax." The need for a canal through the midland of Nova Scotia, was once again brought to the attention of the public by a memorandum of a journal kept by Mr. William Fletcher, at New Bridge, Cobequid Road, Shubenacadie.

It stated "...driven to Halifax market from January 1, 1795 to January 1, 1796...Fat cattle, 786, cows and calves 30,...There were hogs and sheep without number. Three tons of butter from January 20 March 1...also without number were poultry and meat, etc."

On April 23 Wentworth reported to the Duke of Portland "... from the tracts and reservations of masts and naval timber for H.M. Navy and (Greenwood's Mast Yard), I have sent 3 or 4 of the finest cargoes of masts shipped to England, and 2 shipments are now prepared and loading to supply orders from the Navy Yard in Martinique (West Indes) and are now ready to sail..."

On April 17, 1796 Wentworth wrote to Portland about the disappointment in the flour provided for this market in Canada, being withheld by the embargo there last Autumn, suddenly raised the price here; but through the aid of Mr. Hartshorne and Mr. Tremain, who now have the only extensive manufacture of that article, in this Province, we have hither kept the price below that at Philadelphia or New York, and have secured a quantity sufficient to prevent any distress to the inhabitants, to the Fisheries, or to the other navigations, until relief may arise from the ensuing crops, for the increase of which far greater preparations are making throughout the Province then hath hitherto been done ... the past winter has been very severe ...

On May 30, 1796 the Court having considered the memorial of James Creighton, one of the contractors of the ferry between Halifax and Dartmouth, do order, that one penny be allowed for a foot passenger, in addition, to commence the first of June, and remain till further orders.



On May 31, 1796 agreeable to the laws of this province, authorizing the Justices in Sessions to appoint a committee to carry into execution the Poll Tax. Appointed were Wiliam Jordan for Preston and James Clark for the Township of Dartmouth.

In June, 1796 the Sheriff having returned that the Road to the Gristmill (Hartshorne and Tremain) from the main street, leading from the bridge over the Dartmouth brook, into the Town Plot, was laid out agreeable to laws. It is ordered that the same be publicly advertised for the space of 30 days.

On July 12 no persons appearing to make any objections to the confirmation of the road laid out at Dartmouth. It is ordered that the same be recorded and hereafter known as Public Highway.

When the House of Assembly met on March 3 there were 18 acts passed, among which was one for drawing Juries, from a box in which each name returned by the Sheriff, as qualified, would be written on a piece of paper.

Another Act was to incorporate Jonathan Tremain, and others, who had projected a bridge of boats from Black Rock, on the Dartmouth shore, to the Naval Hospital, to cross Halifax harbour, leaving a drawbridge for the passage of vessels, boats, etc.

On June 1, 1796 Portland to Wentworth , "... It appears that it is possible that Lord Balcarres, Lt. Governor of Jamaica, found himself under necessity of sending out 800 or 900 maroon men, women and children and that he directed them to be conveyed to Halifax...These unfortunate people may have arrived before this dispatch reaches you...I am commended by His Majesty to assure you that he relies upon the knowledge he has of your Humanity, and you will understand it to be His Royal Pleasure that you omit nothing in your power which is not inconsistent with the safety of the inhabitants of the Province which can tend to the accommodation of the Maroons by supplying them with provisions that can alleviate their distress and unhappy situation...you may depend upon hearing more fully from me upon this subject ..."

On July 15, 1796 Portland to Wentworth,... At this moment the Maroons are on their voyage from Jamaica to Halifax... "The Maroons should be permitted to remain in Nova Scotia for the present...they may be employed under certain restrictions ... you should adopt such means as local circumstances and your own wisdom shall point out for disposing of these people within the province...to enforce quiet and peaceful behaviour and best enable the Maroons to support themselves by their own labor and industry...

You are to draw on the Lords Commissioners of the Treasury for such expenses incurring in the execution of this service...This service could be shortened by the commissioner who accompanies the maroon and expenses, would be repaid by that Island through its agent...I have communicated with the Sierra Leone Company and I think they may be inclined to receive the Maroons within that settlement if they don't receive more than 20 families at one time...The best way would be to send the Maroons in vessels laden with lumber, spirits and tobacco, which is needed there..."

On July 23 Wentworth to Portland, "... Mr. Quarrel arrived yesterday on the transport, *Dover*, with a letter from Lt. Governor Balcarres of Jamaica. The other transports arrived on July 21 with all the Maroons in good health and orderly. They will remain onboard the transports until His Majesty's pleasure is communicated..."

In this letter, dated June 3, 1796 from Jamaica, Mr. Quarrel was a member of the Legislature of Jamaica. The Maroons have determined they shall not remain in this Island and it would be risking too much to reestablish them. The Legislature passed an act making it a felony for the Maroons to return to Jamaica. The great scarcity of provisions in Jamaica and lack of transports made it necessary to go to another port ... They will stay at Halifax until His Majesty's pleasure is known ... It would be a fortunate circumstance if Mr. Quarrel could purchase land in Nova Scotia or New Brunswick for settling these Maroons. He is instructed to provide suitable clothing and implements and whatever else is deemed necessary for their establishment.

On July 25, 1796 Wentworth to Portland, "... I have arranged with Prince Edward to relieve the Maroons from their confinement onboard ship by employing them as labourers on the fortifications erecting here at 9 pence per diem, provisions and clothing being found for them...probably about 150 men will engage and this releases some to help in the harvest that is in need of help..."

On August 13, 1796 Wentworth to Portland, "... The Maroons are comfortable here and proper measures taken ... They are preserved from an infection since appeared with virulence onboard the *Dover*. It is now checked by landing the seamen among the bushes on the opposite shore, then cleansing and purifying the vessel ... The Maroons have provisions and clothing but not procured here ... They are daily inspected by William Dawes Quarrel and Alexander Ochterloney, who came with them as principal and Deputy Commissary appointed by Lord Balcarres, and supplied with a credit of £25,000, Jamaica currency for these Maroon ... These Gentlemen are judicious, discreet, prudent and attentive to their welfare..."

"My advice to them is to purchase several estates within 5 miles of this town where there are houses and land cleared for cultivation ... (This was in the Preston area) For £240 per year these people could be taught the Christian Religion, and to read and write ..."

On September 7, 1796 Portland to Wentworth, "... in regard to these Maroons, much will depend on your report to me how far the climate of Nova Scotia will relate to their temperament and constitution. (He referred to the Loyalist negroes from Georgia and the Carolinas, and doubted their removal to Africa ever was successful)... . and this meant a careful study of their behaviour if their removal should come about ..."

On September 5 Halifax heard a report from St. John's, Newfoundland, that a French squadron with 5 sail of the line, 3 large Frigates and a corvette were destroying fishing vessels and others along the coast ... they could attack this area at any moment. They plundered the area of the Bay of Bulls, killing cattle and taking all food supplies ...

On September 20 Wentworth to Portland, "... I inspected the Maroons on September 18, 1796 and found them satisfied and happy ... Provisions served

weekly...being expert in cutting wood, they provide winter fuel from their land...Rev. Benjamin Gerrish Gray has been appointed to educate them...They daily express an anxiety not to be removed to Sierra Leone and could not be persuaded to return to Jamaica...”

On September 24, 1796 Wentworth to the Duke of Portland, “...a French squadron has descended on the Bay of Bulls in Newfoundland. Admiral Murray has been notified and is sending ships to inform his captains on duty along the Atlantic sea board...The militia was called out because the destination of the French fleet was unknown...The Maroons have pledged their loyalty and the Mic Mac Indians...Prince Edward has the fortifications in a ready state of defence...”

October 6, 1796 Portland to Wentworth, “... I have transmitted your requirements to the Lords of the Admiralty and recommend the Agents to send the supplies directly to Nova Scotia . . . as soon as the Maroons are settled I shall receive His Majesty’s pleasure with respect to their being instructed by a clergyman of the Church of England ...”

Wentworth seemed to have other designs on these Maroons. He purchased another 3,000 acres in the Preston area, at a cost of £3,000, the titles vested in Jamaica. Wentworth then suggested the escheat of 16,000 to 18,000 acres about 4 miles further east in Preston. He personally asked for an annual grant of £240 for a school and religious instruction ... As far back as 1784 when the Loyalists were selling off their slaves, he gathered 19 of them, had them baptised and then shipped out to a fever-stricken plantation of his relative in British Guiana.

With a fresh supply of slaves he saw a double opportunity; to get a piece of this Jamaica fund and also use these Maroons on his private estate in Preston. This estate was very large, with a view of lakes, rivers and hills but needed a source of labor, free if possible, to keep it in operation.

This building on the estate was used to entertain every one from Royalty to merchants and officers in the Army and Navy. He owned a private galley that was rowed by several pair of oars, to travel across the harbour, with his notorious wife and company, on their way to this lavish estate in Preston. All of this cost more money than he could afford on his salary.

He got 50 of these Maroons, male and female, to work on his private estate. The other Maroons worked when it was available. They were given land and food rations and clothing. The land grants were suppose to help them provide fresh vegetables. Wood cutters were always in demand, but these Maroons only wanted to pay homage to their god called Accompong.

This involved mysterious rituals for the good of their souls. There was great indulgence in all sorts of orgies for the pleasure of their flesh.

By the month of October they were lodged in Preston and they prepared for a new life. The shell of a large house, later called Maroon Hall was provided for a school and chapel. Provisions were doled out on a weekly basis but they cut their own fuel of wood. A supply of clothing was also made available for them.

On October 8, 1796 Wentworth to Portland. “... The Maroons are daily progressing in preparation for the winter ... Their conduct still continues to be

much better than could be expected . . . They will be decidedly good men against any enemy ... The arrival of Vice Admiral Murray with part of the squadron adds considerably to the safety of this Province ...”

October 17, 1796 Lt. Governor Wentworth laid before the Council a letter from His Grace, the Duke of Portland, Secretary of State respecting hostilities to be commenced against the Spaniards ... It was advised a Proclamation be issued accordingly ...

On October 28, 1796 Wentworth to Portland, “... Admiral Murray had another relapse of his illness and we cannot reasonably expect his recovery ... for the defence of the province I ask that commission or a warrant from the Admiralty to grant letters of marque against all of His Majesty’s enemies. The French fleet has departed from Newfoundland. They ran into a violent storm and are in Labrador to repair the damaged ships. Order was given to the militia to be in readiness ...”

On November 10, 1796 a letter was written to Wentworth from Admiral Murray onboard the H.M.S. *Cleopatra* in Halifax harbour. His complaint was there was not enough Rum to be procured here at present for H.M. Ships now in Port. Due to the non arrival of an expected supply from Jamaica ... “I, therefore request you will have the goodness to grant a Licence for the importation of a sufficient quantity from the United States for 100 puncheons ...”

The Council called in the Agent Victualler who stated there wasn’t any Rum at the market place for His Majesty’s Ships, to be purchased.

The Navy was getting ready to go to sea. The Impost and Excise Officer confirmed there was an insufficient quantity of Rum in the town. Council then advised a special licence to authorize the Agent to the Contractors for supplying the Navy to import from the United States, not exceeding 100 puncheons of British Plantation Rum, subject to the Provincial Duties by law imposed upon thereon for the use of H.M. Navy to be imported in British bottoms and navigated according to law.

December 14, 1796 Portland to Wentworth, “... I have transmitted to the Lords of the Admiralty your request for Warrants for getting Letters of Marque ... the report you made of the disposition and conduct of the Maroons far exceeds the most sanguine expectation...”

December 16, 1796 Wentworth to Portland, “... at the death of John Bulkeley, I appointed Benning Wentworth to be Secretary, Register, and Clerk of the Council, and James Putnam to be Marshal of the Court of Vice Admiralty. I submitted that Michael Wallace should be Treasurer of the Province in case Benning Wentworth was appointed to the Council.”

Also on December 16, 1796 there was a letter from the Navy that mentioned many deserters were lurking about the town. There were fishermen from Newfoundland reported to be in the Province on their way to the United States. They asked that a search may be made. The Council advised that a press warrant be issued for 60 men and it be in force for 4 days ...

Also on this day, William D. Quarrel and Alexander Ochterloney were appointed Justices of the Peace for the County of Halifax. The next year these men were

admitted to the Agriculture Society. They announced that they had received from England a quantity of seed, wheat, barley, rye, etc., and would donate a part of this to the society for the general interests of the province.

Sir John Wentworth stated that Alexander Ochterloney formented discontent among the Maroons and he was then removed from the province. Captain Alexander Herve of the Royal Nova Scotia Regiment was then appointed to take charge of them.

On December 21, 1796 Wentworth to Portland, "... There is more snow than usual ... It is necessary to supply the Indians with clothing and provisions...The stores arrived from London and the Maroons are in good health ... their comfort will increase by removing them in families into separate houses and farms annexed when the ensuing season admits ..."

December 22, 1796 Wentworth to the Duke of Portland, "...One of the acts passed in the General Assembly was due to the high price of every species of bread corn, already oppressive to the consumer, and the embargo in Canada, and increasing prices in the American states...We apprehend that a distressful deficiency might arise..."

The Public Works Program in Halifax and Dartmouth were employing an increasing number of men. These men moved into the area with their families and sold off their farm lots and permanently settled in the area of Halifax harbour.

In Preston, the land was being bought up for the Maroons and most of the small farm and wood cutting and mill operations were being replaced by the Public Works Program. The following properties were sold.

Ralph and Mary Harrison sold their 1½ acre lot to William Gault, carpenter, for £6. Martin and Sarah Russel sold their 1½ acre lot to John Brown for £6. Robert and Abigail Leslie sold their 1½ acre lot to William Gault for £3:10:0. Gault then bought the 1½ acre lot from John and Ann Davidson for £5. William Ammand sold his 1½ lot to Alexander Leslie for £4. Benjamin Wells sold a 2 acre lot to Ephraim Wheston for £1:5:0. Thomas and Jane Mayberry, now living in Halifax, sold their 100 acre Preston grant to Thomas Debrissary, for £6.

In Dartmouth, Foster Hutchinson, Sheriff, sold 40 acres to Thomas Russel for £31. It was bounded by the land on the Dartmouth Common. Sarah and Reverend Joshua Wingate Weeks, Rector of the Parish of St. Johns Church in Preston, sold 8 lots in Dartmouth to Francis Green for £170. This was lots 1, 2, 3, 12, 13, 14 of Letter R, and part of the numbers 4 and 11. There were also 2 lots in Letter S, number 7 and 8, being the premises bought from Timothy Folger on September 17, 1793.

On August 2 James Stewart gave 100 acres to Alexander Chisolm. This was near Morris Lake where the French prisoners of war, called French town, were located.

In a suit brought against Joshua Garret by the Halifax merchants, the sheriff put 45 acres of land near the Salmon River for public auction. The debt was for £89. The highest bidder at £66 was Michael Wallace.

Francis Green sold 500 acres near Lake Loon to Lawrence Hartshorne for £120.

W.D. Quarrell, as agent for the Maroons, bought 141 acres in Preston from Benjamin Smith for £180. Theophilous Chamberlain sold 13½ acres in Preston to Tobias Miller for £135. Joseph and Catherine Russel sold 1½ acres of land near the Cole Harbour, Preston cross road, for £5, to James Putnam.

John and Margaret McLindon sold 400 acres to George Simpson for £5. James Putnam sold 4½ acres to T. Chamberlain for £32. Joseph Russell sold 3 acres of land to James Putnam for £10. Thomas Dale sold 1½ acres to George Simpson for £1.

David Grieve, attorney for the Quaker properties, sold the following lots to Seth Coleman: Number 1 and 2 of the Letter S, a town lot in Letter P, number 3 and 2 of a town lot in number 4 of the Letter S. There was no sum of money mentioned in the deed.

George Harper sold 200 acres in Cole Harbour to John Sewell for £105.

In Preston, James Smith sold 9 acres to Elizabeth Morris for £8. These were 4 different lots of land. Also, William and Rebecca Allen sold 1,000 acres to John Stayner and John Allen for £12.

In Dartmouth, Peter Macy sold lots number 3 and 4 of the Letter K, to Edmund Macy for £70. These were on the north side of a street leading to the new bridge to the west shore, 120 feet square, with all houses, fences, barns, etc.

William and Elizabeth Eddy, blacksmith, now in Halifax, sold 4 lots in Dartmouth to Alexander Farquharson for £70. They were located in W. Leaks division Letter E, number 1, Letter C, number 15, letter E, number 16, and also lot number 1 in Letter E with a dwelling house on the south.

Seth Coleman, boat builder and attorney for DanielGreene, sold lot number 1 and 2 of the Letter S in Dartmouth, to Elizabeth Brown for £110.

William Dawes Quarrel continued to buy land for the Maroons. He paid £115 to John and Margaret Sewell for 200 acres near Cole Harbour. This was recently sold to Sewell by George Harper. Quarrell then bought lots number 1 and 2 of the Letter S, in the Town Plot of Dartmouth, from Elizabeth Brown for £120. This was to be his residence while he was agent for the Maroons. The street was named after him and later changed to Queen street.

Grants of land this year included township and water lots: John Barker, et al, Francis Greene, Lawrence Hartshorne, James Munn, et al, John Reeves, Benjamin Robinson and Jonathan Tremain. Michael Wallace was granted a water lot in Dartmouth.

On September 12, 1796 Admiral Murray to Napean (Admiralty), ... this was in relation to the problem of so many captured prisoners of war ... "Some have the fever ... The people on both sides of the harbour want these prisoners moved further away. There are 26 sick prisoners in tents in Dartmouth. There are overcrowded prison ships and people dreaded the infectious disease."

October 18, 1796 Portland to Wentworth, "...There is now a war with Spain...you are to attack, take or destroy ships and vessels of Spain, either singly or those united with France or Holland..."

On October 29 it was reported that there were 15 ships under the command of Admiral Murray, usually 3 or 4 ships would be in Halifax, refitting or resupplying etc. The others would be on patrol duty at Newfoundland, the Gulf of St. Lawrence, Atlantic sea ports, Bermuda, or carrying dispatches or convoying ships to England or the West Indies.

On December 6, 1796 at the House of Commons, in England, during the King's speech he stated, "...The great object of the glory of Great Britain, our fleet, has been raised in its character, and greatness, to a pitch which it had never before held in the history of the world..."

The monarchy and the administration of England realized that without a Navy, England wouldn't have an Empire. Without naval timber there wouldn't be a navy, and without a permanent labor force of trained artisans and wood cutters, you couldn't use the naval timber reserves to build these ships.

In 1796 there were 13 captured ships that were tried at the Court of Vice Admiralty. Three ships were taken to the Bank of England, 5 were settled, 3 were distributed and 2 were restored.

## 1797

The winter of 1796-97 was very hard and rigorous and Spring was very late. It was the worst that could be remembered since Halifax and Dartmouth was settled in 1749. The climate made the Maroons very troublesome and they clamoured to be removed to warmer climate. They also requested arms and ammunition, and then be turned loose in another country. Wentworth, for his own reasons, said they would murder and plunder wherever they were settled. If another country took them they would live in the countryside year round.

In the summer a cause for alarm was raised by the approach of a French squadron. The Maroons were then enrolled in the militia. Some obtained commissions and were very over bearing with their rank. They still attended public worship on Sundays and sought instructions from the clergymen even though polygamy was still the common practice among them. They were very ignorant of the English language, and neither understood nor listened to a sermon, and refused to abandon their habits of polygamy.

In answer to a committee at the House of Assembly, Sir John Wentworth stated that the Maroons had been received here by instruction from the crown, who would then provide for them.

On January 31 Captain Murray of the H.M.S. *Asia*, requested a Press Warrant for 60 men to continue in force from sunrise to sunset tomorrow.

On March 11 at the House of Assembly, a petition was received from Jonathan Tremain and others, to have a bridge of boats built from Black Rock at Dartmouth

to the northward of the Navy Hospital. The Petitioners would undertake the risk to build the bridge fit to pass over horses and cattle, carriages and foot passengers. This would not obstruct traffic to and from Bedford Basin. This was for 90 years and they could charge a toll to provide maintenance expenses. The House of Assembly would provide the initial capital (expenses).

On March 22 upon application made to this court by Mr. Sterns on behalf of Alexander Ochterloney, Lawrence Hartshorne, Michael Wallace and Jonathan Tremain, esquires, proprietors of lands at Dartmouth and Preston, praying that a new road may be made between Dartmouth and Preston, beginning at the East boundary of Mr. Cochran's land in Preston aforesaid, and running through the lands of Mr. Cochran and the land of Ebenezer Allen and sons, Henry Wisdom and James Creighton, on the north side of the present road and terminating in the said Town Plot...The court, taking the said application into consideration, ordered that Mr. Hugh Kelly, William Kidston, William Millett, freeholders in the town of Halifax, be appointed and are hereby appointed to enquire into the necessity and conveniency of making the aforesaid road and they report thereon to the court on Wednesday, April 14 at the court house.

In the springtime, there were numerous complaints about the streets and the poor condition of them. The court decided to enforce new rules regarding the repair and maintenance, by publishing the following:

...Complaints about the conditions of streets, in particular of large stones lying in the streets in front of the market place...“The court ordered that M. Samuel Hart, owner of a store, and Mr. John Trider, wheelwright and owner of a cart shed and carriage business, and the owners of the businesses near the market place, immediately remove the nuisance complained of and that they pay the costs of this presentment within 24 hours time of the notice given...”

This was in Halifax, but the same thinking prevailed in Dartmouth, when on April 5 the following notice appeared ... “Yokeing and Ringing of Pigs and Swine, found to be ineffective to prevent the injury done by them to the Town Plot and Common...It is ordered that no pigs or swine be permitted to go at large either on the Town Plot or the Dartmouth Common, and the Hogreeves are hereby strictly enjoined to see that obedience to the law is provided...”

On June 24 a notice was given that, “...In order to prevent trespass by cattle in Preston and Lawrencetown, it is ordered that all horses running at large without being fettered or otherwise sufficiently hampered shall be liable to be taken up and impounded...The owner of any horse or cattle shall pay to the Keeper of the Pound, one shilling per day. Swine, sheep and goats were to be charged six pence per day during the time they remain in the Pound...There is also a charge of one shilling and 3 pence to be paid to any person who shall bring to the Pound, any horse, swine, sheep, goat, or cattle which shall be found at large, contrary to these regulations...They will not be allowed to leave the Pound until fees are paid...”

A report on the proposal of a road between Preston and Dartmouth was favourable, and it would be of common necessity. The court ordered that a Warrant be issued directed to the Sheriff or his deputy, to lay out the same agreeable to law...



In June, the sheriff, having made a return of a road or highway from the Town Plot of Dartmouth to Preston, being laid out by a jury, agreeable to law, it is ordered that notice be given for the space of 30 days to the interest of any person shall think himself aggrieved, thereby he may make his complaint thereof and enquiry be made into the cause of the complaint.

This was again brought before the Court of General Quarters Sessions of the Peace. The petition stated, A Return of a Public Road or Highway beginning in the Old Street on the Dartmouth Shore, near the boathouse of Seth Coleman, that runs North East for 50 rods, to the East end of a house belonging to Lawrence Hartshorne, to the North East in the old street for 70 rods. Thence through the lands of James Creighton for 80 rods. Thence North East for 40 rods and then North East of this for 70 rods. Then on Christian Bartling's land for 30 rods, South East for 30 rods and then North East for 30 rods. Then on through Jonathan Tremain's land for 8 rods, to the division line between Henry Wisdom's land and Allen and Stayner's land for 150 rods, then on Wisdom's land for 96 rods ... Follow on W. D. Quarrel's land (same course) for 20 rods, then north for 28 rods onto Henry Fowler's land for 32 rods. Then on Mr. Cochran's land for 40 rods, to an old stump where the road unites with the old road leading from Dartmouth Cove near the house of Mr. James Creighton, to Preston ... "Having been made by the Sheriff, notice is given for inspection of 30 days by any person to file a complaint ..."

On March 23 a Proclamation was issued to continue the importation of sundry articles from the United States to continue until July 31 next.

Also at the House of Assembly, the sum of £250 was noted to procure a survey of a canal from the Basin of Minas (Bay of Fundy) to Halifax harbour via the Shubenacadie Lakes and River route.

This year, Lt. Governor Wentworth was kept very busy with the Maroons trying to settle down in the Preston area. There was a great deal of discontent and with this came a lot of correspondence with the Duke of Portland, in order to bring about some kind of a permanent solution to the problem.

April 27, 1797 Wentworth to Portland, ... The Maroons have passed through the longest and most vigorous winter known since the first settlement ... they entertain considerable apprehensions of the long winters and late spring ... they have maintained good health with fewer casualties from frost, although reluctant to wear shoes and stockings. Some had disorders from solid and plentiful food and lack of exercise, and too many in each house which they kept hotter. . . This may be amended by placing them in families in separate houses on little farms, with the means of culture and raising stock ... They are all cunning, some few of them sensible; none have yet discovered talents beyond this...they form complaints to procure indulgences...Human nature cannot be free of troubles...They want more rum, sugar, cocoa and coffee and complain that the land does not produce tropical fruits or roots...

"...I informed Mr. W. D. Quarrel that he was appointed on the Council of Jamaica, and he requested me to express his thankfulness to your Grace..."

On May 7, 1797 Wentworth to Portland, "... Mr. Quarrell intends to proceed to England in August for his own private affairs...He showed me a letter from the

Jamaica Assembly that says only £10 per head will be sent for the expenses of the Maroons from July 1797 to July 1798. We both know this is not enough for the Maroons to remain in this province without more support...

“The Spring this year, is 3 months backward of any season since the settlement of Halifax in 1749...I entreat you to favor the support of the missionary and school teacher, amounting to £240 per year...”

June 12, 1797 Portland to Wentworth, “... The expenses of the Maroons are to be defrayed by the Island of Jamaica, conformably to the intentions originally expressed by its Legislature at the time the Maroons were sent to Nova Scotia...

Should the commissary for the Maroons be withdrawn, you are to take special care that previous to his departure, a proper engagement be made for defraying the expenses of the Maroons as part of the charge on this account can possibly be borne by this country.”

June 22, 1797 Wentworth to Portland, “...I met with the Maroons and they apprehend the severity of the climate last winter and spring...but their health is good, only one casualty among 532 people...they fear the climate and their subsistence must be obtained by labor and wish to be removed to a warm climate...I convinced them of the wisdom of trying another year, when their wishes might be more reasonable and merit more consideration . . .

This was unanimously approved, and I trust by that time, will produce the best effect...We are building more houses which were impossible to complete last year and the Maroons were less accommodated...Mr. Quarrel has communicated instructions he has received from the Legislature in Jamaica, to convey all the property appropriated by them for settling the Maroons, to His Majesty for that purpose...

He leaves on July 23 for England, and proposes to commit the whole trust to my direction until His Majesty’s pleasure is further signified...Mr. Ochterloney consented to remain with the Maroons...”

On July 8, 1797 Portland to Wentworth, “...His Majesty expects from the Maroons, the most perfect submission to the laws of the Province, and to the authority of those appointed to superintend them...your own prudence and discretion will arrange with Mr. Quarrel as to the mode of defraying the expenses of providing for the Maroons...”

On March 8 Portland wrote that he had received 2 petitions that seemed to contradict every favorable report sent by Wentworth.

On March 10 Portland to Wentworth, “... I received a letter from Mr. Sewell, the Agent of Jamaica. The establishment and subsistence of the Maroons have so far exceeded what might have been reasonably expected to have amounted to. . .

...I shall not dwell on that point other than to call your attention...with request to the Maroons, in conformity to the several directions you have received from hence...you are not to interfere in the immediate management or the superintendence of them, or in the application of the Funds for that purpose any further than those who are authorized by the Jamaica Assembly...in your capacity of Lt. Governor

you are called upon to give every aid and assistance...you cannot exercise yourself for the Province to any expenses which may be incurred on account of the subsistence of these people..."

April 23, 1797 Lt. General Walpole to the Duke of Portland, "...This report mentioned that he wanted a transfer and the Maroons wanted to be removed to a warmer climate as soon as possible...The Maroons blame Walpole for deceiving them and he betrayed them by receiving money...they would kill him were it not for the great respect they have for his Captain, (Quarrell) also Montague James wrote to Captain Quarrel saying they should not have complied with the request of the Agent of Jamaica...we hope you will present our petition to His Majesty's Ministers as the only hope of relief from our present miserable situation...Eve and Charles Samuels were 2 Maroons that were sent to London to testify. They had a petition from the Maroons signed by Montague James and they said they were transferred in the violation of that treaty that was signed with Lt. General Walpole, and now resident in Nova Scotia...the climate was so hostile and it threatened their existence...They wanted either to return to Jamaica or be transferred to a warmer climate..."

On June 3, 1797 in a letter from Captain Andrew Smith, one of the Maroons, to his brother,... "The weather was so wet and cold that all the potatoes at Maroon Hall were thrown away . . . the plants were rotting in the ground...it is too late to replace them and all were out of seed...the worst winter on record here...the Colonel is recalled to Jamaica in 2 months ... we fall into the hand of the Governor who retains Captain Ochterloney...the Governor promised to write to the King for our removal next year...The Colonel asked me to stay one year to issue provisions and stores and try to quiet the Maroons...I have 4 wives and 8 small children and a father, mother and sisters, just 2 of us to maintain 18 or 20...The Colonel has given me a good house at Dartmouth and I have charge of the stores, boats, ferry and I go up to Maroon Town 6 days of the week...I am to receive ,50 for one year...Charles Shaw and I will keep our store at Maroon Town and I shall do a little for myself at Dartmouth...The talk of the French coming here, if so we will be employed against them...the Prince has confided in us and we want to show our bravery . . ."

There was a petition from 5 of the officers of the Maroons to the Duke of Portland, "...begging you to remove the Maroons to some warmer part of the globe...They wanted Captain Ochterloney to reside among them regardless of the information received from Lt. Governor Wentworth ... they wanted to leave as soon as possible... "the very idea of residing in the province makes us shudder..."

Another point of view on the subject of the Maroons, came from a letter written by Theophilous Chamberlain to Wentworth on June 20, 1797... He condemned the anonymous letters with the utmost condemnation. Mr. Ochterloney was dismissed by Wentworth and Quarrel for counteracting both of their designs and endeavors for settling the Maroons. The failure to settle the Maroons is the fault of the unfaithful conduct of Mr. Ochterloney and the Island of Jamaica for appointing so unfit a person.

On the purchase of Mr. Cochran's land there was wood to cut for the market. This would pay good wages for labor ... "I offered them more for their work and asked them not to trust Mr. Ochterloney's delusive promises and to act like men, capable of thinking for themselves.

“In the spring, I tried to persuade them to make maple sugar. I went with them, through the snow, and instructed and assisted them. When some refused to work, Captain Howe struck them off provisions. Mr. Ochterloney punished them for working, hoping to procure their removal...as for land division, I was called upon to do the Shubenacadie Survey, and the division of lands were pretty far advanced. The lands staked out before the middle of December, when Mr. Cochran’s land was purchased. During September and October the Maroons worked on the roads. When the spring came I went with Mr. Farquharson, the overseer, by Capt. Howe’s orders and showed him the land marks. These marks were on trees and stakes and stones in a hundred places in Preston are a witness to this...

One of the Maroons, Williams, after a week of perpetual quarrelling with his wife, cut his throat in a fit of passion. The enemies of the venture said he did it in obstinate refusal to live here...When the Maroons first arrived in Preston they had cause for complaint. They recognized the efforts of Wentworth to help them and they cheerfully went to work cutting firewood for the winter...Mr. Allen heard from Mr. Cox, the carpenter, overheard Ochterloney swear on the bible with the leaders, a solemn vow for their removal.

Dr. Oxley hired about 40 of them to cut wood at Cole Harbour and a number cut wood at Preston. Some were employed at cutting fence poles and some worked for other people...In a few days they all refused to work saying they had a pain in the stomach. Dr. Oxley examined them and said it was a farce ... Some, who would not go along with Ochterloney, declared to Dr. Oxley, Tobias Miller and me, that they would work but for fear of Mr. Ochterloney and those in combination with him. Mr. Quarrel and I came with them to visit Lt. Governor Wentworth and they were in fear of their lives from Mr. Ochterloney and his adherents.”

Ochterloney kept 5 or 6 women in his house, and also several in his bed chamber for himself and his friends. When Ochterloney was dismissed by Wentworth, the Maroons went back to work . . . Captain Alexander Howe of the Royal Nova Scotia Regiment was appointed to take charge of them . . .

September 11, 1797 Portland to Wentworth, “... It is unfortunate that you should have been obliged to endorse some of Mr. Quarrels bills in consequence of their having been protested . . . I trust such a circumstance will not again occur, but that proper care will be taken by the Island of Jamaica to answer the demands made on their account for the Maroons in Nova Scotia, whose orderly and practical behaviour will, I hope, be no more interrupted by the suggestions of ill disposed or designing persons.”

November 4, 1797 Wentworth to Portland, “...The Maroons improve in their conduct and will forget the impressions made by interested and ill disposed persons...no complaints are offered and the mild weather of autumn satisfies them...It is much regretted that the Island of Jamaica has not taken effectual measures for payment of the bills drawn by Mr. Quarrel for their transport...The refusal of his draughts has so effectually suspended his credit that he could not obtain any money or supplies from them ... neither would any person take his Bills on any terms - I have therefore been unavoidably necessitated to conduct this service ... referring the (contractors, etc.) to the Lords Commissioners of His Majesty’s Treasury ... Mr. Quarrel feels himself injured by the dishonor to his bills ... The total number of Maroons was now 550.”

On September 5 there was published a notice of a new Gristmill that was owned by Davis and Barker, being open for business. They would be ready to receive grain of all sorts, to manufacture into flour. It was on the Albro Lake brook that emptied into Halifax harbour. It was opposite to the Navy Watering Place and next to Greenwood's Mast Yard.

At the House of Assembly, on October 3, 1797 Michael Wallace was appointed Treasurer of Nova Scotia.

On October 11, 1797 the Importation of sundry articles from the United States would be continued until January 31 next.

On October 17 Wentworth submitted a letter from Admiral Vanderput stating, he was short of men owing to the numbers that found means to desert the ships in Halifax harbour. He was asked to be granted a Warrant to impress for the Service, "...Seamen or seafaring men from onboard ships and vessels within the limits of this Province, as they do in England, when impress warrants are issued for that purpose..." Council advised that a warrant to impress a sufficient number of men, not inhabitants of this Province for two months, be issued...The excuse was that the war between Great Britain, France, Spain and Holland still subsists, also the Warrant stated that no money for impressing men be received, or exchanging or discharging any person or persons impressed or to be impressed, "as you will answer to your peril," also, only a commissioned officer may execute this Warrant when signed for. This will continue for two months, all Sheriffs, Justices of the Peace, Constables, etc., are to assist you...

With the intense activity by the Spanish and French Privateers, and the high cost of marine insurance, the whaling industry fell off and some of the Quaker families moved back to the United States. Peter and Sarah Macy moved to New England, followed by Barnabus and Abigail Swain. They sold their property in Dartmouth at a good price because there was still a growing demand for services related to the marine activities on Halifax harbour. These tradesmen and families wanted to live in the townships of Halifax and Dartmouth.

The Public Works Program was thriving under Prince Edward as he built his defences. There were hundreds of French prisoners of war who were given their parole and allowed to work in the area. The mast yard of Samuel Greenwood was expanding due to the urgency for masts and naval timber in the Dockyards, and private Yards in England and the repair Yards in the West Indies.

Edward Foster sold 2 lots in the north end of Dartmouth, next to the Navy Watering Place and Fort Duncan, to Samuel Greenwood, mastmaker for £50. This was lot number 3, 1,000 acres and lot number 1, 5 acres, along with the shore front property. This was part of the grant to Edward Foster Senior that bordered on Samuel Greenwood's grant.

Other property transactions were as follows: Ebenezer and Moribah Allen, shoemaker, sold 3 of his land to John Stayner, tanner, for £100. This was on the road to Preston near the land of Margaret Floyer and north of the land of Henry Wisdom. It included Allen's share of the tan yard on this property, along with a stock of hides, skins, bark, etc.

On January 13 Ebenezer Allen sold the other : share of the land and business to John Allen for £300.

In April, Theophilous Chamberlain sold 6 acres in Preston to Tobias Miller for £3.

On May 26 the following Release of Attachment was written...Benning Wentworth, Registrar of Deeds, hereby certify that Edward Foster, blacksmith, Dartmouth, has been fully paid and satisfied a certain attachment taken out at the suit of William Goodall and John Turner, merchants, against the property of Edward Foster on May 6, 1797. This was followed by a Release of Mortgage, stating that, Benning Wentworth certifies that Edward Foster of Dartmouth has fully paid the principal and interest on a mortgage made by Edward Foster and his father to Benjamin Mulberry Holmes in Halifax on September 10, 1784.

On May 27 John and Elizabeth Lawson and Mercy Piers gave to Edward Foster Jr., certain lots of land in Dartmouth. This had been granted to Edward Foster Jr. and Senior, and Samuel Greenwood. It included the divisions of these lands falling by partition to the Fosters.

On June 9 Edward and Sarah Foster Jr. sold 2 acres, 3 rods and 35 perches of their land to Joseph Davis, merchant, and John Barker, miller, for £175. This included the water lot near the Navy Watering Place. Edward Foster was to have free use of the wharf. This was near the Blacksmith shop. John Barker paid ,60 to Barnabus Swain for a lot and dwelling 60 feet by 120 feet, next to Thomas Cochran=s land.

Mark and Anne Jones, Dartmouth, blacksmith, sold 150 acres of land in Preston to Elizabeth Morris, for £7:10:0. Ebenezer and Anne Crittington, now living in Antigonish, sold their Preston land of 200 acres to Ebenezer Allen, Dartmouth shoemaker, for £5.

Andrew Gray, inn holder and guardian to William Gray and Andrew Gray, rented out a third part of 1,000 acres at the sawmill area near Salmon River, to Ebenezer Allen. The initial fee was for £100. When William Gray, now 12 years old, reaches 21 years, upon the payment of £50 and 6% interest, both annually, until that age is reached.

In October, W.D. Quarrel sold 3 lots of the Dartmouth Town Plot to Lawrence Hartshorne, for £30. These were lots number 1, 2 and 8 of the Letter K, which had been formerly granted to Francis Green in 1796.

On December 20, 1797 Timothy and Abiel Folger sold land to Jonathan Tremain for £55. One lot was next to the Dartmouth to Preston Road, being a of the Grant from Governor Parr to Starbuck and Folger and others. Also there was a lot in north Dartmouth, 13 acres, that bounded on the north by Government land, (Navy Watering Place) and Edward Foster's land, and on the east by the Dartmouth Common.

Thomas Cochran sold 1,000 acres of land on the Dartmouth to Preston road, including lakes, rivers, etc., to W.D. Quarrel for the sum of £2,000. This would be included in the Annexed Plan for the Maroon lands. Michael Wallace mortgaged

3,000 acres of land to George and James Abel, London merchants, for £1,000. This land was in the Preston township area, in the town and farm lots of division number 1.

July 7, 1797 Murray to Napean, "...I expected to send 2 ships of the line to New Brunswick to convoy the mast ships to England...contractor informed him that the 2 mast ships will be ready on the 15th and ordered them to bring them to Halifax..."

August 4, 1797 Murray to Napean, "... I sent the H.M.S. *Esperance* to the Bay of Fundy to collect the two mast ships ... the mast ship, *Earl of Mansfield*, came to Halifax, having parted company in a storm...There were several transports waiting at Maugers Beach for these mast ships to join the convoy to England..."

On November 23, 1797 there was a tragic shipwreck of a vessel called, *La Tribune*, between Thrum Cap shoals and Maugers Beach. There were efforts to save the vessel by the Dock Yard vessels and ships in the harbour, but only one small light boat from the Dock Yard could get to her...They had to throw the guns overboard and also cut the main mast...

At the Court of Vice Admiralty there were 18 ships brought in for trial. Of these captive vessels, 7 were settled, 9 were distributed, one was on bond with captors, claimants, and one was paid by two merchants, Foreman and Grassie.

The naval vessels that captured these prizes were, H.M.S. *Thetus*, *Preyoute*, *Assistance*, *Andromeda*, *Ceres*, *Asia*, *Thisbe*, *Rover*, *Experiment* and *Topaz*.

## 1798

During November of 1797 the brig, *Princess Amelia*, Captain Wyatt, was wrecked on Sable Island. On December 14, 1797 the schooner, *Hero*, Captain Cunningham, saw 30 men trying to signal from the island. The bad weather drove him off and he arrived in great distress at Cole Harbour on New Years Day.

Both the Captain and crew were received by a Mr. Richard Munday, an aged person who inhabited a cottage there. Mr. Munday shared all the provisions he had stored away for the winter for his family. Later Captain Cunningham and crew put to sea again, leaving a written memorandum about the ship wrecked people back on Sable Island.

When Sir John Wentworth received this information on January 6, 1798 he hired a schooner from Liverpool, Nova Scotia, loaded with provisions, blankets, and clothing that had been donated by the people of Halifax harbour area and sent it to the shipwrecked men. Meanwhile, Captain Wyatt, another officer, and 4 of the crew left Sable Island in a long boat and headed for one of the eastern harbours.

On January 12 the schooner, *Liverpool*, left Halifax and then returned with the rest of the crew. Some people were put ashore on the Island to salvage property and assist other vessels. The cargo was saved and a hut was used that helped the crew of the ship wreck, to allow the people to liver there over the winter. A tribute was paid to Mr. Munday for his assistance.

In February, an order was sent down by the Governor, Council and Assembly stating that as of January 1, 1798 the Surveyors of the Highways in their respective townships and districts to order and direct the inhabitants to work on public highways with their horses, oxen and sleds, to keep the roads passable. Provided always that no inhabitant be compelled to furnish more than one day's labor of himself or cattle for one fall of snow, or where the fall of snow, or drift, shall not exceed the depth of 12 inches. It is ordered that the surveyors of the highways give directions and hire men for the purpose of opening the gutters which are shut up owing to the great snowfalls, and that they pay the persons so hired, out of the monies in their hands, and charge the same in their accounts, which shall be allowed when passed.

On March 10 there appeared to be a balance of £13:9:3½ in the hands of the late Overseer of the Poor. It is ordered that the same shall be paid by them into the hands of Mr. Grassie, Moody, Stayner and Allen. Mr. Justice Taylor, having reported that he had examined the accounts and found them correct. The court ordered them to be filed.

On March 10, 1798 Wentworth to John King, "... The Maroons are quiet and orderly although some people endeavor to make them discontent ... they have no reason to complain...The expense is infinitely useful and humane and a saving of blood and misery...we had a long and severe winter... more than 6½ feet of snow through the country, yet we are healthy, well fed, quiet and peaceful, although some attempts have been made toward revolutionary schemes."

April 4, 1798 Portland to Wentworth, "...since I have received some representation on the subject of the Maroons, your account is overstated...you were to give aid and assistance only in settling the Maroons and promote the endeavors appointed by Jamaica...They control the funds appropriated by the Jamaica Assembly...no interference is to be conducted by you...You should be a check to the Commissaries proceedings and render him responsible to his employers."

On April 27, 1798 Wentworth to Portland, "...The Island of Jamaica has arranged to take up the protested Bills drawn by Mr. Quarrel, in the support of the Maroons in Nova Scotia, but I am not informed of any further supply granted for this purpose...Since Last July, Mr. Quarrel could not raise any money on the Island's credit...It became my duty to conform to your instructions to draw bills on His Majesty's Treasury for account and use of the Island of Jamaica..."

July 1, 1798 Portland to Wentworth, "...With respect to the bills drawn on the Treasury for the Maroons, no funds have been transmitted here from Jamaica to answer those bills. I have recommended the Treasury to pay them for the honor of Jamaica but very reluctantly I took this step. A proper agent and superintendent has been dispatched from Jamaica to Halifax to take charge, as it is utterly impossible to allow you to draw any more bills on the Treasury..."

September 30, 1798 Wentworth to John King, "...a severe hurricane struck Halifax on September 27. Great destruction throughout the harbour and country. Ships with cargo were destroyed. Wharves were damaged for 2 miles around the waterfront, many people reduced to poverty because of the loss of property...I ordered work parties to clean the windfalls from the roads...The gentleman who delivers this letter is Mr. Lawrence Hartshorne, member of the Assembly, merchant,



etc. He means to proffer his plans, proposals and services for contracting to supply this Army with flour ... This should save the Province money for flour, as well as encourage the Agriculture of the Province. I will be responsible for whatever he says or does...you may fully confide in his engagements...”

Sir John Wentworth wrote to the Governor of Jamaica stating that the Maroons wished to leave Nova Scotia. The expenditure up to September of 1797 was £10,695. Mr. W.D. Quarrel left for Jamaica and Wentworth complained that the Maroons were kept in a state of discontent and hostility by a friend of Ochterloney here...William Cottnam Tonge, Esquire, proposed to take charge of 300 Maroons at £10 per head. He offered bonds but Wentworth distrusted the proposal...

On July 9 Captain Howe was removed and Theophilous Chamberlain was appointed in charge of the Maroons.

On July 16 a patent was issued, appointing the following persons to be directors for the Shubenacadie Canal: William Forsythe, Chairman, Andrew Belcher, Deputy Chairman, William Cochran, Lawrence Hartshorne, Charles Hill, Richard Kidston, John Bremner, and William Sabatier, Directors, and Michael Wallace as Secretary and Cashier.

On August 1, 1798 the victory of Admiral Nelson over the French Fleet at the mouth of the Nile River in Egypt, took place. This was rejoiced throughout the British Empire and in Great Britain.

On September 25 a very severe hurricane hit Halifax harbour and the area around it. There was extensive damage to all the wharves, and vessels of all sizes were driven ashore. Dartmouth Cove was littered with many of these vessels that were blown across the harbour. The shoreline was covered with the debris of wreckage as far as 50 feet inland from the high water mark. The Council in Halifax issued a proclamation to preserve all the “strayed property” that had littered the Dartmouth shoreline. This included a host of small and large vessels.

On September 27, 1798 there was a brutal homicide, then an attempted suicide in the Dartmouth Township. An Englishman, Thomas Bembridge, who was a morose, jealous and intemperate man, was in love with a young lady named Mary Russel. Her father, Nathaniel Russel, a Loyalist, disapproved of Bembridge courting his daughter and refused to consent to marriage. For that matter, nobody else approved of Bembridge because of his violent temper, and his conduct regarding Mary became tyrannical. They were constantly quarrelling. Mary tried to break off the affair but this made Bembridge more vindictive, especially when intoxicated. Mary became fearful of him and would not leave the house, except in the presence of others.

The Russels lived near Russel Lake near Woodlawn. One night Mary and some other girls left home and walked to Dartmouth Cove to see the extensive damage left by the hurricane. On their way home they were accompanied by several local gentlemen. Mary walked with William Bell, a ferryman at Creighton’s ferry.

When Bembridge heard this he borrowed a knife from a neighbour saying he wanted to kill an animal for the market. He went to the Russel house and asked to talk to Mary. The knife was hidden under his coat. He pleaded that he had important

news. Mary at first refused to come down stairs but was persuaded by her father. She refused to see him alone and told Bembridge to say everything in front of the family.

The man then put his arm around her, and plunged the knife into her heart. Then he tried to kill himself with the knife but was stopped when Nathaniel Russel overpowered him. He managed to wound himself, but not seriously. He was immediately arrested and taken into custody, not making any resistance. He shouted, "no one can have her now, I have put a stop to all that." The Sheriff took him to Halifax, had him charged with murder and then imprisoned.

On October 18, 1798 he was hanged after a trial and sentenced to death. He never showed any sign of being sorry. Such a selfish disposition in a person was a threat to any other member of the human race, and his demise was never grieved.

During the March term of the Court of General Quarter Sessions of the Peace, the following appointments were made:

Alexander Howe	Surveyor of Road from Lawlors at the Cross Road
Theophilous Chamberlain	Surveyor from the new road at Cranberry Lake to Dartmouth
Nathaniel Russell	Surveyor of Roads from the Forks to Cole Harbour
James Munn	Hogrieve for Dartmouth

The property transactions included the following: On February 6, 1798 there was a notice of public auction of land for sale. This was for 1,000 acres in the South East Passage near Cleveland's lot on the seashore. The notice said to contact Peter Easly on the farm. Also the south tract of land granted to Finley McKenzie and others near the land grant to Alexander Chisolm. On the lot were 3 cleared acres and a house near the lake. Note, if either of these places should be sold, possession will be given on May 1, 1798.

On October 2 there was notice that any damaged property from the storm that was blown on the Dartmouth shore, the persons making a claim had to report to Jonathan Tremain for permission to retrieve their personal possessions, and no property would be removed without his consent. All officers, civil and military, will assist Tremain in his duty...

In that same edition there was a notice of an auction sale of the wreck of the brig, *William*, and cargo, where she now lies stranded on the Dartmouth shore...

On October 29 Conrad Messor of Dartmouth, announced a private sale of 500 acres of land in the Township of Douglas in Hants County.

On January 10, 1798 Michael and Mary Wallace sold 700 acres of land throughout the Preston area to Sir John Wentworth for £1,000. This land was used for the settlement of the Maroons. The London merchants, James and George Abel sold 5 acres near the Salmon River to Michael Wallace for £185.

In February, 1798 Winckworth Allen paid £200 to Stayner and Allen to remove the mortgage from them. Edward King paid £1,102 to John Stayner and John Allen for 2 lots of land. One was 26 acres near Henry Wisdom on the Preston Highway near William Floyer and the tan yard of Stayner and Allen. The other lot was  $\frac{2}{3}$  of 100 acres near the road leading to the mill at Salmon River and then west along the shore to Long Lake.

W.D. Quarrel sold 40 acres to John Farquharson for 10 shillings near Lake Topsail. Edward Foster sold 500 acres near Lake Charles, then called, the third lake of the Shubenacadie Lakes, to Andrew Belcher for £100. This ran south to Thomas Cochran's land. Edward and Sarah Foster then sold 164 acres in Dartmouth to Mercy Piers for £300. This bordered on the Dartmouth Common and then to the corner of Samuel Greenwood's land. It was on the east side of the blacksmith shop including a 50 foot water lot.

Hugh and Catherine Kelly sold 120 acres in 2 lots to Philip Gorrell for £6. They then sold 100 acres of land to Robert Gorrel for the sum of £5. The Kelly's then bought farm and town lots in Preston, from George Smith, for 41 shillings. Patrick Henrahan, laborer, sold 3 tracts of land in Preston, about 100 acres, to Hugh Kelly for £12:10:0.

On September 19 James Creighton sold 8 acres of land to Mark Jones for £10. This was on the highway west of Joseph Richardson's land, to where the Preston and Lawrencetown road parted. On October 9 Richard Woodin sold 208 acres in Dartmouth to James Creighton for £340. This included land that was formerly owned by Samuel Blagdon, and land belonging to Hartshorne and Tremain. It included several courses of the seashore, to the East. In another lot of 22 acres, was situated between the North Western side of land formerly granted to Joseph Goreham, but now the property of Richard Woodin and a Public Road.

In Pictou on October 28 a ship named "Harriet," was built and launched. She was 600 tons, and it was for the Royal Navy. It was pierced for 24 guns. It was considered to be the largest and finest ship built in the Province. Her bottom was composed of oak and black birch timber, and her upper works of pitch pine. This was a great credit to the Province of Nova Scotia. It was actually the beginning of a major industry in shipbuilding that soon spread throughout the entire province. These ships were considered now, to be as good in quality to those built in Great Britain.

This also started to revive the sawmill industry. They were easy to assemble and were driven by water power. They could be assembled near rivers that emptied into lakes, harbours or bays, etc.

Apart from the local demands of the Royal Engineers Department, which constantly called for ranging timber, ton timber, pine boards, weather boards, oak plank, birch plank, pickets, clapboards and shingles, now the shipbuilders sent out orders for a variety of wood products.

Ironworkers from mills and blacksmith operations were also kept busy with the new demands for their services. The trade of boat wright and other related trades would call for the manufacture of Nova Scotian built ships. This would make Nova Scotia the wealthiest province in Canada in the coming century.

On November 1, 1798 Land Grants were given to Jacob Horn Sr. and Jacob Horn Jr., in the South East Passage area. On December 24 Land Grants were given to Gottliebe and Henry Hawbolt.

With the new families coming to Dartmouth for the Public Works Program, there was heavy demands on the Dartmouth Common. When the trustees, Folger and Starbuck left for England, only Thomas Cochran was left. Lt. Governor Wentworth appointed Lawrence Hartshorne, Jonathan Tremain, and Michael Wallace, as the new Trustees.

November 12, 1798 Admiral Murray to Napean,...received an application for, the safety of masts from the contractors and several owners of vessels bound to Jamaica, to allow His Majesty's Ships to convoy them. This convoy left on October 31...also there are similar requests for a convoy for the protection of a mast ship and other vessels to go to England...

At the Court of Vice Admiralty there were 21 vessels captured and on trial. Of these, the Court decisions were 7 settled, 5 were distributed, 2 claimed by the Bank of England, 3 paid to the merchants, 2 claimed  $\frac{1}{8}$  salvage, 1 agreed to take half and 1 had no agency allowed because the cargo was cash to the amount of £2,425.

There were 8 of His Majesty's Ships involved in the capture of these 21 vessels.

## 1799

January 17, 1799 Portland to Wentworth, "...I received a petition from the Maroons to the House of Commons. I send you a copy and ask for a report on the genuineness of the paper. You will inform me how it was conveyed without your knowledge, and what degree of credit may be given to the facts ... You will acquaint me with the actual situation of the Maroons at present..."

At Whitehall, in England, March 5, 1799 Portland to the Chairman of the Court of Directors of the Sierra Leone Company: "...I thank you for the communication regarding the suggestion of removing the Jamaica Maroons from Nova Scotia to Africa. The Court is of the opinion it is not desirable to send them as colonists at Sierra Leone but to place them on an island somewhere near Sierra Leone where they support themselves by cultivation. The Court suggests the Maroons land in November and the Directors take the Superintendency if placed in the neighbourhood of their colony, provided the Government furnish the necessary expenses...The vessels that carry out the Maroons, 561 of them, will return with a cargo to help defray expenses...I should wish to receive the sentiment of the Court on this...The Maroons will carry the implements of Husbandry from Nova Scotia with them for that purpose...The expenses are to stop as soon as the Maroons can subsist on the produce of their own labor."

During the year of 1799 a Yellow fever epidemic began to spread along the sea ports of Eastern North America. The business in Boston, New York, Philadelphia, and Savannah was very limited. The Halifax merchants and wealthy members of society left town for a retreat in the countryside. Both Halifax and Boston enforced a strict quarantine. Many of the land grants to the Loyalists in Woodlawn and

Preston were purchased to serve as a summer home or a refuge from any raging epidemic that were inadvertently carried by the numerous merchant ships.

Governor Wentworth had a large farm built in the Preston area, largely at the expense of the labor of the Maroons. On April 25 he wrote to the Duke of Portland that since last August his health had been reduced, and he moved to the country, about 6 miles from Dartmouth Town Plot, at the advice of his physician... "if needed I can return to Halifax in 40 minutes..."

In April, the Maroons in Preston were causing more trouble. Wentworth sent Captain Solomon, Lt. Muller and 50 soldiers of the Royal Navy Scotia Regiment and posted them near the settlement. This was at the Mount Edward Fort and also at Maroon Hall. There was also a guard house at the cross road from Cole Harbour and Preston on the road to Lake Major. Wentworth complained to the Duke of Portland that some person from Jamaica had poisoned the minds of these Maroons and induced them not to go to Church on Sunday, also giving them feasts, liquor, horse races and cock fights on Sunday, and telling them that the King paid every one for going to Church, and they were being cheated out of their pay . . .

On May 30, 1799 Portland sent Wentworth as strong letter, regarding the defraying of the expenses for settling the Maroons. "...They asked my opinion on whether they will be paid...I sent you repeated instructions ... it is therefore incumbent upon me to repeat to you, that until you have satisfactorily explained to several items of these charges, and until they have been regularly examined by the Council of the Province, and certified by two respectable merchants to have been purchased at market price in Nova Scotia...you will stand personally charged with and accountable for the amount of every Bill drawn by you on the Treasury...some bills go back to the Autumn of 1797 which is a very great surprise to me..."

On June 10, 1799 Portland to Wentworth, "...The Maroons would be sent to Sierra Leone...the transport vessel, *Asia*, is appointed to carry the Maroons from Nova Scotia ... It will arrive in October and the clothing will be provided in England and shipped onboard..."

"...You are to withhold this from the Maroons as long as possible,...after they embark you will dispose of the lands by public auction, possession is not to be given until all the purchase money is in your hands..."

In the investigation by the Council, it was shown that Wentworth had 50 or more of these Maroons on his estate farm. The censure passed by the House of Assembly on the accounts of Wentworth had been no less premature than their liberality to W.D. Quarrel, who sent £3,000 to the clerk of the Maroons.

On September 7, 1799 Portland to Wentworth, "...regarding your bills to the treasury for the Maroons and the hire of the armed brig, *The Earl of Moira*...the Treasury requested my opinion as to paying these bills...I must repeat myself that you should transmit with every bill, the vouchers for these...I am therefore now under the disagreeable necessity of acquainting you, in the most explicit terms, that no future bills, drawn by you upon the Board, can be paid, unless accompanied by vouchers and certificates, and the expenditures will stand as a personal charge against you until certificates are sent that are examined and passed by the Council in Halifax..."

... Actually this also involved Hartshorne and Tremain because they supplied the flour to the Maroons. Seth Coleman was awarded the contract to build lifeboats for the Provincial vessel, *Earl of Moira*. These three men were cleared by the Provincial Council and they were then properly paid for their services.

Lawrence Hartshorne then became the Agent for the removal of the Maroons. He supplied 25 tons of rice and 6 months provisions for food that included flour and corn.

On October 8 Portland to Wentworth, "... Mr. Ross is directed to proceed from Halifax to Africa with the Maroons, as agent to the Sierra Leone Company. During their passage, Mr. Ross will communicate the terms which they will receive during the voyage."

October 9, 1799 Portland to Wentworth, "...The inclinations of the Maroons should not be consulted...I cannot but be surprised that the idea of allowing any part of them to remain in the Province should ever have been entertained by you - no such distinction can be permitted and you will see that everyone of them is embarked without any exception...none of the Maroons are to be issued with weapons when embarked onboard the transport, *Asia*."

At the House of Assembly, on May 13, 1799 an application was made by the Physicians and some people in Halifax to inoculate the public against Small Pox...Council felt that there was not sufficient reason to justify the inoculation for that distemper in this town at this time..."If there are housekeepers who desire their children or others, inoculated and will provide either at Dartmouth or elsewhere out of the town, a suitable house or houses sufficiently remote from other habitations to prevent the spreading of the disorder, and to be approved of by the Lt. Governor, they may be permitted to do so and then to inoculate provided they conform themselves to such other Cautionary Regulations as may from time to time be promulgated for the conduct of the Physicians, sick and attendants but not otherwise..."

On May 21, 1799...Granted...Jonathan Tremain was given Town lots in Dartmouth, next to the Common, for a Rope Walk.

August 3, 1799 the Lt. Governor laid before the Council the law which requires the Appointment of Commissioners for the making and repairing of Roads and other services, pursuant to the Appropriations Act.

August 17, 1799 Michael Wallace, JG Pike and Charles Morris Jr., were appointed Commissioners for building the new Government House.

It was advertised on April 2, 1799 for materials wanted, for the building to be erected for the sittings of the General Assembly and the Court of Justice, and for the Public Offices of this Province.

Free Stone	26,000	cubic or square feet
Free Stone	4,000	superficial or square feet
Bricks	80	thousand
Lime	80	Hogsheads
Sand	1,500	bushels

The stone to be of the best and most durable quality...deliverable in Halifax, or at convenient landing places where vessels of not less than 40 tons burthen can load with safety and dispatch: - samples of the stone will be required for the Approbation of the Commissioners: - and the various dimensions with the periods of delivery and payment will be stipulated in the contract that shall be made. The bricks and lime must be delivered in Halifax, of the best quality and well burnt; and the bricks to be of the full dimensions of nine inches, by 4½ and 2½ inch thick. The Sand must be fresh, dry and clear of loam - none will be received that has been covered with or exposed to the wash of salt water.

Such persons as may be inclined to furnish the above materials or any part of them, are desired to send their proposals in writing as early as possible to the Treasury's Office, where any further information that may be wanted will be given.

Sufficient security will be required for the performance of such contract as may be entered into...

The same Commissioners advertised for a contract for Timber by February 6, 1800. It stated, "...wanted, for the frame of a new market to be erected in Halifax, for the accommodation of farmers and others bringing produce from the country for sale ... About 7,000 feet of sound pine and spruce timber, from 4 to 6 inches, to 10 by 10 inches in thickness, delivered in Halifax by April 10 next...A bill of scantling of the particular lengths and dimensions is to be seen at the Treasurer's and Surveyor General's Office and with John George Pyke, where further information if required may be had."

Such persons are requested to send their proposals in writing, sealed up, as early as possible...Payment will be made on delivery...

Another advertisement of interest was a new brig for sale that was lately launched and now lying in the harbour of St. John, New Brunswick, burthen 142 tons. Carpenter's measure, hull complete in Joiners work, masts and spars and sheathed. Said brig is handsome and remarkably well built vessel and calculated to carry guns - for terms apply to George Deblois in Halifax.

Another advertisement stated, ...for sale at Brown's and McAllen's Wharf, two schooners, one registered in Halifax, carries about 600 barrels completely finished and fit to go to sea immediately, the other, about 300 barrels of stowage, fit for a coaster - apply to Mr. John Brown or Captain Butterworth at the wharf. Also if not disposed of at a private sale, before 12 o'clock Wednesday they will be sold at a public auction - August 26, 1799.

Another item in the newspaper mentioned that the privateer ship, *Charles Mary*, returned from her cruize to her home base of Liverpool Nova Scotia, with four Spanish prizes ...one was a Letter of Marque, brig of 14 guns and 140 tons burthen, also laden with wine, brandy and flour; a cooper bottomed schooner of 140 tons, mounting 6 guns laden with cocoa; a schooner of 60 tons and another of 40 tons coasters, laden with dry goods and other articles...

Due to the threat of another epidemic, the Council issued a Proclamation regarding the prevention and spreading of contagious distempers, i.e. yellow fever, and for performance of Quarantine.

1. Every vessel from the West Indies etc., where a "pestilential distemper," may prevail, shall anchor below George's Island. Nobody leaves the vessel until the Health Officer examines the vessel and people, and be quarantined until the Governor is advised.
2. Any vessel coming from the West Indies to another port in Nova Scotia, shall come to anchor one mile offshore until examined by the magistrate or Health Officer.
3. The Health Officer will provide a certificate to allow the vessel to tie up at a wharf and unload people and cargo.

On August 19, 1799 a proclamation was issued to protect the Dockyard, after some people tried to burn it down. A reward of £300 sterling was offered and a further sum of £300 from Admiral Vanderput for the same. This had to lead to a conviction of the guilty parties and also free pardon to any people who will give evidence against the perpetrators...

On November 16 a word was received that the fever from the United States had disappeared. Council advised the quarantine to be discontinued.

November 27, 1799 Admiral Vanderput requested a Warrant to impress seamen because they couldn't raise recruits as volunteers. The deficiency is so great as to be highly detrimental to His Majesty's Service...Council advised a Warrant to Impress be issued for 14 days.

On April 20 the court ordered a warrant be issued to the Sheriff, or his deputy to summon a jury from the Town of Dartmouth and the town of Preston, to meet at the Court House. Their to have an oath administered to them by a Justice of the Peace, to lay out a certain highway mentioned in the petition of John William Turner and other inhabitants of the South East Passage, stating it would be of Public Utility to have a road laid out between the Ferry House at Dartmouth to the South East Passage. The court appointed T. Chamberlain, Tobias Miller and Mr. John Allen, to enquire into the necessity and convenience thereof and report to the court.

On May 14 the schooner, *Nancy*, had sailed from Sheet Harbour, then ran into a severe storm. The vessel was wrecked and half of the crew and passengers were drowned. The families of Cole Harbour, viz. Mr. Findley, Dawson, Osborne, Cummings and Monday received sincere thanks from those rescued, for their assistance . . .

Property transactions included, Ebenezer and Meribah Allen sold for £11 to James Putnam, 200 acres in Preston. John and Margaret Hill sold 100 acres near the Salmon River to James Putnam for £4. Peter Easling in the South East Passage, sold 100 acres to Lewis Himmelman for £200. William Negas sold 175 acres in the Passage area for £9:15:0.

Richard Kidston sold his land near the sawmill in Preston to Tobias Miller for £14. Rufus and Ann Fairbanks sold 150 acres in Dartmouth to the merchants Samuel Prescott and Charles Rommage, for £800. This included a water lot 40 rods in width and 300 feet long that had been originally granted to Rufus Fairbanks.



In Preston, Ephraim and Elizabeth Whiston, and William and Ann Whiston sold 406 acres to Samuel Whiston for £80. Ephraim Whiston then sold 560 acres to Samuel Whiston for £130. These included 34 different lots in the Preston area. In April, Ephraim Whiston sold 150 acres to Samuel Whiston for £40. There were 25 lots in this transaction. In May, Ephraim Whiston sold 500 acres to Samuel Whiston for £30. There were 15 different lots in this land sale.

In Dartmouth, Zacharia Bunker, mariner, sold several town lots and a water lot to John Duke Clifford, surgeon, for the sum of £187:10:0. These lots were number 7 and 8 of land granted to Bunker and a water lot situated in front of the town, lot number 7 of the Letter T. Zacharia and Judith Bunker then appointed Seth Coleman, boat builder, as power of attorney for them. Their properties included number 7 and 8 of Letter T, and water lot, and number 3 of the Letter U and 100 acres of land in the Township as part of the 1,600 acre grant to Folger, Starbuck and others.

W.D. Quarrel sold his land in the Dartmouth Town Plot to Sir John Wentworth for £350. This was a lot in Letter R, and 2 small lots, number 7 and 8 of the Letter S, now partly enclosed with a stone wall. This lot had been formerly granted to Thomas Cochran from Governor Parr. The sale included a number of buildings on the land.

In June, W.D. Quarrel sold 1,000 acres in Dartmouth to Wentworth for £2,000. This was bounded on the north by Wisdom's new grant, east by land of Francis Green, south by land of Lawrence Hartshorne et al, and west by land of Robert Collins et al. In included lakes, buildings, and waterways, etc. Quarrel then sold 368 acres from Farquharson's to Lake Loon to Wentworth for £150. Of this lot, 40 acres were reserved for the grant to John Farquharson.

In August, Zebulon and Elizabeth Schofield sold 8 acres of land to Wentworth for £18. This bordered on the highway from Dartmouth to Preston and Benjamin Green's land. Frederick and Mary Ott sold 500 acres in Cole Harbour to W.D. Quarrel for £3. Alexander Farquharson sold 149 acres in one tract then another tract of 500 acres and another of 7½ acres to W.D. Quarrel for £750.

In June, W.D. Quarrel sold the Maroon settlement of land in the Preston area to Wentworth for £1,116. This included a large number of lots that had been bought or escheated for the Maroon settlement. Included were 500 acres in Boydville near Windsor. The money had been granted by the General Assembly of the Island of Jamaica to settle the Maroons in Nova Scotia. W.D. Quarrel also sold 1,000 acres in the Dartmouth and Preston area to Thomas Cochran for £1,333:6:8. There were 2 bonds involved that stated the conditions regarding mortgages and deeds etc.

Alexander Bremner, mason, sold 10 acres in Dartmouth to William Turner, farmer, for £20. This was next to the grant to Barnabus Swain and Peter Macy. Alexander Bremner then sold a water lot to William Turner for £7:7:4. This water lot was situated in front of land purchased from John Prince, being lot number 5 formerly granted to John Prince and extended into the harbour for 300 feet.

In Preston, Philip and Elinor Tidmarsh bought 3 acres on a rental basis from Samuel Whiston for £7. They would rent the land until they could pay it off. It was near Thomas Settle's land. In Dartmouth, Thomas Butler sold 50 acres of land to

Philip Dougan for £5. This was number 4 of the grant to John Forsyth and others. Also an adjoining piece of land, 22 acres, bounded by a small lake in north quarter of lot number 4. Philip Dugan, yeoman, then sold this lot (52½ acres) to Alexander Wilson, farmer, for £10.

August 19, 1799 Vanderput to Napean, "...an attempt was made to set the Dock Yard on fire and I offered a reward that would lead to the conviction of the incendiary."

October 18, 1799 ... Vanderput to Napean, "...The contractor for supplying His Majesty's Dockyards with masts, informed me the, ...*Lord Macartney* mast ship, is to proceed to the River Thames with masts and requests a convoy for protection." Also the *Minerva* mast ship requested a convoy to the Island of Martinique."

December 15, 1799 Vanderput to Napean, "...the principal merchants from this town request a convoy for 5 of their vessels that are bound to England."

At the Court of Vice Admiralty, a total of 15 prizes were brought into Halifax for trial. There were seven ships of the Royal Navy involved. The results of the Court were that 5 were declared settled, 6 were distributed, one was restored, two in the hands of the merchants, and one in the Bank of England.

Appointments for the Spring Session of the Court of General Quarter Sessions of the Peace included the following:

- Henry Wisdom - Dartmouth - Surveyor of Wood, Lumber and Fence Viewer
- James Purcell - Dartmouth - Surveyor of Roads
- Robert Collins - Dartmouth - Surveyor of Roads
- John Allan - Dartmouth - Surveyor of Roads, Creightons Ferry to the tan yard.
- James Munn - Dartmouth - Constable

The following is a list of names from the St. Pauls Church of Records.

### Marriage Bonds

- 1770 - Richard Woodin, Halifax, cabinet maker, and Sarah Wisdom
- 1770 - William Hall, Dartmouth, labourer, widower, and Judith Tobin
- 1776 - Christina Bartling, Dartmouth, widower, and Anne Marie Nauss, spinster
- 1782 - William Schmidt, Royal Artillery, batchelor, and Elizabeth Pedley, spinster
- 1782 - Lawrence Lawlor, labourer, Dartmouth, batchelor, and Elenor Battis, widow
- 1785 - Capel Hians (Heinze), storekeeper, batchelor, and Catherine Ott, spinster
- 1785 - Charles Handesyde, batchelor, and Sally Sandeman, spinster
- 1786 - Charles Oldendorff, carpenter, Dartmouth, widower, and Elizabeth Barkley
- 1787 - John Schwartz, merchant, batchelor, and Hannah Pedley, spinster
- 1787 - James John, batchelor, and Polly Milford, spinster (Lawrence Hartshorne signed)
- 1787 - Alexander Farquharson, Gentleman, batchelor, and Hannah Hirtle, spinster (Francis Mulig signed)

- 1787 - Ephraim Weston Jr., cooper, widower, and Elizabeth Clapole, spinster
- 1788 - William Storey, boat builder, batchelor, and Sarah Hill (also signed was John Story)
- 1789 - Alexander Anderson, farmer, batchelor, and Elizabeth Forsythe, spinster (also signed was Alexander Bremner)
- 1789 - James Creighton Jr., Gentleman, batchelor, and Elizabeth Avery, spinster
- 1789 - John Mott, merchant, batchelor, and Deborah Webb, spinster (also signed was John Albro, tanner)
- 1789 - Benjamin Etter, watchmaker, batchelor, and Mary Bisset, spinster
- 1789 - Stephen Waterman, batchelor, and Lydia Bunker (also signed was Seth Coleman)
- 1789 - Thomas Lane, Gentleman, batchelor, and Sybil Houseal, spinster (also signed was Michael Houseal)
- 1789 - Willaim Gammon, farmer, batchelor, and Mary Hall, spinster (also signed was William Hall)
- 1790 - Nicholas Crane, farmer, widower, and Elizabeth Aikens, spinster
- 1790 - Edward Wisdom, carpenter, batchelor, and Elizabeth Greenwood, spinster (Samuel Greenwood, mast maker, also signed)
- 1790 - James Thompson and Mary Doughtery
- 1790 - James Nicholas, batchelor, and Elizabeth Bradley, widow
- 1790 - John Marr, mariner, batchelor, and Mary Woodin, spinster
- 1790 - Edward Pryor, Jr., carpenter, batchelor, and Abigail Stephens, spinster
- 1791 - Ebenezer Allen, Jr., tanner, batchelor, and Sarah King, spinster
- 1791 - Alexander Forsythe, batchelor, and Elizabeth Hall, spinster
- 1791 - Daniel Coleman, farmer, batchelor, and Rachael Cameron, spinster
- 1791 - William George Lavers, servant, batchelor, and Sarah Lewis, spinster
- 1792 - Isaac Coffin, mariner, and Margaret Swain, spinster
- 1792 - John Greene, farmer, batchelor, and Lydia Coffin, spinster
- 1792 - William Weston, cooper, batchelor, and Elizabeth Fare, spinster
- 1792 - Samuel Greenwood, batchelor, and Lois Chamberlain, spinster (Theophilous Chamberlain also signed)
- 1792 - Benjamin Coffin, batchelor, and Mary Paddock, spinster
- 1792 - Hibbert Newton Binney, Esquire, batchelor, and Lucy Creighton, spinster
- 1792 - Thomas Stephen Sellon, blacksmith, batchelor, and Abigail King, spinster (William and Abigail King gave their daughter's consent)
- 1792 - John V. Greenwood, batchelor, and Mary Young, spinster
- 1792 - Henry Akins, shipwright, batchelor, and Elizabeth Young, spinster
- 1793 - John Allen, Dartmouth, batchelor, and Sarah Stayner, spinster (Richard Stayner of Halifax also signed)
- 1793 - Jonathan Tremain and Mary Lee
- 1794 - Henry Watkey Jr., Halifax, batchelor, and Susannah Wheston
- 1794 - John Bartlin, batchelor, and Fanny Petiz, spinster
- 1794 - Thomas Russel, batchelor, and Sophia Wolfe (also signed was Adam Wolfe)

- 1795 - George Bisset, batchelor, and Ann Hawthorne, spinster
- 1795 - William Forsythe, batchelor, and Hannah McDonald, spinster
- 1795 - Thomas Goudge, widower, and Ruth Cobb, spinster
- 1796 - Charles Ramage Prescott, batchelor, and Hannah Whidden, spinster (Rufus Fairbanks also signed)
- 1796 - Samuel King, batchelor, to Mary Greenwood, spinster (Edward King also signed)
- 1796 - James Egan, batchelor, and Sarah Coleman, spinster
- 1796 - John Storey, batchelor, and Elizabeth Phelan, spinster (also signed were John Storey and Edmund Phelan)
- 1796 - William Smith, batchelor, and Margaret Forsythe (also signed was William Forsythe)
- 1796 - George Cochran, batchelor, and Mary Caldwell, spinster
- 1796 - John Procter, batchelor, and Rebecca Cochran, spinster
- 1796 - James Milne, batchelor, and M.D. Salomi Houseal, spinster (also signed was Michael Houseal)
- 1796 - Benjamin Wier, batchelor, and Ann Wier, spinster (also signed William Wier)
- 1796 - Mathew Richardson, batchelor, and Hannah Newell, spinster
- 1796 - Charles Stephen Tropolet, batchelor, and Mary Creamer, spinster (also signed the bond was Ephraim Wheston Jr.)
- 1796 - William Bent and Abigail Lovett, spinster
- 1797 - John Gardner, widower, and Elizabeth Cobb, spinster
- 1797 - William Creighton, batchelor, and Elizabeth H. Bowers
- 1797 - Robert Fletcher, batchelor, and Mary Whiston (Samuel Whiston also signed)
- 1797 - Richard Wennman Green, batchelor, and Mrs. Parminster, widow (also signed was Benjamin Green)
- 1797 - John Forsythe, batchelor, and Margaret Gordon, widow (also signed was William Forsyth)
- 1798 - Samuel May, batchelor, and Bridget Coleman, widow
- 1798 - Andrew Miller, batchelor, and Harriet Richardson, spinster
- 1798 - William Pryor, batchelor, and Mary Foss, spinster
- 1799 - Daniel Bethune, batchelor, and Mary Wisdom, spinster (also signed was Henry Wisdom)
- 1799 - Corporal John Lahey, batchelor, and Mary Lawlor, spinster
- 1799 - Oliver Robertson, batchelor, and Mary Monday, spinster (also signed was Thomas Monday)
- 1799 - Thomas Monday, batchelor, and Elizabeth Nicholas, spinster
- 1799 - Joseph Bissett, batchelor, and Catherine Miller, spinster
- 1799 - Michael Salter, batchelor, and Esther Wilcox, spinster
- 1799 - Samuel Rudolph, widower, and Elizabeth Robinson, spinster
- 1799 - Lewis Morris Wilkins, batchelor, and Sarah Creighton, spinster (also signed was Thomas Boggs)
- 1799 - George Donaldson, batchelor, and Catherine Wiseman, widow (Thomas Donaldson also signed)

- 1799 - Andrew McMinn, bachelor, and Mary Scandler, widow
- 1799 - Samuel Marshal, bachelor, and Jane Pryor, spinster (also signed was Willaim Pryor)
- 1799 - Yarber Scott (black), widower, and Jane Williams, widow (black)
- 1799 - James Heaton Tidemarsch, bachelor, and Margaret King, spinster (also signed was John Moody)
- 1799 - Louis Mezangeau, widower, and Mary Whitear, widow
- 1799 - George Morin, bachelor, and Mary Creighton, spinster

### Baptisms

- 1770 - Margaret, daughter of Charles and Catherine Chamberlain
- 1771 - Sarah, daughter of Stephen and Elizabeth Wisdom
- 1772 - William, son of John and Sarah Lawson
- 1774 - Stephen, son of Stephen and Elizabeth Wisdom
- 1774 - Maria, daughter of John and Elizabeth Greenwood
- 1775 - John, son of John and Sarah Lawson
- 1775 - Thomas, son of Richard and Mary Munday
- 1776 - Thomas, son of Thomas and Elizabeth Barrett
- 1777 - (name unknown), son of William Allen
- 1778 - George, son of George and Elizabeth Bayer
- 1778 - Catherine Elizabeth, daughter of George Junior and Elizabeth Bayer
- 1778 - John William, son of George and Elizabeth Bayer
- 1779 - Jane, daughter of Richard and Margaret Munday
- 1780 - Joanna, daughter of John and Joanna Stairs
- 1780 - Elizabeth Mary, daughter of Stephen and Elizabeth Wisdom
- 1781 - John, son of George and Elizabeth Bayer
- 1782 - John, son of John and Joanna Stairs
- 1782 - Benjamin Edmond, son of Gideon and Sarah Wisdom
- 1782 - Mary, daughter of Phillip and Mary Bayer
- 1783 - William Headfield, son of John and Hannah Snelling
- 1783 - Joanna, daughter of George and Elizabeth Bayer
- 1783 - Phillip, son of George and Eve Catherine Bayer
- 1783 - William, son of William and Elizabeth King
- 1783 - Elizabeth, daughter of William and Elizabeth King
- 1783 - George, son of George and Eve Catherine Bayer
- 1784 - Mary, daughter of Robert and Sarah Knox
- 1784 - George, son of George and Mary Delap
- 1784 - Elizabeth, daughter of George and Elizabeth Bayer
- 1785 - Mary, daughter of William and Elizabeth King

- 1786 - Elizabeth, daughter of William and Mary Greenwood
- 1786 - John Perry, son of John and Elizabeth King
- 1786 - Mary, daughter to Edward and Catherine Vint
- 1787 - Mary, daughter to Richard and Mary Monday
- 1788 - Margaret, daughter of William and Mary Greenwood
- 1788 - Mary Ann, daughter of John and Elizabeth King
- 1788 - Jamima Mary, daughter to William and Ann Proud
- 1788 - Elizabeth Dorothy, daughter to Thomas and Dorothy Monday
- 1789 - Peter, son of John and Elizabeth King
- 1789 - Mary, daughter of William and Mary Greenwood
- 1790 - Sally, daughter of Thomas and Judith King
- 1790 - Catherine, daughter of George and Catherine Bayer
- 1791 - William, son of William and Mary Greenwood
- 1792 - Benjamin, son of Benjamin and Mary Etter
- 1792 - George, son of John and Elizabeth King
- 1793 - Edward Henry, son of Edward and Catherine Vint
- 1793 - Henry, son of John and Susanna King
- 1794 - Anne, daughter of James and Sarah Richardson
- 1795 - John, son of William and Mary Greenwood
- 1795 - James, son of John and Susanna King
- 1796 - Elizabeth, daughter of Benjamin and Mary Etter
- 1796 - Richard, son of Frederick and Mary King
- 1797 - Elenor Anne, daughter of John and Katherine Lunn
- 1797 - Sarah Ann, daughter of William and Mary Greenwood
- 1797 - Thomas, son of Thomas and Ruth Gouge
- 1797 - John, son of John and Elizabeth King
- 1798 - William Thomas, son of Thomas and Sarah Adams
- 1798 - Elizabeth Sophia, daughter of John and Susannah King
- 1799 - William Tidmarsh, son of Benjamin and Margaret Elizabeth Etter
- 1799 - Frederick, son of Frederick and Mary King
- 1799 - Thomas, son of Tom and Margaret Adams
- 1799 - Anne Christiana, daughter of Philip and Mary Bayers
- 1799 - Martin, son of Samuel and Mercy Adams
- 1799 - Mary, daughter of William and Elizabeth Bayer

### Marriages

- 1760 - Edward Godfrey, widower, to Esther Wisdom, widow
- 1763 - Thomas Forster to Lucy Dwight
- 1763 - Thomas Adams to Catherine Kelly, widow

- 1766 - Ebenezer Foster to Catherine Cambey  
 1769 - William Allen, widower, to Jane Slayter, widow  
 1770 - Richard Monday to Mary Kinslow  
 1770 - Richard Woodin to Sarah Wisdom  
 1772 - John George Pyke to Elizabeth Allen  
 1775 - Philip Tidmarsh to Mary Reynold  
 1775 - Thomas Cochran, widower, to Jane Allen, spinster  
 1776 - George Bayer Jr. to Elizabeth Martin  
 1776 - William Proud to Ann Woodin  
 1776 - Mathias King to Prisella Lovely of Boston  
 1777 - Benjamin Adams to Ann Sneggs  
 1777 - Henry Wisdom to Lucy Scott  
 1778 - Samuel King, batchelor, to Mary Wisdom, spinster  
 1778 - George Lunn, batchelor, to Abigail Stewart, widow  
 1778 - John Stairs, batchelor, to Joannah Stayner, spinster  
 1778 - John Harvey, widower, to Frances King, spinster  
 1778 - William Young to Susanna Foster  
 1779 - Robert Knox to Sarah Nicolia  
 1779 - Thomas Tate to Elizabeth Susannah Greenwood  
 1779 - Philip Bayer to Mary Stayner  
 1779 - Temple Staugan Peirs to Mercy Foster  
 1779 - William Hutchinson to Margaret King  
 1781 - Jacob Tuttle to Abigail Wisdom  
 1781 - Thomas Cuff to Elizabeth Crawley  
 1781 - John Wisdom to Sarah Hempself  
 1781 - Jonathan Snelling to Hannah Hutchinson  
 1782 - Peter Mather to Elizabeth Eden  
 1783 - Jacob Porter to Abigail Allen  
 1783 - George Delap to Mary Clegg, widow  
 1783 - John Stayner to Elenor Allen  
 1783 - John Bayers to Sarah Webber  
 1783 - George Deilman to Sophia Foster  
 1783 - William King to Elizabeth Fentonhaupt  
 1783 - Thomas Kay to Mary King  
 1783 - Joseph Haines to Jane King  
 1784 - William Reynolds to Mary King  
 1785 - Samuel Butler to Mary Massingham  
 1785 - James Moody to Phebe Tufts, widow  
 1785 - William Greenwood to Mary Freaze  
 1785 - Charles Handyside to Sally Sandeman  
 1786 - George Vint to Catherine Malitole

- 1787 - Thomas Gouge, widower, to Juliana Stea  
 1787 - James Proud to Marie Monie or Monce  
 1788 - John Foster to Mary Swain  
 1789 - Benjamin Etter to Mary Bissonet  
 1789 - John Debradey to Margaret Forester  
 1789 - Stephen Smith to Sophia Forester  
 1790 - Edward Wisdom to Elizabeth Greenwood  
 1791 - Ebenezer Allen to Sarah King  
 1791 - Alexander Allen to Abigail Howe  
 1792 - Samuel Greenwood to Lois Chamberlain, by licence  
 1792 - Thomas Stephen Sellon, batchelor, to Abigail King, spinster, by licence  
 1793 - John King, widower, to Susanna Grady, spinster, by licence  
 1793 - John Hinkle, batchelor, to Mary King, spinster, by licence  
 1793 - Cambridge Bruce, batchelor, to Anne King, spinster  
 1794 - Frederick King, batchelor, to Mary Parrem, spinster, by banns  
 1795 - Thomas George, widower, to Ruth Cobb, spinster, by licence  
 1795 - Richard Stayner, widower, to Esther Fielden, spinster  
 1795 - Cesar Prince, batchelor, to Judith King, spinster, by banns  
 1796 - Samuel King, batchelor, to Mary Greenwood, spinster, by licence  
 1796 - John Mason Tuftin, batchelor, to Esther King, spinster, by licence  
 1797 - William Bayers, batchelor, to Elizabeth Cochran, spinster, by licence  
 1798 - Benjamin Etter, widower, to Margaret Elizabeth Tidmarsh  
 1798 - William Foster to Anne Cunnyham, widow  
 1799 - James Heston Tidmarsh, batchelor, to Margaret King, spinster, by licence

### Burials

- |                                 |                                     |
|---------------------------------|-------------------------------------|
| 1777 - Robert Albright King     | 1777 - Mathias King                 |
| 1778 - Samuel Allen             | 1778 - Elenor Foster                |
| 1779 - John Cox (executed)      | 1779 - Christopher Olome (executed) |
| 1780 - Sarah King               | 1780 - Christopher Birch (executed) |
| 1780 - Daniel Obrien (executed) | 1782 - John Wisdom                  |
| 1782 - Johanna Snelling         | 1783 - Daniel Bissonett             |
| 1783 - Jane Allen               | 1783 - Susannah King                |
| 1783 - Samuel King              | 1783 - John Stairs                  |
| 1788 - Martha King              | 1784 - (name unknown) Snelling      |
| 1785 - William Allen            | 1786 - Edward Foster                |
| 1786 - John King in June        | 1786 - John King in November        |
| 1787 - William Bayer            | 1787 - John Foster                  |
| 1787 - Elizabeth Gouge          | 1787 - Allen                        |
| 1788 - a daughter of Mr. King   |                                     |



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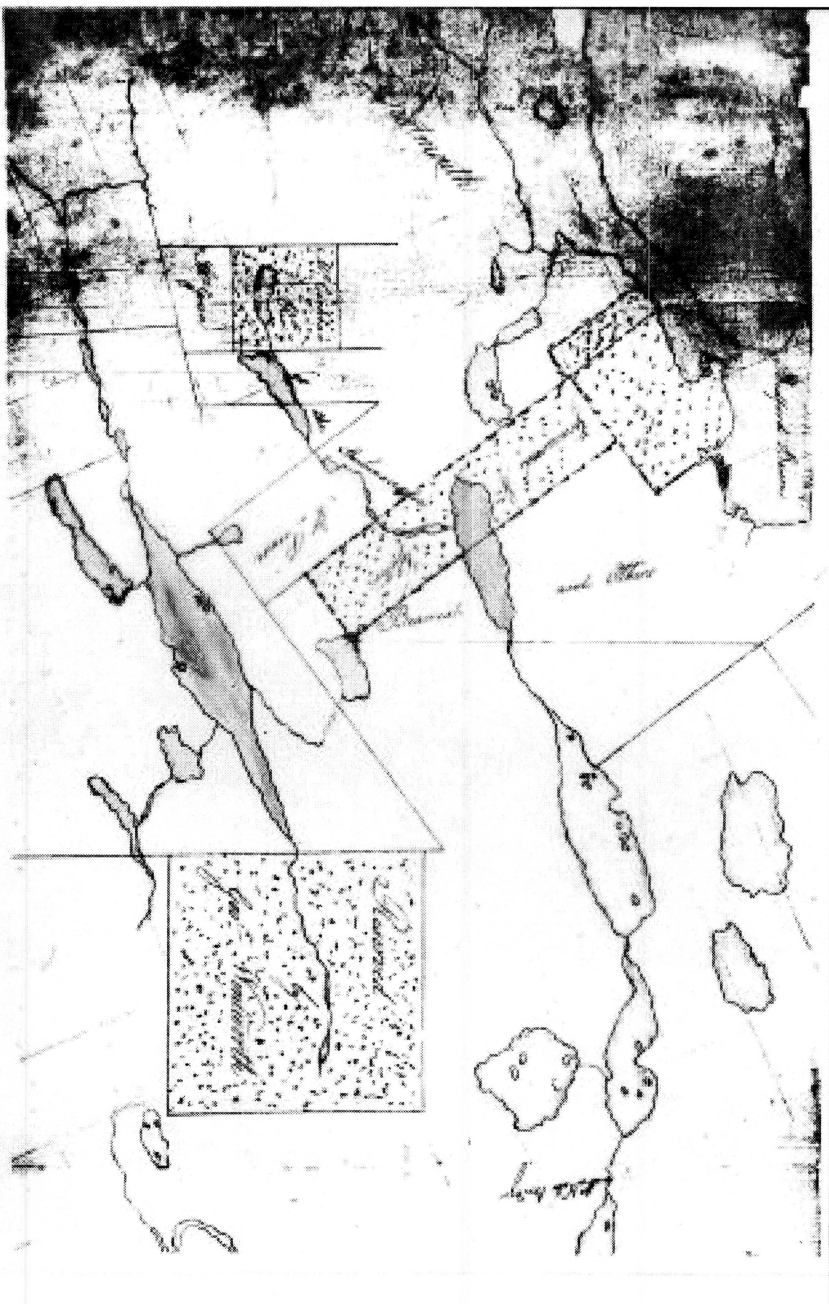
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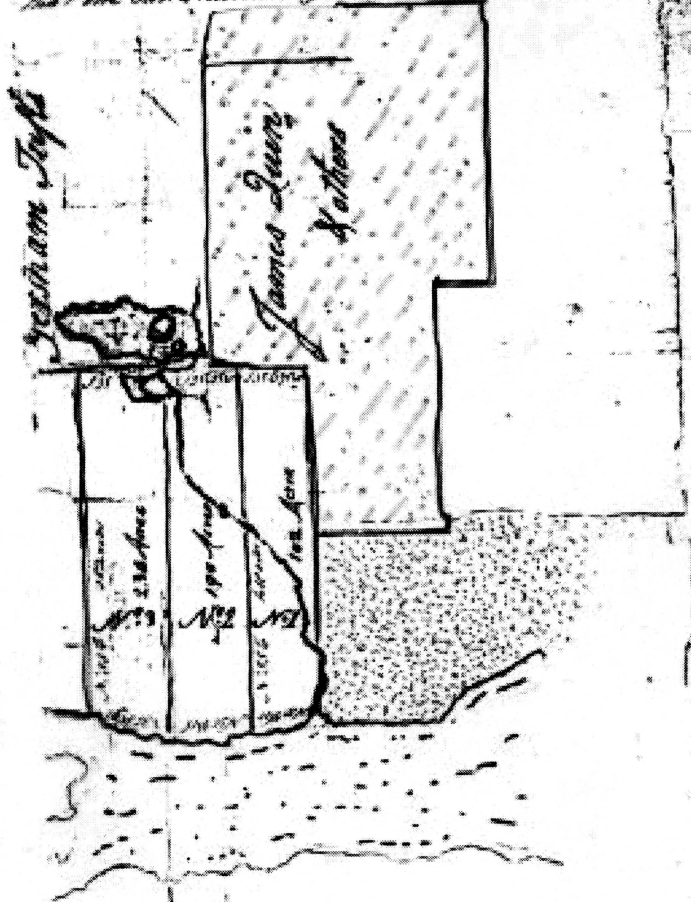
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Index to Crown Land Grants, Halifax Harbour Water Grants, Land Grant Books, Old, number 1-26 also Letter A to W.

Land Grant Books, number 1 to 79.



of a tract of land situated in Tazewell  
 and Edward Taylor and being the same  
 to the same as per the agreement of the  
 of the same by the date of the 17th of  
 the same, and it is to be that the  
 the said land be agreed to be to Samuel Green  
 of the said Edward Taylor and Edward Taylor  
 shall have full power at all times to clear  
 to make any other improvement on the same  
 or to any other that may be made on it in  
 that the said Samuel Greenwood shall not in





1-Q

Mathew's 3500 Acre

Mc Gee 200 Acre

N 55 E 340 Rods

THE COMMON

Escholt's 6000

1855 R  
500 R

William Clev

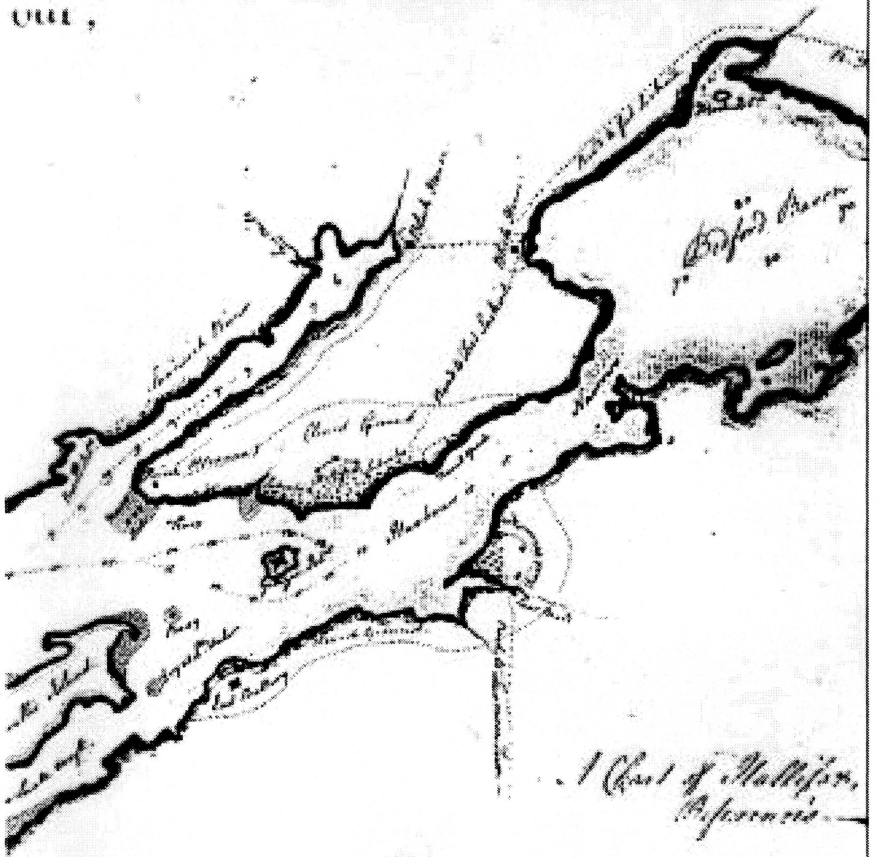
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DARTMOUTH

SEAL OF THE TOWN OF DARTMOUTH

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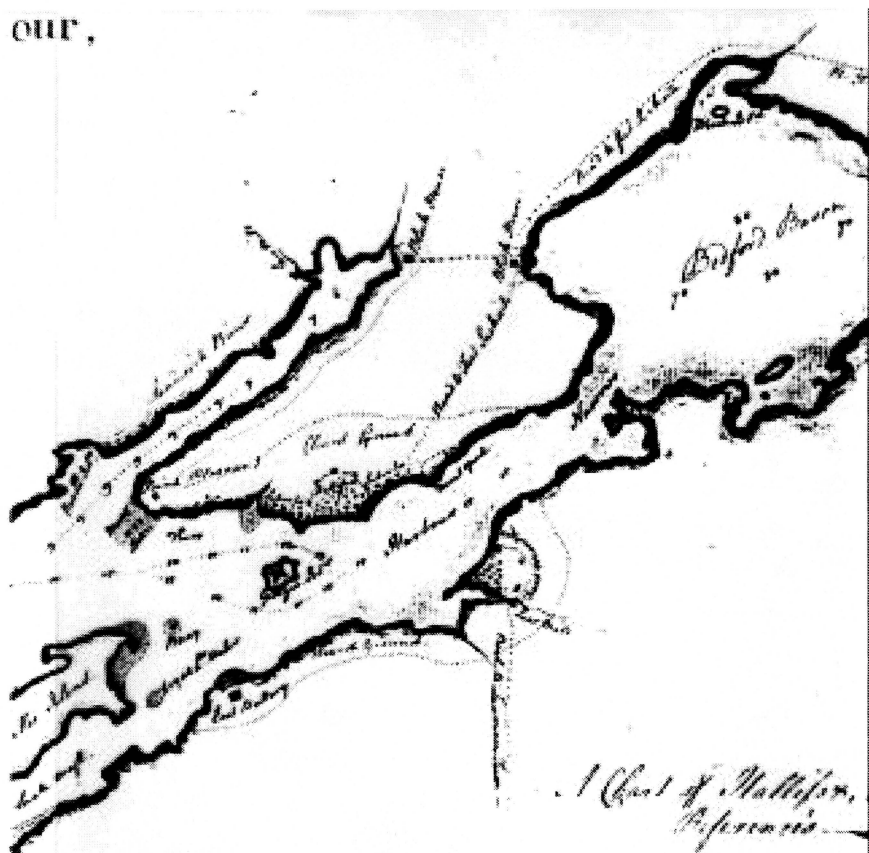
Woods Lake

A Chart of Malheur, Oregon

- 532 Shows the Position
- { Shows the Prongs of
- { and Charack, etc.
- { Shows the distance
- { from the Waters of
- Shows Sand Banks, &c.



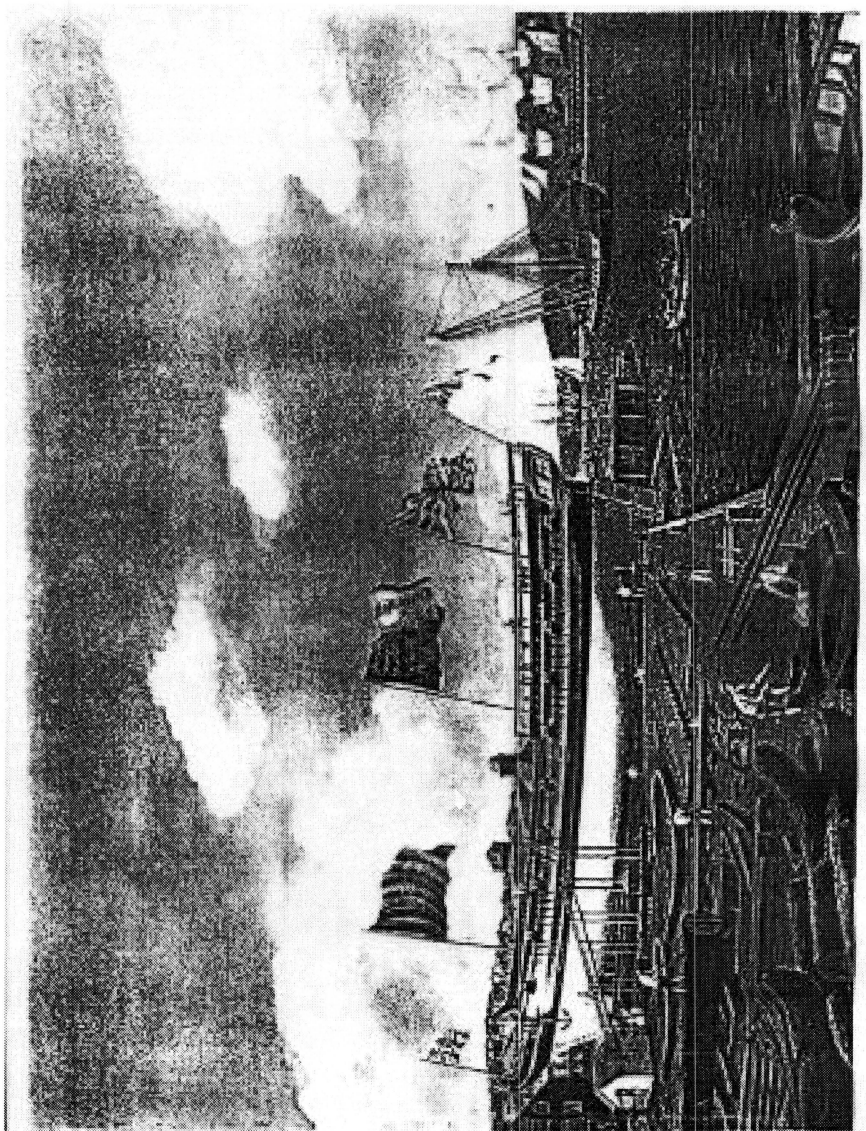
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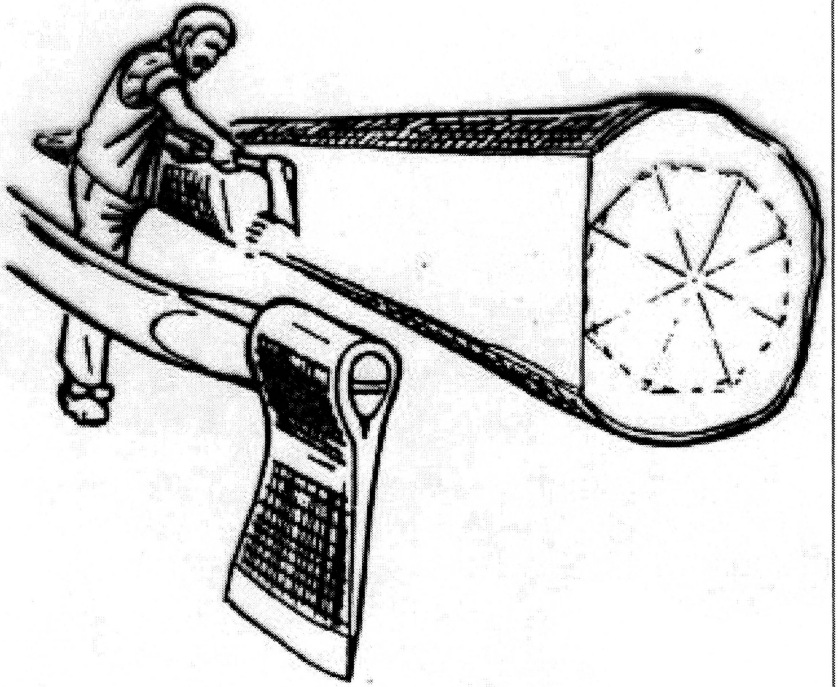


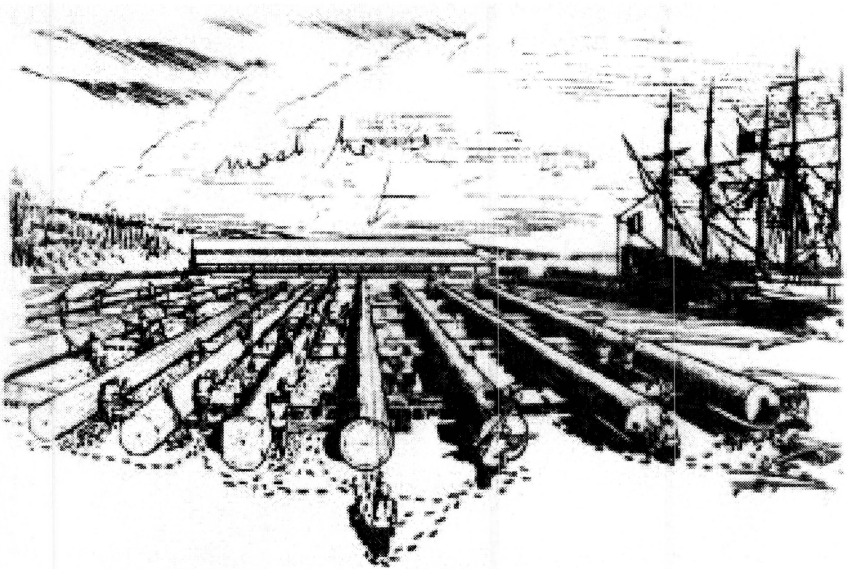
Woods - Lakes

A Chart of Matlajon, Pinar del Rio.

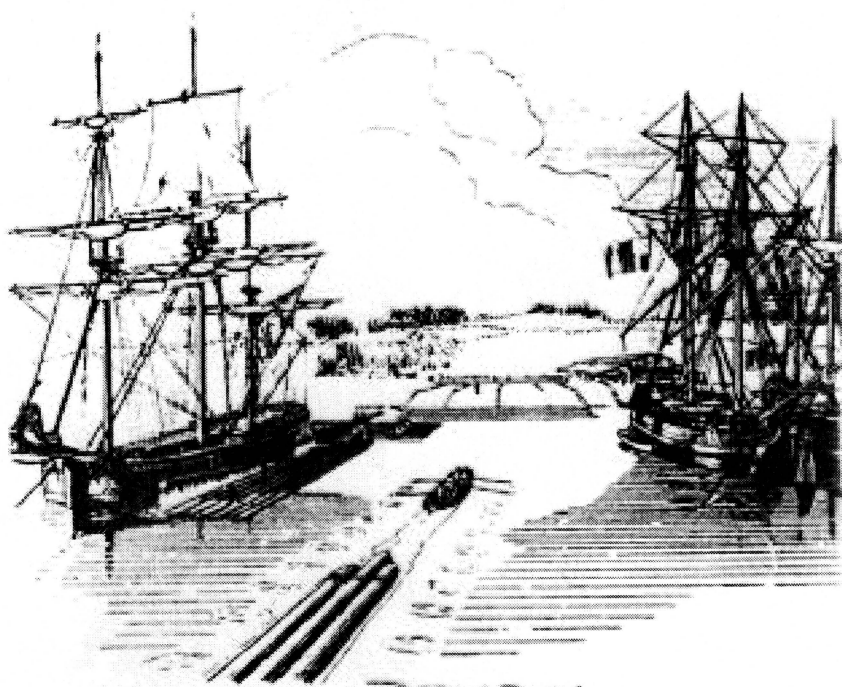
- 1. Shows the Building
- 2. Shows the Banks on each side
- 3. Shows the distance from the Waterside
- 4. Shows the distance from the Waterside





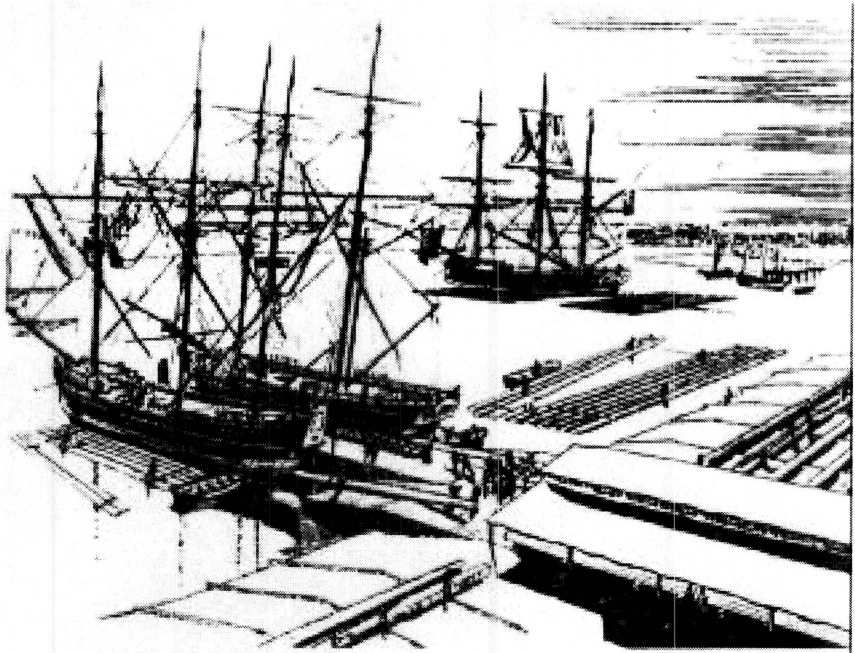


**Ton Timber**

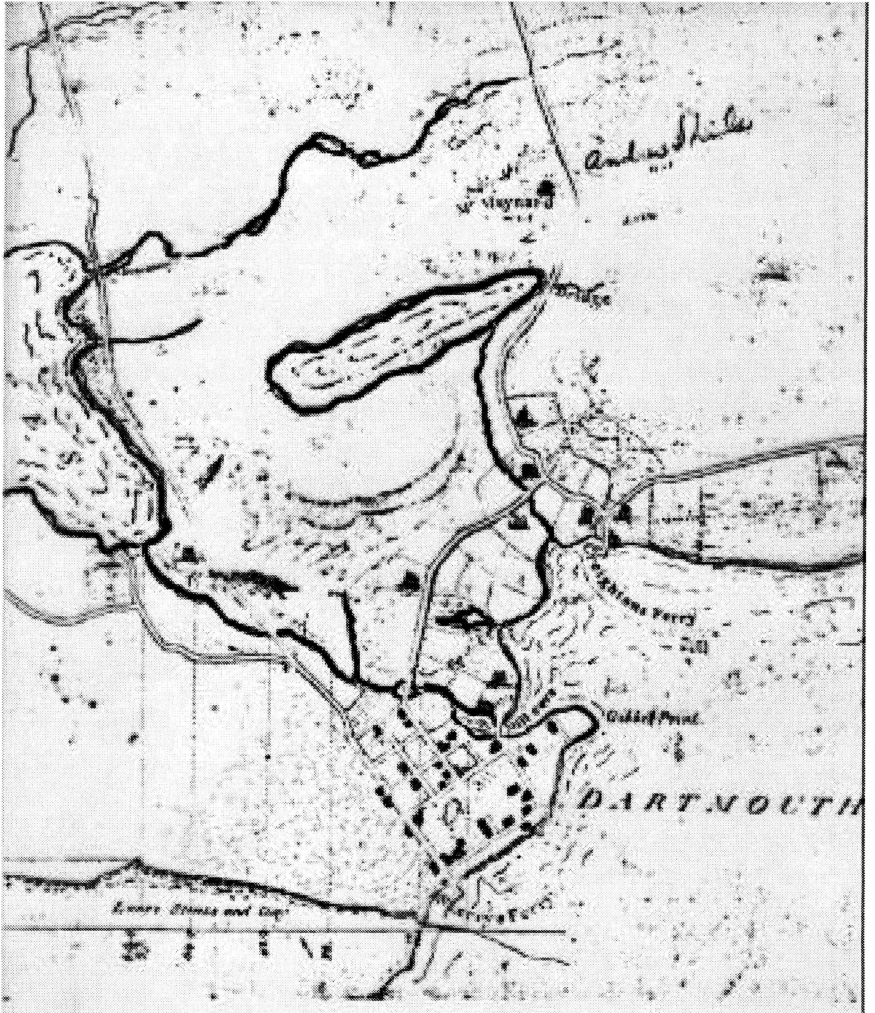


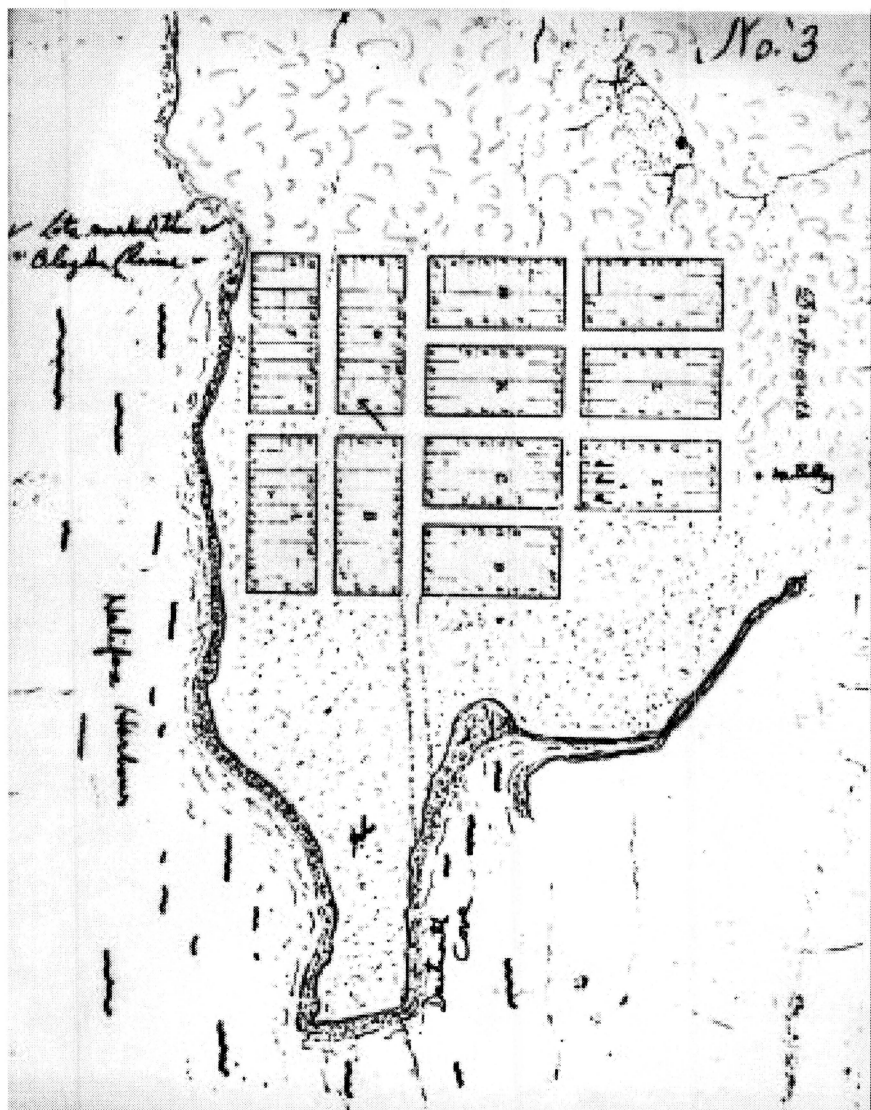
**Mast Depot**





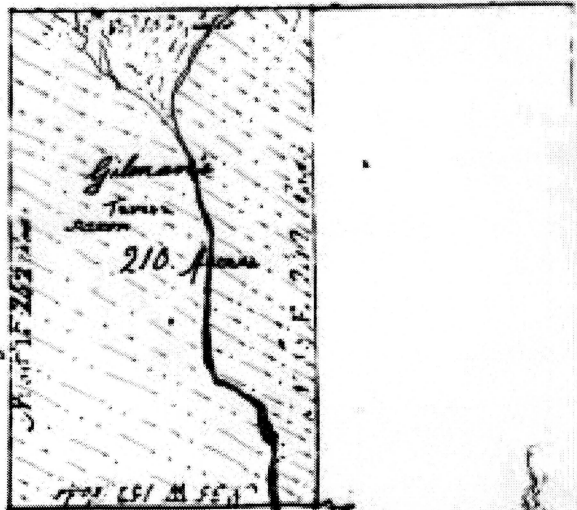
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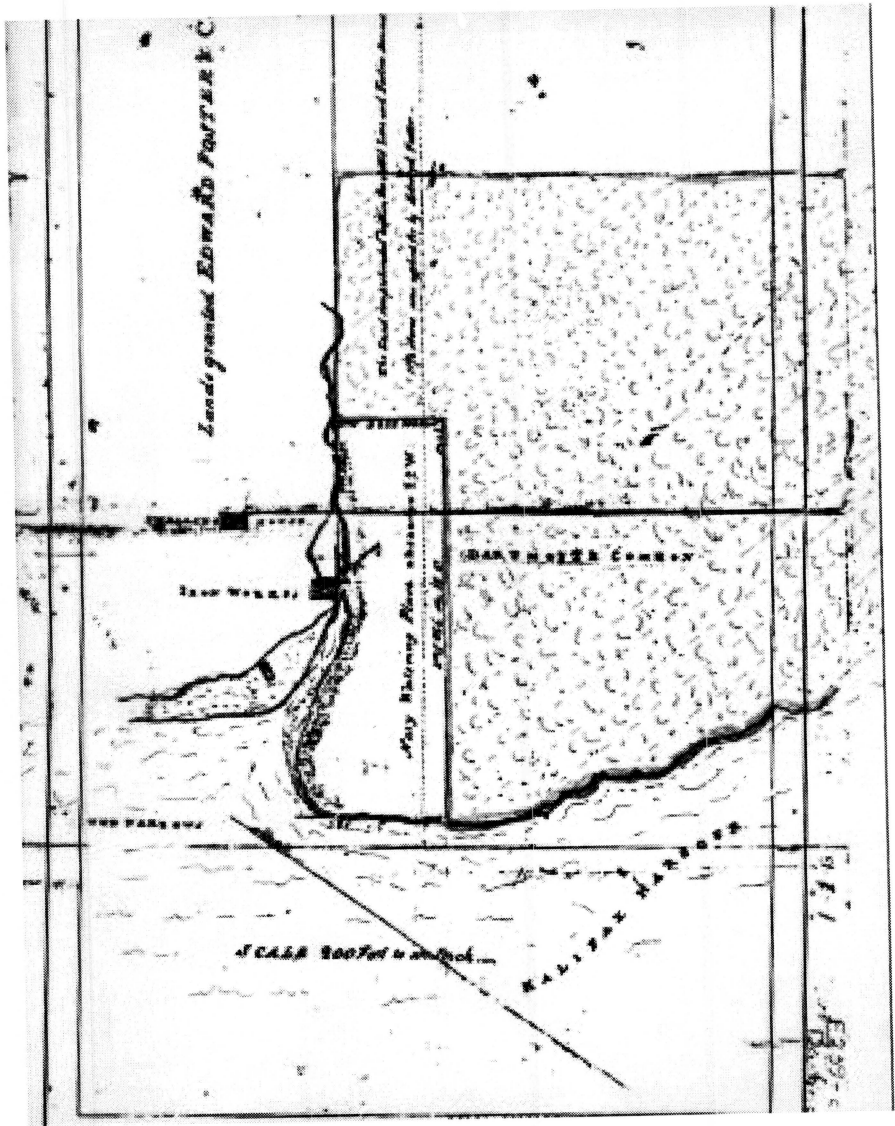




W. E. G. O.  
Witrofs

Ed. 113. Lead better  
John Wooders





Volume one of this series is to celebrate the 250th anniversary of the founding and settling of Dartmouth and Halifax in 1749.

