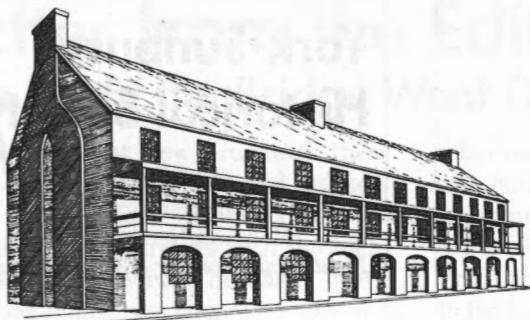


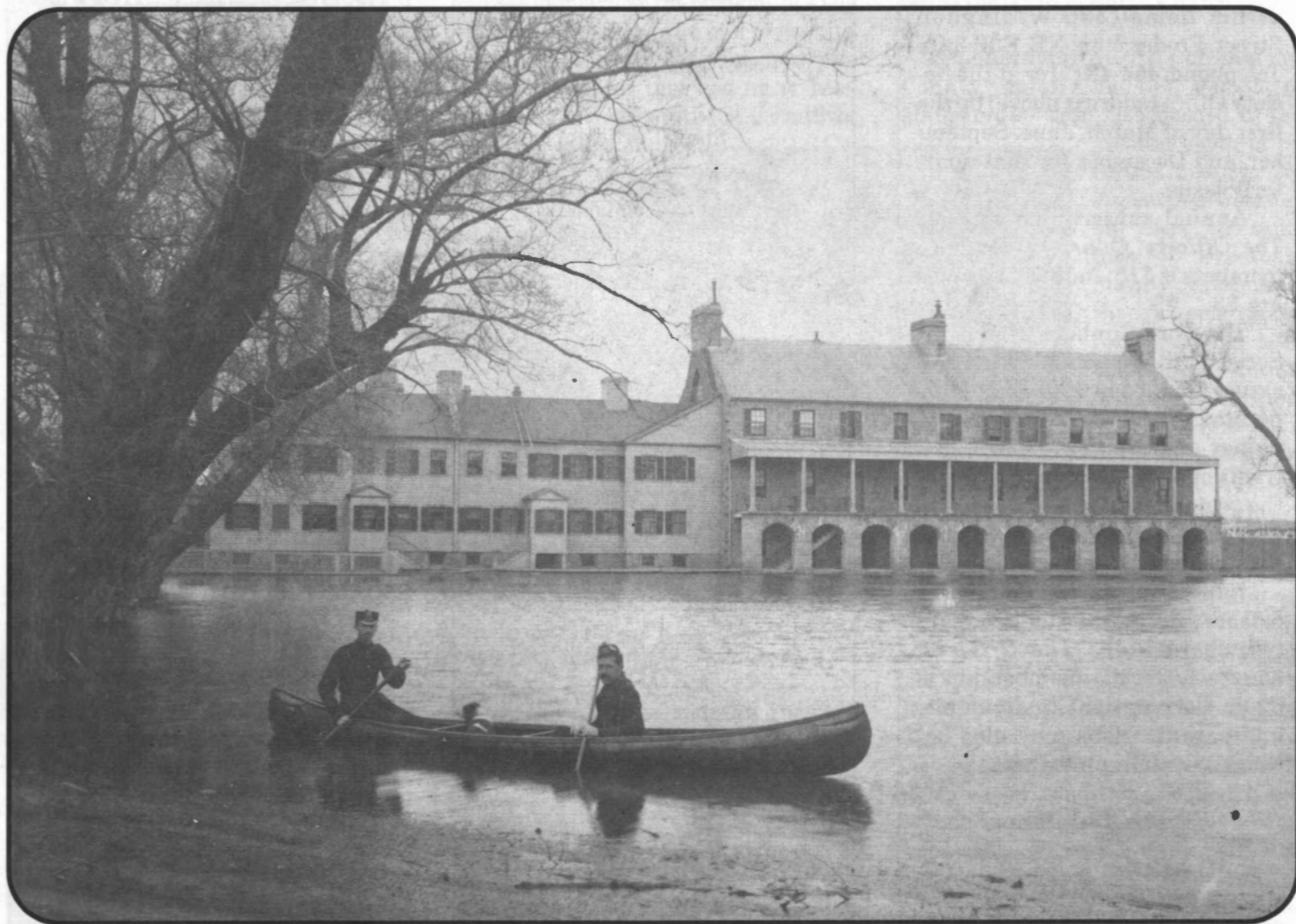


The Officers' Quarterly

A PUBLICATION OF THE YORK-SUNBURY HISTORICAL SOCIETY, INC.

Volume 12, Number 2

Spring 1996



The St. John River: Triumph & Tragedy

plus

Tappan Adney and his canoe
Thomas Baillie and his estate
Herman Melville and his whaler
Annie Ross and her career

Liliane Welch and her poems
David Folster and his river society
Michael Nowlan and his rare stamps
Donald Taylor and his steamboats

and more



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Volume 12, Number 2 Spring 1996

This is the official publication of the York-Sunbury Historical Society, Inc., Officers' Square, Queen Street, P.O. Box 1312, Fredericton, New Brunswick, Canada, E3B 5C8. Telephone: (506) 455-6041.

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Individual memberships are \$20 per year and \$35 for two years (which includes *The Officers' Quarterly*). A life membership is \$200. Corporations, individuals, and organizations may also become sustaining members.

Editor: Ted Jones

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FRONT COVER

A submerged Officers' Square during the Spring Freshet of May, 1887. Note the Officers' Quarters in the background with the old wooden section on the left. The birch-bark canoe in the foreground was Indian-made, the only kind in use on the St. John River at the time. The soldiers in the canoe were members of the old Infantry School Corps, who were in garrison that year. The photo was taken by George T. Taylor and it was donated to the Society by Mr. Allie Morgan, 28 August 1936.

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PRESERVING HISTORY

At an auction earlier this year, Kings Landing Historical Settlement purchased a painting by George Taylor, a Fredericton artist and photographer in the late 19th century. The painting is of the St. John River at Fredericton and is currently being displayed at the Lieutenant-Governor's residence on Waterloo Row, where it can be viewed during public functions.

Letter from the Editor... *Ted Jones*

The Night the Bridge Went Out

Throughout New Brunswick there are numerous historical markers and splendid memorials to assist tourists and researchers with the highlights of our province's heritage. However, one small brass plaque, obscure and unpretentious, never ceases to attract my attention, causing me, time and time again, to wonder what it must have been like on that fateful Thursday night of 60 years ago — the 19th of March, 1936.

Spring came early that year, the ice in the St. John River breaking and running over several days, the earliest breakup since records began in 1825. (There was only one other occasion in 111 years when the breakup was early and that was 28 March 1921.) Disastrous floods had occurred over the years, such as 1831, 1887, 1913, and 1923, but the "Rhine of America," as the St. John has been called, was never more intimidating than it was during that early freshet of 1936, the year Fredericton's first railway bridge "went out" and disappeared to the bottom of the river bed!

The Westbound Express from Newcastle crossed the bridge around 1 p.m. — the last train to do so. Constable Hazen Perry of the CNR Police was the last person to cross the bridge, about a half-hour before it was carried out at 9:25 on that dark and rainy evening. Perry had placed Constable Harry McNeill at the Fredericton end to prohibit sightseers and then crossed to take charge of the Devon end. When the time came, hundreds of interested spectators stood on the river bank and witnessed the destruction of the nine spans as they were lifted off their granite piers by the crushing surge of ice, following one another into the water with a grinding crash. It was over in a few minutes and there were no injuries, several large trees on the shoreline forming

a bulwark to hold the twisted track as it was pulled from its base, shrieking and groaning, free from the sinking bridge.

Earlier that day, the run in the Fredericton area had been checked due to the ice jamming against the islands in the Oromocto section of the river. But jams which had formed in the St. John River west of Fredericton, at Long's Creek and McKinley's Ferry, had already broken, giving a rapid rise in the water at points below. With the demolition of the railway bridge came the breaking of a jam which flooded the entire end of the city, as well as areas all along the river, producing conditions that had never been known in the history of the St. John River

ily damaged when cakes of ice crashed into it, smashing the railing and pillars of the outer veranda. When the water receded, huge blocks of ice, 16 to 18 inches thick, were left on Queen Street and as far back as Brunswick, forming a traffic hazard for curious citizens who thronged to inspect the site where Fredericton's first railway bridge once spanned the St. John River. The next day (March 20th) school was cancelled, giving children a chance to marvel at the blocks of ice littering the lawns of Christ Church Cathedral.

The low-lying districts of Sunbury County, chiefly in the Parish of Maugerville, were also flooded to the greatest depth in recorded history. No human lives were lost but there was some loss of livestock, mainly cattle, although some ranch-foxes, swine, and horses were drowned or succumbed to exposure. Barns and other farm buildings sustained damage largely through heavy ice-cakes striking against them. Farther down, run-off into the Portobello Stream and eventually into the St. John



St. John Street, Fredericton, the morning of 20 March 1936. The provincial government's Departmental Building is in the center.

before 1936. The ice and water reached a level of 30 feet, four feet higher than the level of 1887. During the late afternoon, water had risen at the rate of four inches per hour; just before the jam broke, the water increased its height at one foot per hour.

The water was a fraction of an inch from entering the lobby of the old Queen Hotel, but Lemont's Furnishings, also on lower Queen Street, received considerable depth; Phoenix Square was flooded to the extent that the basement of City Hall was filled two-feet deep; the Provincial Legislative buildings were entirely surrounded; the Automobile & Boat Clubhouse on "the Green" at Parliament Square was heav-

River via French Lake, the Thoroughfare, Maquapit Lake, Grand Lake, and the Jemseg River gave the Parish of Sheffield much easier conditions, although telephone service failed and all roads became impassable. When the water started to recede, help was on the way: 600 loaves of bread were rushed to the Sunbury area from Fredericton, and even Premier A. A. Dysart inspected the scene by boat, but he became stranded on an island in the middle of the St. John River and was marooned for 22 hours!

An interesting footnote occurred in Sunbury County a few weeks after the flood. Robert Corey and E. J. Keetch, employed with the New Brunswick De-



The opening of Fredericton's first railway bridge – 15 June 1888.

partment of Public Works, were repairing the damaged road at Maugerville when they found an old purse containing documents dated 1860! By a strange coincidence, the curious find had belonged to a road supervisor of that time and consisted of several papers pertaining to statute labour, and a small record book that listed the names and hours of road workers from Hainesville in York County. Carried by the flood waters of the St. John River and washed up at Maugerville, the items in the purse were interesting souvenirs of the early days of road building in the counties of York and Sunbury — seven years before Confederation. It is unknown where the contents of the purse were placed but, if anyone knows about this story, please contact *The Officers' Quarterly*.

Unfortunately, there was no Fredericton railway bridge to repair, so a new one had to be built, the CNR deciding on the same location, but only after some of the wreckage was removed by the Garson Wrecking Company of Halifax. They found the first span on the Fredericton end, half in the water and half on the bank; the second span was completely submerged, dynamite having to be used before it could be placed in an upright position, thus facilitating navigation between the piers.

The nameplate on the cornerstone of the bridge was removed and presented to the York-Sunbury Historical Society for their museum. However, because the Society's museum has changed locations over the years, this important artifact has been misplaced and, although an extensive search has been made, the nameplate

has not been found. Did a similar misfortune occur with the time capsule placed inside the cavity of the bridge's cornerstone and laid in place at the excavation site on the river bank, just at the beginning of Waterloo Row? Lady Macdonald, the wife of Canada's first Prime Minister, did the honours, 15 August 1887, subsequently spreading the opening with mortar and then watching the granite stone being lowered into place. Her husband (Sir John A.) and other dignitaries watched from a nearby platform. The tin box used for the time capsule contained recent issues of *The Saint John Sun*, *The Fredericton Capital*, and *The Maritime Farmer*, along with English, Canadian, American, and Chinese coins, and a copy of the stone-laying ceremony. It is not known what happened to the tin box when the piers were dismantled 50 years later but, if anyone can solve this mystery, please come forward.

The new railway bridge was to be six feet higher than the former, in order to safeguard it from floods, and subways constructed at each end were to replace the former level crossings, with Waterloo Row, University Avenue, and Queen and Brunswick Streets converging at the south side underpass. The materials: steel and concrete. The cost: \$1,250,000. The

Opening Ceremony: 1 June 1938. Today, this impressive architectural structure is no longer in use but, hopefully, it will continue to remain as an historic monument, spanning the St. John River and echoing the tragedy of its predecessor.

To remind future generations of the 1936 flood, a permanent 12" by 6" brass marker was securely fastened to the stone base of the right-hand pillar at the entrance of the government's Departmental Building on St. John Street, Major A. A. Dodge of the Bridge Engineers' Department having prepared the blueprint. It indicates the extreme height of water which covered the eastern portion of the city in that disastrous freshet. The marker states the date, and arrows point to the actual indentation made by members of the Provincial Public Works Department when they measured the height of the water, high above the three marks which had already been there as a result of previous floods — 27 inches above the 1887 record!

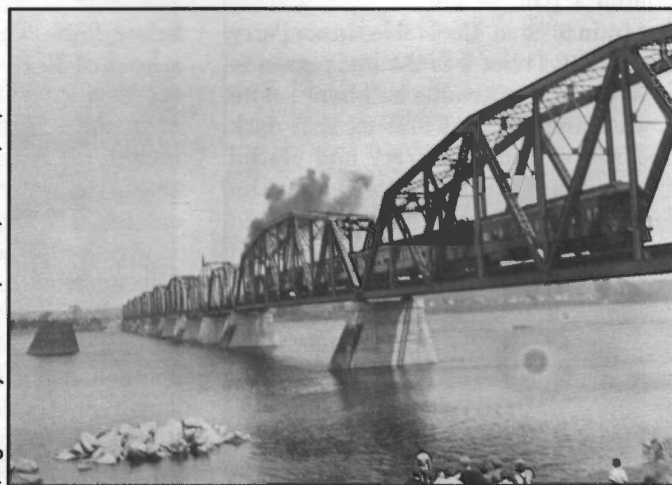
Official water markers were also placed on the stonework of Fredericton City Hall and upon the stone base of the fence of the old Provincial Normal School (now the Justice Building). I have not been able to locate these last two, but the unique brass plaque on the Departmental Building is still there, the little arrows and simple inscription symbolizing the destructive power of the St. John River:

March 19, 1936

High

Water Level

(Pugh Family Collection, PANB, # P104/10)



The opening of Fredericton's second railway bridge – 1 June 1938.

Letter to the Editor

This Hussar Remembers

The Fall 1995 issue of *The Officers' Quarterly* has been sent to me by a niece in Fredericton. I had not heard of it before.

It was interesting to read the article "From Coles Island to Holland" by Adam Wilson's widow. He was "one of ours" (8th Hussars) and I recall being in the honour guard at his funeral.

I too was in Holland last April/May for the 50th anniversary of the liberation. I'd been there in '85 also. There were various parades and celebrations in most towns, all on different days so one could visit around. But the big one was in Apeldoorn. It was just terribly emotional — "Thank you, thank you, thank you," over and over. The parade would halt from time to time when spectators pushed out into the street, and the older folks would lift a grandchild up to grasp a veteran's sleeve so that it could always say it had actually touched the arm of a liberator! Heady stuff — and tearful — and not only for the Dutch.

To my great embarrassment, I was hauled out of the Ede parade to be the first one to be presented with a Liberation Medal — and publicly hailed as the liberator of Ede!

Actually, the squadron I commanded ("B" — 20 Sherman tanks) was the "point" of the leading regiment. "C" squadron had been on my left as we broke out at Arnhem, but got held up by obstacles. Some British ground troops were to follow along later and mop up. Just north of Arnhem, at Deelen, we ran into an anti-tank defence and I lost two tanks, a Sherman, and a "Honey" from the Recce Troop, and had three men killed. Swinging west toward Ede, we did not stop when fired upon but proceeded "in the big wheel," an obscure term for top speed, originating with our

Charlotte County boys. I elected not to enter the town and swung north at the outskirts. My orders were to break through to the Zuider Zee and cut the country in two. I still had about 35 miles to go and didn't want to go into town and get tied up in a sideshow. Accordingly, the Brits carried straight on and were the first into the town, although the residents had heard my tanks and knew salvation was at hand.



*Re-enacting the liberation of Putten, Holland, 18 April 1945.
Tim Ellis is at the very top with the beard.*

Thus, most of the Ede parade was of veterans from the Brit outfit — their regiment had sent a detachment from England, bayonets and all. One can understand their bewilderment at this interloper being front and centre.

As a matter of interest, last year The Association of 8th Canadian Hussars appointed me chairman of a committee to restore the run-down grave site of the late Chief Justice John Saunders in Fredericton's Old Burying Ground. His "Saunders' Horse" in Virginia in 1775 is our unofficial claim of origin. For Ottawa it is 1848. As luck would have it, the very next day I found a direct descendant in Saint John, a Ms. Frances J. Morrissey, who gave us written authority to take any action we saw fit. By coincidence, as a teenager I had been a gunner in her father's artillery outfit when he commanded the 15th Medium Battery, Canadian Garrison Artillery.

The obelisk at the grave site looked like the Leaning Tower of Pisa; other stones were frost-heaved, and sections of the wrought-iron fence were missing or vandalized. During the summer, over a period of one week, the obelisk was rebuilt and righted and the stones placed in the proper position by Bob Maunder, who lives in Fredericton North. (Bob was a combat soldier with us, and managed a construction company post-war.) The work was done without cost but we have not yet decided what to do about the fence. To restore the missing areas would cost over \$7,000, with no guarantee the vandals would not return. One night during our work-week, a grave-stone, not thirty feet away, was pushed over and smashed.

Anyway, your historical organization will be pleased that we did something.

Sincerely,

H.R.S. (Tim) Ellis, D.S.O.

Major (Retired)

Lieutenant Colonel (Honorary)

Mr. Ellis, who lives in Rothesay, New Brunswick, has recently published a book entitled *This Hussar Remembers*. He is also a regular contributor to *The Sabretache*, the newsletter of The Association of 8th Hussars (Princess Louise's) Inc.

Curator's Corner ... by Bruce Lynch

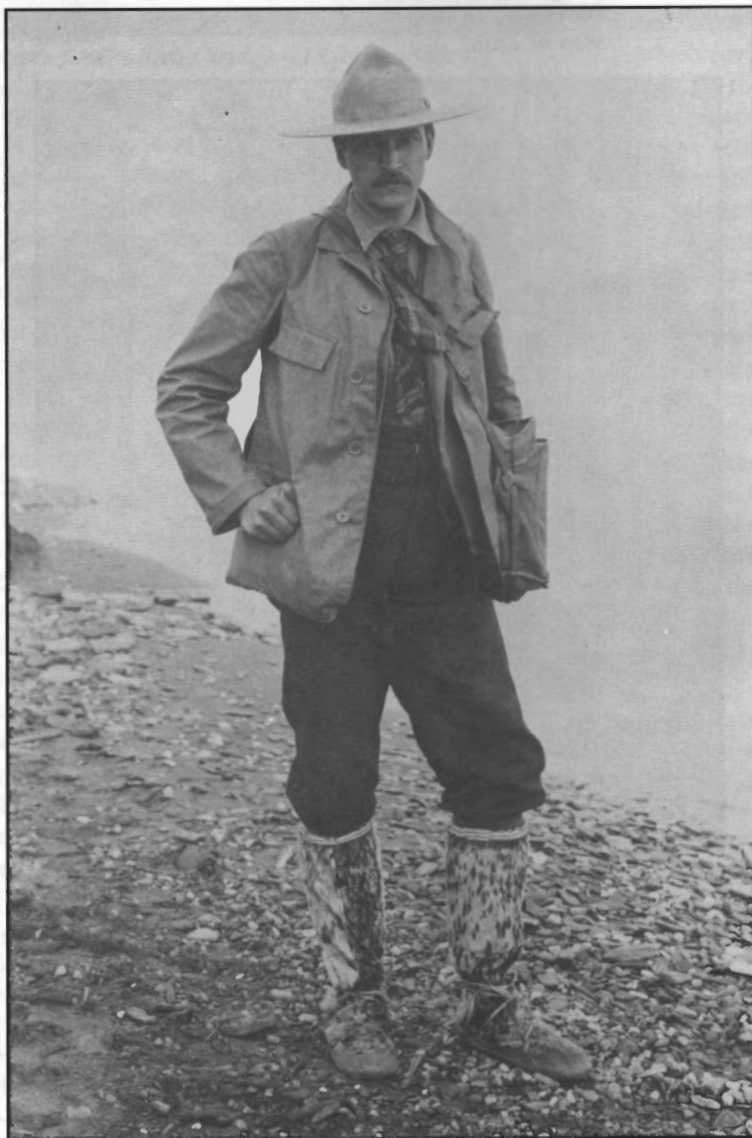
A Man and His Canoe

Nearly a year ago, my first "Curator's Corner" was inspired by a hint of sea air wafting off the St. John River and through the arches of the old Officers' Quarters. Now, in an issue devoted to the River, I return to its banks and launch off with the first vessel to ply its waters — the canoe.

Everyone is familiar with the history of the canoe and its place in Native culture. Considering that a Maliseet term for the St. John River translates as "highway," the role of the river and of the canoe is obvious. When the French came to the St. John River, following its discovery in 1604 on the Feast of Saint John, Fredericton's waterfront was an active trade route for Natives travelling to and from *Aucpaque* (near Hartt Island). Europeans made use of the canoe, but it was a long time before it lost its strictly utilitarian appeal. People using canoes for work and trade did not necessarily turn to them to fill leisure hours, nor was casual boating given much river space by the steadily drifting log booms.

It seems that those unfamiliar with canoes were most likely to find amusement in this watercraft. An 1838 regatta to celebrate Queen Victoria's coronation is probably the first mention of the water sport in Fredericton. At that time, civilian rowers took top honours in a scull race against their military and political opponents. When the Prince of Wales (later King Edward VII) visited Fredericton in the summer of 1860, he was offered a sample of canoe travel by Chief Gabe Acquin of St. Mary's Ferry (later Devon and then Fredericton North). The Prince accepted and found great

amusement in the craft which he thought was used for pleasure. Only recently has canoeing become a popular sport and today marathon canoers train along the ancient trade route plied by the Maliseet. Canoe tours, like that given the Prince, are once again significant tourist attractions.



E. Tappan Adney
Courtesy UNB Archives

This brief history of the canoe is inspired by a model of a Maliseet spruce bark canoe that rests in the attic of the York-Sunbury Museum. The model measures 86cm long and 22cm wide and re-

calls the type of canoe employed for hunting. Native hunters walked to their hunting grounds in the autumn, returning with their kill on the springtime thaw. The spruce bark canoe, constructed only for this purpose, was quickly built and later abandoned. Our model dates from the turn of the century and owes its construction to Edwin Tappan Adney, an Ohio University student who came to vacation in Woodstock in 1887. He stayed 63 years!

During those years, Adney became a champion of Native culture and of the Native cause, immersing himself in Native life, mastering Native skills, and recording his impressions of Native relations with whites. His life's work stemmed from an encounter with Peter Bear, a Maliseet from the Tobique River, who introduced Adney to the virtues of the canoe. (One source suggests that the man encountered by Adney was Peter Joe; however, a document held by the York-Sunbury Museum and typed by Adney himself suggests that Peter Bear is correct. Bear was the last person to make the spruce canoe in New Brunswick; he died in 1934.) Adney later constructed a birch bark canoe and recorded the details for *Harper's Young People* magazine. As a result, he became the first person to offer instruction in the art of canoe building.

In the 1890s, Tappan Adney travelled twice to the Yukon, where he observed and wrote about the gold rush for *Harper's Weekly*, *The London Chronicle*, and *Collier's*. When he returned to New Brunswick, he wrote a book entitled *Klondike Stampede* (1900) and resumed his first love — studying the Native language and culture.

He also continued to produce exact models of all bark craft used by the North American Indians, as well as models of their teepees, most of this large collection, 120 pieces in all, being acquired by the

A Man and His Canoe ... continued from page 6

Mariner's Museum of Newport News, Virginia. Fortunately, several of his priceless canoe models were placed in The New Brunswick Museum and one in The York-Sunbury Museum, the latter currently on display.

Two of Tappan Adney's letters, both dealing with Native rights and both addressed to former York-Sunbury historian Lilian Maxwell, and his complete set of notes on the great Fraser Paper Company of New York City are part of the York-Sunbury Collection housed in the Provincial Archives of New Brunswick. The UNB Archives has a few Adney documents and a splendid collection of his artwork, the latter currently on display. The bulk of Adney's papers and manuscripts went to the Smithsonian Institute in Washington, placing the New Brunswick depositories in excellent company!

He lived in Woodstock until his death in 1950. His burial place overlooks the river he loved so much — the St. John, a fitting location for a man who had been up and down this waterway for many years and who had discovered and written so much of the lore of the Indians who had used the river before him. He was a devoted witness and chronicler of Native life and, without him, much of the knowledge afforded us might have been lost. Besides his paintings and his models, he left an amazingly long list of published work to his credit.

It is unfortunate that it sometimes takes strangers, like the future King Edward VII and the American Tappan Adney, to bring to the stage what we have left in the wings. It might not be that familiarity breeds contempt, but that it breeds blindness. I hope that Adney inspires readers to blink and look again at what is around them. The history of those to come is lived by us here and now. What future generations know of us depends upon what we record — and upon what we ignore. ¶

Thanks to Jean Macdonald (of the York-Sunbury Museum and the Small Craft Aquatic Centre) and Veronica Paul (Museum volunteer) for their research assistance.

"Passing Through: Pictures from the Life of Mrs. W. Garland Foster (née Annie H. Ross)" ... by Patricia Belier

So began the 1939 manuscript version of the autobiography of one of Canada's pioneer women journalists and civic politicians, a nurse, teacher and writer — Annie Harvie Ross — of Fredericton, Acton, and Woodstock, New Brunswick.

Annie Harvie Ross (1875-1974) was born in Fredericton, the eldest of three children of Robert Fulton Ross (1840-1921) and Christine Doak (1847-1935). She belonged to four very well-known pioneer New Brunswick families: the MacDonalds from the Nashwaak area, the Storey and Doak families from the Miramichi (on her mother's side), and the Rosses of Maugerville and Fredericton.

Annie Ross spent her very early years in Fredericton. Her family lived "two houses beyond" the residence of Edward H. Wilmot, near Regent and Charlotte Streets. (E.H. Wilmot, younger half-brother of Lemuel Allan Wilmot, gave Fredericton both Wilmot Park and Queen's Square, and his name to Wilmot Alley, west of where he owned a business block.) She attended primary school in the

city and recalled having to pass by the tombstones of some of her Ross-Fulton ancestors in the Old Burying Ground on a short-cut to the Model School of the Provincial Normal School (now the Justice Building). At this time, the family was moving back and forth to the country, to Acton and Manners Sutton, near Harvey Station in York County. Annie maintained close and frequent contact with her Doak and Ross relatives, even though the family travelled fairly often within the St. John River valley, due to her mother's health and for reasons of her father's employment (mainly as a foundry worker).

Annie graduated from the grammar school in Woodstock in 1892, winning the L.P. Fisher gold medal "for regularity of attendance" (later donated to the Fisher Library). The *Carleton Sentinel* of 16 July of that year reported that she received Macaulay's *History of England* as "leader of [the] graduating class." She entered UNB that fall, along with another recent subject of this column, Isaac Burpee (see *Officers' Quarterly*, Spring 1995). Upon her graduation in 1896, Annie was



Annie's Mother:
Christine (Doak) Ross



Annie's Father:
Robert Fulton Ross

awarded a B.A. with class distinction in English. In the *University Monthly* for October 1896, she was remembered as "a brilliant conversationalist ...[of] cheerful voice" and it was noted that "the Ladies' Reading Room is quiet without her." In a 1961 letter to Dr. Gertrude Gunn, of the Harriet Irving Library, Annie recalled that "while I was at UNB, Dr. Harrison used to say we girls talked too much..."!

After graduation, Annie pursued her dream of a career in medicine, by enrolling in a nursing course in the hospital at Somerville, Mass. She later continued her nursing training at the Philadelphia Polyclinic (now the University of Pennsylvania Hospital), receiving a diploma in 1901. In 1903, she took part in the organisation of the Carleton County Hospital, later the Fisher Memorial Hospital, at Woodstock, where she was Matron. For some time she continued her career as a private duty nurse, but health problems finally forced Annie to abandon nursing for the time being. True to her spirited nature, she turned to teaching, as she had also acquired a Grammar School license during her last year at UNB.

In August 1905, Annie left by train for Regina, to take up her first teaching post, beginning her long association with the Canadian West. After a few years in Saskatchewan schools, she answered an advertisement for a teaching position and moved farther west, to Nelson, B.C. in 1908, a location to have a significant impact on her future.

After a short time in Nelson, Annie moved again, this time to teach primary school in Golden, B.C. (where her school's principal was a Mr. Robert Landells, once principal of a New Brunswick school Annie herself attended). However, about 1914, she returned to her former school in Nelson, this time as the school's prin-

cipal. It was during this period that she became acquainted with the editor and publisher of the *Nelson Daily News*, an Ontarian named William Garland Foster. They were married early in 1915, and soon after Foster left for overseas service in the Great War.

Annie followed her husband to England, volunteering as a nursing sister



Annie Ross

with the British Red Cross, working in various hospitals in southern England. She remained in Britain until about 1917, and was invalided back to Canada; her husband was killed in France in October 1918. After the War, Annie helped the government of British Columbia in its work with the Red Cross and returning local war veterans. She was President of

the Nelson Great War Veterans' Association and was the only woman delegate to attend the Montreal convention of the GWVA, probably in the early 1920s.

The post-war world brought a change of direction in Annie's life and career. She turned to municipal politics and ran successfully for Alderwoman in Nelson in 1920-21. She is reported to have made

history by getting the local street railway to pay its own way. However, she was defeated in her bid for the Nelson mayoralty in 1922 and ran unsuccessfully for a seat in the British Columbia legislature, as a Tory, in 1923.

The other major change in Annie Foster's life during this period was the flowering of a serious writing career. By the mid-1920s, she had moved to Vancouver and had begun writing short stories, essays, feature articles, book reviews, opinion pieces, and occasionally poetry. For over twenty years, she was a frequent contributor to the *Vancouver Daily Province* and to *Canadian Author and Bookman*, and was also published in *Saturday Night*, *Dalhousie Review*, *The Canadian Magazine*, the *British Annual of Literature* and in various gardening magazines, the latter reflecting her favourite recreation.

Judging by some of her published essays and commentaries, she was an outspoken, assertive woman and, perhaps most interestingly for the times, a firm Canadian nationalist and apologist for Canadian culture. She championed the writing of what she

called "decent stuff" in popular magazines, meaning articles with style, well-constructed plots and taste. In a 1926 letter to the editor of the *Canadian Bookman*, she took strong exception to previously published remarks stating that we "have no national life in Canada." Her scorn was heaped upon native Canadians "fouling their own nests with such

sentiments." She went on to refute the arguments in the earlier piece, noting that "every country recognises us nationally, except ourselves." In 1930, commenting on an editorial in a Vancouver newspaper, entitled "What makes Canadians Canadian?", she urged readers to consider more closely the achievements of native-born Canadians, and predicted the "untold greatness" of Canada in the years to come.

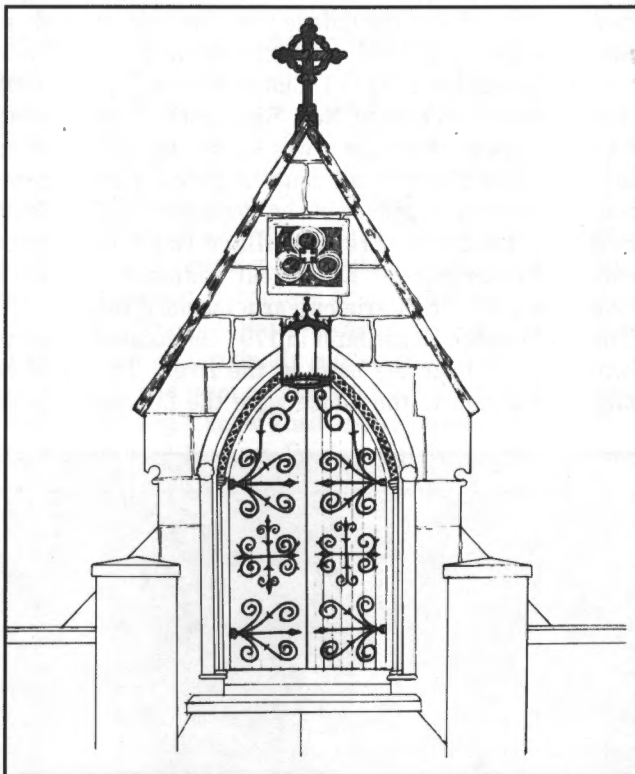
Again, in 1931, she protested in print the remarks of a speaker she had heard, who blamed the lack of the existence of "a truly Canadian literature" on the "fact that Canadians live such drab lives"! Annie drew on her knowledge of the life stories of many Canadians to contradict this notion, even recalling some of her own family's adventures of the 19th century to disprove the argument. In a 1936 address to the Women's Canadian Club in Vancouver, she was still taking on those nay-sayers who claimed there existed no Canadian literature. She stated that time is required for a nation to build a body of literature, and cited the contribution of poets such as Pauline Johnson to this end.

Annie published her first book in 1931, a biography of E. Pauline Johnson, entitled *The Mohawk Princess; being some account of the life of Tekahion-wake* (see *Officers' Quarterly*, Summer 1995). In 1938, she co-authored, with Anne Grierson, *High Days and Holidays in Canada*, for the Ryerson Press, and in 1946, again with Ryerson, she authored *Makers of History*, a collection of biographical pieces on Canadian heroes.

Apparently never a woman to shy away from responsibility, she acted as President and Secretary of the Vancouver Branch of the Canadian Authors' Association, and was on the Executive of the Women's Canadian Club of Vancouver. During this busy period of her life, Annie was also preparing an index to the works of British Columbia authors and, as she commented later in a 1944 interview, "since most inhabitants of this province seem to feel impelled to write at one time

or another, this is proving a mammoth undertaking."

The research and indexing skills required for her work on Pauline Johnson and for the B.C. authors project were acquired through her completion of a Bachelor's degree in library science at McGill in 1931. Her book, *The Mohawk Princess*, was submitted, in lieu of a thesis, for the degree of M.A. in English to the University of New Brunswick in 1932. She continued to pursue her interest in



Annie Ross stated in her memoirs that her grandfather James Ross, a blacksmith, created the wrought-iron filigree that adorns the wooden doors of St. Anne's Parish Church in Fredericton. If anyone can verify this, please contact The Quarterly.

(Sketch courtesy St. Anne's Parish Church)

biographical writing, preparing two further manuscripts (unpublished), one being the life of Arthur Meighen (*The Inscrutable Canadian*), and the other, a study of the Doukhobor sect (*The Canadian Doukhobors: a study in communism*).

Annie's interest in biography was not limited to the Canadian subjects mentioned earlier. She had a deep interest in her own genealogy and, during the 1950s, she turned her attention to the documentation of her New Brunswick family tree — a lengthy research project. She entitled this manuscript, *Some account of*

the families of James Ross, Donald MacDonald, Joseph Storey, James Doak and their descendants. Later, in the 1960s, and concentrating particularly on her Doak relations, Annie (from her base in Vancouver) teamed up with a Miss Louise Bamford, who was then living and teaching in Doaktown, to help her with the local 'digging' in New Brunswick. An exchange of letters and research notes began, culminating in the manuscript entitled *The Doaks of Doaktown, N. B.* (unpublished). This manuscript and the correspondence from Annie Ross to Louise Bamford have been donated recently to the Archives of UNB by Miss Bamford and take their place along with two cases of material donated by Annie to the University in the 1960s, including family photographs and copies of her manuscripts. Louise Bamford, who is herself the author of *The Bamford Saga, 1764-1989* (Fredericton, 1989), currently lives in Fredericton and is an active member of the New Brunswick Genealogical Society.

As Annie's professional career was coming to a close, she characteristically took another bold step, by marrying again in 1945 at the age of seventy, this time to a Mr. Patrick Hanley, an insurance salesman, who was formerly a Lieutenant in her first husband's regiment during World War 1, and whom she had known many years earlier. They moved to White Rock, B.C., where Annie had a summer residence since 1927, and they lived there until her death in August 1974 at the age of 99 years.

One of Canada's earliest liberated women in the fields of scholarship, politics, and medicine, Annie Harvie Ross Foster Hanley left her mark from East to West and overseas. ❧

(Patricia Belier is a Collections Development Librarian at the Harriet Irving Library, UNB. Her articles on Isaac Burpee and Pauline Johnson appeared in the 1995 Spring and Summer issues respectively.)

Photographs courtesy
UNB Archives

Flashback Feature ... *by Ruth Scott*

The Hermitage: Historic Property by the River

One of the prize possessions of the York-Sunbury Museum is the lithographic stone for The Hermitage Estate. Situated about a mile from Fredericton, on the Woodstock Road and overlooking the St. John River, The Hermitage was considered one of the most beautiful homes in the province. Today, along with the stone, a lithograph (impression) in the New Brunswick Museum is all that remains to show the house, the barns, and the coach-buildings; the sheep grazing on spacious lawns in the foreground add to the effect of a large country property which, at one time, contained several acres of well-cultivated farmland.

In the front lobby of the Pine Grove Nursing Home hangs a photograph of The Hermitage lithograph, because Pine Grove is situated on the site where The Hermit-

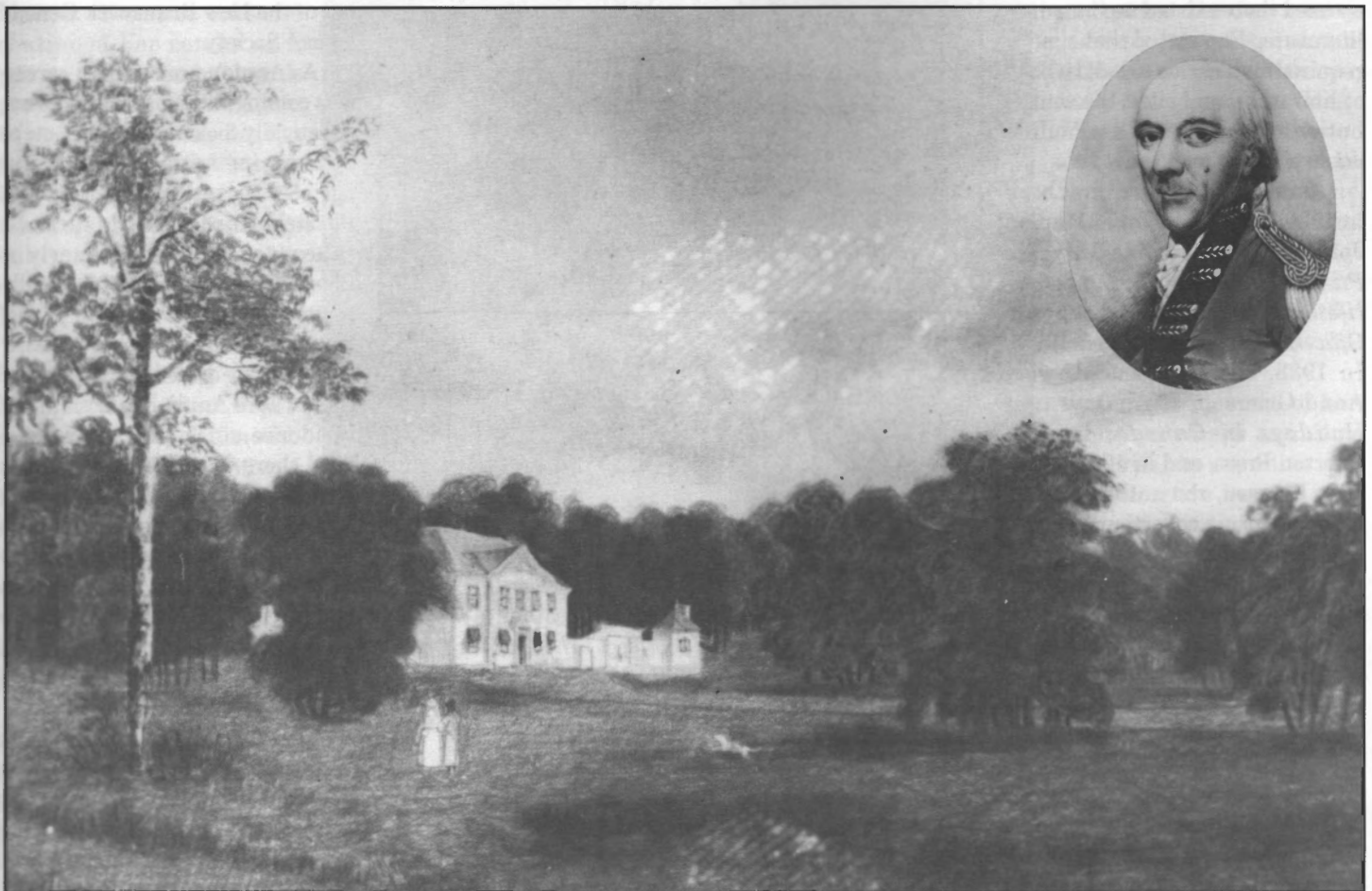
age once stood. The picture was donated by Mrs. Lucy McNeill (prominent York-Sunbury Historical Society Member) when the Nursing Home had its opening in 1983. But the story of The Hermitage began almost 200 years before.

With the St. John River in the background, The Hermitage was once part of a parcel of land — 472 acres in all — granted in 1785 to Thomas Carleton, the first Governor of New Brunswick. The Carleton Farm, as it was known, lay just above the present Smythe Street (the western boundary of the town plat) and extended to French Village (west of Fredericton at Kingsclear Indian Reserve). The Carleton Farm included the Mansion House built in 1791 and located quite near the bank of the river. The builders of the house were the famous

team of Van der Beck & Ackerman, who were well-known historically for the many houses they had built in the Fredericton area.

The New Brunswick Government met regularly at the Mansion House during Carleton's tenure, and still continued to do so after Carleton and his family went back to England on leave of absence in 1803 — a leave which lasted until his death in 1817. During this period, some twenty years in all, the business of the province had to go on, so Carleton was followed by a series of interim governors, some of whom lived in the Mansion House during their period of service.

After awhile, the Mansion House began to deteriorate and was in great need of repairs. A government grant of 500 pounds sterling fixed up the place a lit-



*Col. Thomas Carleton (inset) and his Fredericton residence when he was the first governor of New Brunswick.
(from the NB Provincial Archives Collections P37/309 & P4/3/0092 respectively)*

tle, but Sir Howard Douglas, who came as Governor in 1823, refused to live there at all. He said that it was too shabby and inconvenient for a person of his rank and importance; instead, he remained in the house that he had bought in town. Another point, in addition to the shabbiness of the Mansion House, was that some of the land had been sold: after Carleton's death, Jonathan Odell (clergyman, physician, author, and Provincial Secretary of New Brunswick) bought 28 acres and leased them to King's College.

In 1825, a fire, which destroyed a large part of Fredericton, burned the Mansion House (luckily unoccupied at the time) and, as a result, it had to be torn down. But, before the demolishment took place, John Saunders, Chief Justice of the province, asked permission to remove portions of the building, among them woodwork from the dining room, to use in the construction of his own new house on University Avenue in Fredericton. Saunders explained that he had enjoyed "many a good time in this historic house and quaffed many a glass of wine within its

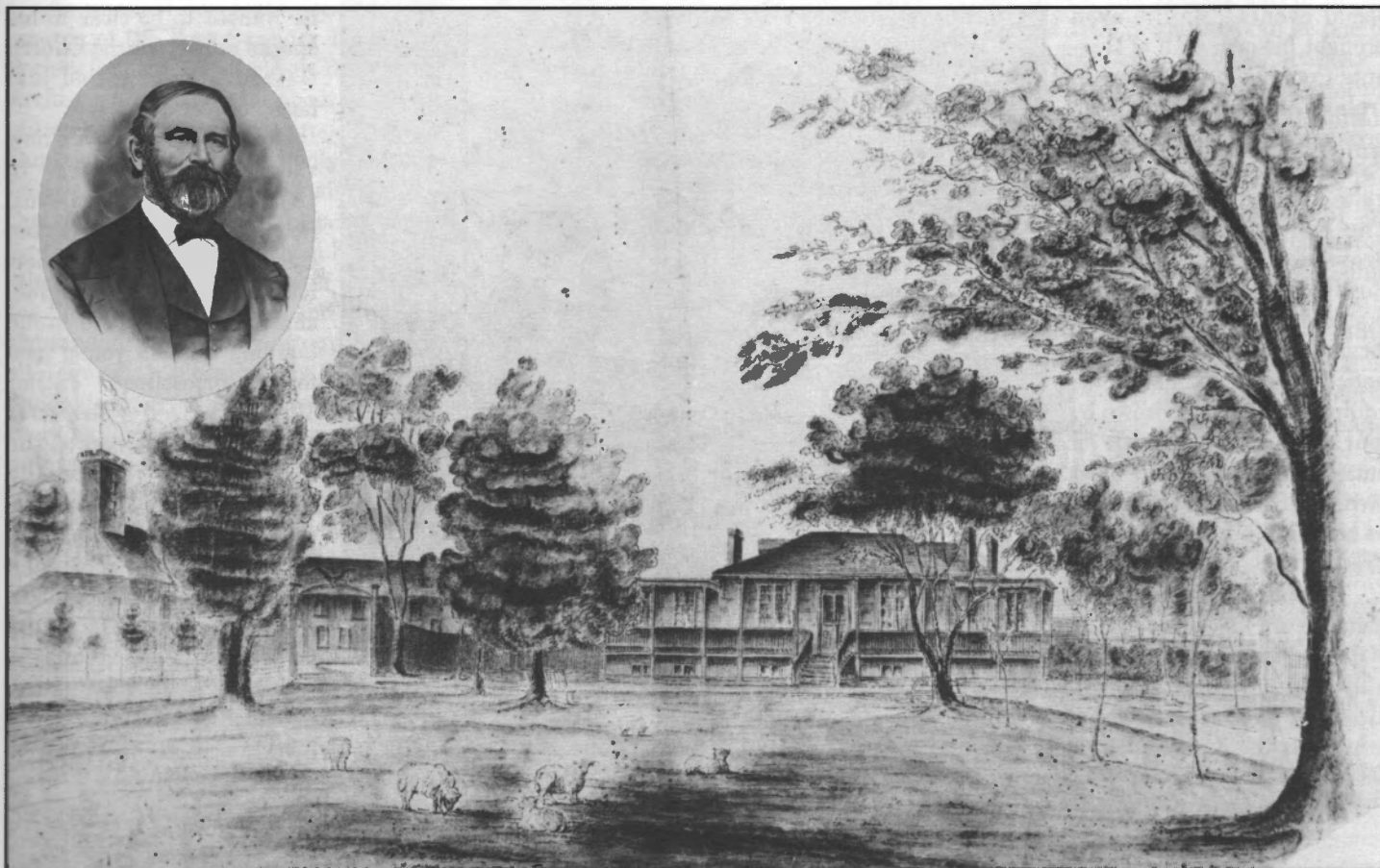
walls to 'King and County.'" His words call to mind a picture of several gentlemen clad in homespun or wearing well-worn but much-cherished velvet jackets, sitting around a blazing log fire, enthusiastically responding to such a toast!

A year previous to the Fredericton fire of 1825, the land amounting to 28 acres, described as Lot #9, situated in the bend of Phillis Creek and formerly leased to King's College, was sold to the Government for the sum of four pounds sterling. This land was then purchased by Thomas Baillie, who had been sent from London to be Commissioner of Crown Lands and Surveyor-General of the Province of New Brunswick. Not far from the spot on which the old Mansion House had once stood, Baillie built an impressive mansion of his own, which he called The Hermitage, the nearby creek subsequently being renamed Hermitage or Baillie Creek.

Thomas Baillie was of Scotch/Irish descent, originally coming from Ireland. He had been a member of the 23rd British Regiment of Fusiliers, which may have passed through Fredericton during the

War of 1812, although there seems to be no record of this regiment ever having been stationed in the town. In 1824, he married a Miss Elizabeth Hall, but the union only lasted a few years because she died in 1830, leaving him with two young sons to raise. In 1832, Baillie married again, this time to Elizabeth Odell, daughter of Provincial Secretary William Franklin Odell, son of Loyalist Jonathan Odell.

Thomas Baillie made his mark as an able administrator of Crown Lands, but he was autocratic, overbearing, and definitely not popular with his fellow members of government. However, York County can thank him for the founding of Stanley and the building of the Royal Road. In the early part of the 19th century, the province of New Brunswick had few inhabitants. Trees needed to be cut down, land needed to be cleared. Thus, the timber trade, especially for the tall masts on ships, would go a long way to solve the province's economic problems. To this end, in 1831, Baillie set up The New Brunswick & Nova Scotia Land



The Sir Thomas Baillie inset is from the PANB Collectin P37/309; the illustration of his Hermitage estate is from the lithograph in the William Francis Ganong Collection, The New Brunswick Museum, Saint John, NB.

The Hermitage ... continued from page 9

Company, whereby its main purpose was to attract British settlers. Entire families would come and clear the land and be rewarded for their efforts with a parcel of property, not only contributing to the population increase but to the economy as well. The wilderness that was the Royal Road was the first target area, started in 1833, completed in 1838, opening up access to the fledgling village of Stanley. In Nashwaaksis, descendants of those settlers who worked on the Royal Road — Booker, Bailey, Westall, to name a few — still live here today.

Thomas Baillie may have been difficult to work with but, at home and around town, he was a charming and congenial man who was well liked. His mansion, with its lovely grounds, beautiful flower beds, shady walks, and friendly hospitality, was the centre of many social events. Baillie even brought his own staff of servants from his former home in Ireland, their smock-coated presence, as was the custom in "the old country," creating quite a stir among visitors to The Hermitage. When he drove down the Woodstock Road to his office, a small stone building west of Province Hall, local citizens sat up and took notice. Seated in a handsome equipage, which was drawn by four spirited horses with an outrider up front, Baillie must have been an impressive sight as he sped along the streets of Fredericton.

Thomas Baillie became a member of His Majesty's Executive Council (1824-1832), and subsequently he was elected to the Legislative Assembly as the member for York County, serving in the years 1846 to 1850. But his extravagant mode of living soon brought on a financial crisis in his life: by 1841, he was broke and bankrupt, having to sell everything by public auction!

The Hermitage was advertised for sale in *The Royal Gazette*, 25 August 1841: "Eighteen acres of historic cultivated land . . . finest views, vicinity of Fredericton. Beautiful dwelling house, barn, coach houses, outhouses. Good state of repair."

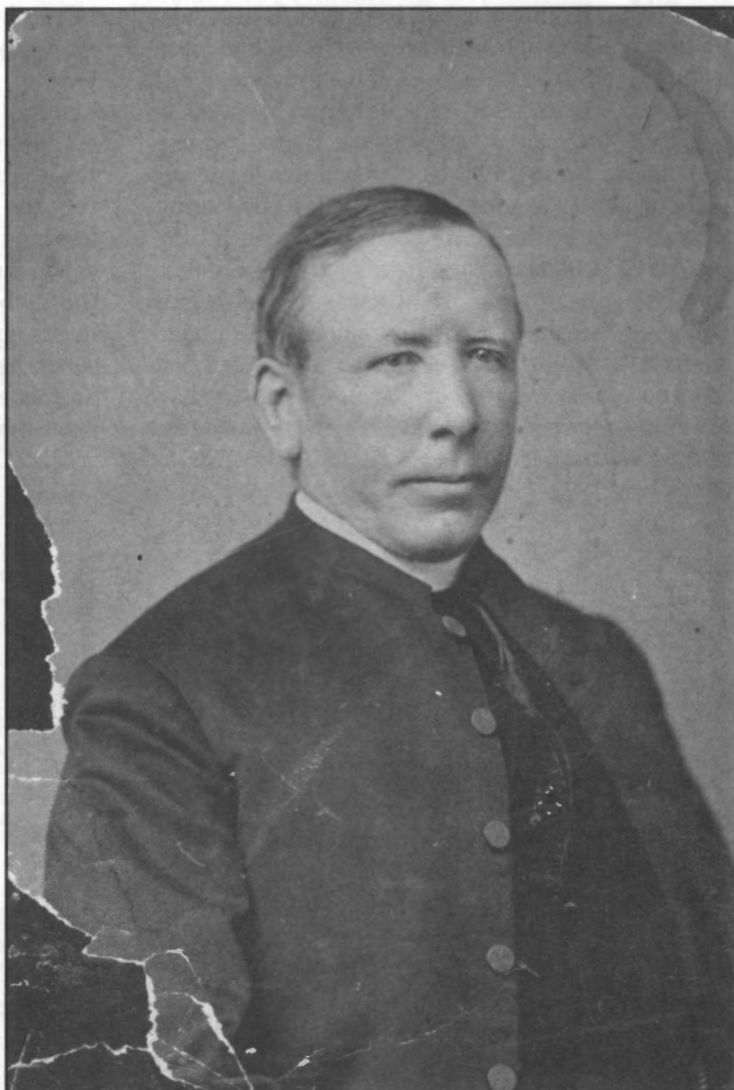
The estate was bought by Franklin Odell, Baillie's father-in-law, but Odell immediately bequeathed the property to his daughter, his opinion of his son-in-law

result, Thomas stayed on in Fredericton for only a few more years. In 1851, he retired from his government position with a pension of 500 pounds sterling per annum and, with his family, now increased by three daughters, went back to Ireland to live. Thomas Baillie died in France in 1863.

After Franklin Odell acquired The Hermitage, he leased the property, but it is not clear how many people lived there during the next few years, or who they were. One very important tenant was John Medley, the first Anglican Bishop of New Brunswick, who lived at The Hermitage between the years 1848 and 1853, the estate being a most appropriate setting for a man in Medley's position. However, the Bishop eventually moved to Salamanca, in the eastern section of Fredericton, probably because he wanted to be close to his special project, Christ Church Cathedral, which had just been consecrated.

The Hermitage was now vacant, but not for long. In 1853, Father James McDevitt, Rector of St. Dunstan's Roman Catholic Church in Fredericton, set up a theological seminary in the old stone building to train young men for the priesthood. Father McDevitt leased twelve acres of land in addition to the building, possibly seeing something more lasting than the seminary in this beautiful spot so close to the St. John River. Such a location might make an excellent cemetery for the parish in the future, he may have thought. In 1870, he bought the land.

At this period of time, there was a Roman Catholic graveyard on Regent Street, (where St. Dunstan's School now stands), but it was filling up fast and more land was needed, preferably outside the city limits. It took ten years of prepara-



This rare photograph of Father James McDevitt was taken by George W. Schleyer of Fredericton and is the courtesy of Mary Hayes of Devon.

being expressed in the following words: "exclusive of her husband." Odell was taking no chances: a married woman was not entitled to own property in those days; on Odell's death, the property would have reverted back to his son-in-law. As a

tion but, by 1880, burials in the new graveyard had begun. When St. Dunstan's School was built in 1911, the remains of the old graveyard were reverently lifted and re-interred in the new cemetery on the Woodstock Road, now known as The Hermitage. To provide a schoolyard for the children, the remaining gravestones were removed at a later date and placed in The Hermitage as well.

It is interesting to note that Bishop William Dollard, who established St. Dunstan's Parish in 1842 and who was the first Roman Catholic Bishop of New Brunswick, is buried in The Hermitage. He had been laid to rest under the altar of the old St. Dunstan's Church but, when the church was torn down to make way for the large new church of today, his remains were removed to The Hermitage to join the most humble of his parishioners. An unpretentious man himself, I do not think Bishop Dollard would have minded. Also buried in The Hermitage is Father James McDevitt, a simple white stone, topped by an Irish cross, marking his gravesite.

An undated document, found in the records of the York-Sunbury Historical Society Collection at the New Brunswick Archives, tells quite a bit about The Hermitage after it became the property of St. Dunstan's Parish. Signed only with the initials of the writer, the document states that the grounds provided the perfect area for the Annual Sunday School Picnic. At other times, the lovely view of the river, the flowers, the walkways, and the quiet atmosphere lured many a tourist to the site as well, a pleasing fact which was undoubtedly acted upon by the City Fathers as they continued to preserve the natural beauty of the grounds. Eventually, the old Seminary, the former mansion of Thomas Baillie, had to be torn down, but some of its stone blocks made

their way into the building of St. Anthony's Roman Catholic Church across the St. John River in the town of Devon (now Fredericton North).

Not long ago, I visited The Hermitage Cemetery. It is well kept and aesthetically pleasing, especially with the river in the background. After a bit of searching, I found Father McDevitt's small white gravestone, very close to the large monument his loving parishioners had erected near the entrance to the grounds. "Our loving pastor and missionary of St. Dunstan's Church," it reads in part. At the western end of The Hermitage, Pine Grove Nursing Home was just visible through the trees of the little gully which divides the two properties. I began to think about the pageant of history — endless and always moving. In my mind's eye, Colonel Thomas Carleton presided over a meeting of the Legislative Council in the Governor's Mansion House; Sir Thomas Baillie entertained lavishly at his Hermitage residence (under the disapproving glance of his father-in-law, it is likely). But the little Irish priest, Father James McDevitt, made the whole place a lasting memory!

* * *

In 1980, Mary Allodi, Canadiana Department Curator of the Royal Ontario Museum, published a book entitled *Printmaking in Canada* (the earliest views and portraits). She included illustrations of the only two lithographic prints in the Maritime Provinces after 1830: The Hermitage and The Old Officers' Quarters, both located in Fredericton. However, Ms. Allodi did not realize at the time of her book, that the York-Sunbury Historical Society Museum had the lithographic stone for The Hermitage, the stone for the Officers' Quarters being located in the Public Archives of Canada. In 1982, Society member Lucy McNeill

wrote to Mary Allodi and received this response:

"What a thrill to hear that the lithographic stone for The Hermitage is safely preserved in the collection of the York-Sunbury Historical Society! It is also quite a coincidence that the only two early lithographic stones found of Canadian views are those of New Brunswick subjects, by Timothy O'Connor. Both O'Connor and John Grant [artist & lithographer] must have printed other subjects; certainly maps and plans, if not pictorial themes. Maybe they will turn up in your museum as well. It would be a great advance to find their account books or diaries about the lithographic work done for the Commissioner of Crown Lands [Thomas Baillie]."

The Hermitage lithographic stone was received by the York-Sunbury Museum in the Spring of 1932, the year the Society was founded. The source: Mr. Charles R. Barry. Conditions of receipt: On loan "for an indefinite period." Size: 10" by 14" by 2 1/4". Description: Grayish-white rectangular lithograph stone with a scene of house, trees, and grazing sheep. In the Spring of 1996, it continues to be one of the Museum's most valuable artifacts.

Lithography is a method of printing from a stone surface on which the printing areas are not raised but made ink-receptive as opposed to ink-repellent. (The Greek word *lithos* means *stone*.) In the 1820s, the garrison town of Fredericton had a government-owned lithographic press, which was used for official purposes. No commercial lithographic presses were in operation during that decade. In 1831, professional lithographers opened for business across the country. ¶

(Society member *Ruth Scott* is a freelance writer and journalist living in Fredericton.)

REMEMBERING ERIC SNOW

The Officers' Quarterly sincerely acknowledges the death of Brigadier Eric Snow who passed away in Fredericton on 13 March 1996. He was a Life Member of the York-Sunbury Historical Society. Besides being the consummate military officer, he was also a gentleman and a scholar. Born in South Africa, he moved to Canada as a small child and lived in British Columbia and New Brunswick, where his father served in the army. When he was eight years of age, his family lived in the south wooden section of the old Officers' Quarters. During a tour of the Military Compound in the Fall of 1994, Brigadier Snow reminisced about his childhood in Fredericton and his early memories of the Officers' Quarters, the Soldiers' Barracks, and the old Guard House. We were looking forward to a guest editorial by him for the Fall issue of *The Quarterly*; unfortunately, that is not to be. Condolences are extended to Mrs. Snow (who is also a Life Member of the York-Sunbury Historical Society) and to the family.

Beyond York-Sunbury

New Brunswick's Postal History . . . by Michael O. Nowlan

Part One: The Early Stamps

In pre-Confederation days, 1851 to be exact, New Brunswick, like other British North American colonies, was granted control of its own post office. This meant the colony had responsibility for ensuring the delivery of mail, not only within its boundaries, but also to points outside. In anticipation of the new law, an Act was passed on 26 April 1850 establishing Inland Posts, and that Act remained law until 1 July 1867, when New Brunswick became part of the Dominion of Canada.

With responsibility for the mail, the colony had to procure its own stamps. Section IX of the Post Office Act authorized the Lieutenant-Governor to "cause postage stamps marked with any device thereon to be issued." New Brunswick accordingly issued two sets of stamps. The first was the pence issue of 1851, and the second marked the move to decimal currency by the colony in 1860.

It should be remembered that the first ever postage stamp was issued only a decade before, with the printing of the now famed British *penny black* on 6 May 1840. Letters before that date are referred to by collectors as stampless covers. Even after the advent of

stamps, here in New Brunswick, as elsewhere, it was quite common for letters to be mailed "collect" and stamps were skipped for awhile.

New Brunswick's first stamps were ordered through an agent, Trelawney W. Saunders, of No. 6 Charing Cross Road, London, sometime during the first half of 1851. Nicholas Argenti suggests the order was placed before June 12 (p.3), while Bertram W. H. Poole records that a memorandum dated July 8 placed orders for the first stamps for both New Brunswick and Nova Scotia (p.6).

Although Poole, Argenti, and others do not agree on the exact date of issue for the first New Brunswick stamps, there is evidence they were in use in early September 1851. Argenti (pp.2-7) points to the "authentic records" from the printer Perkins Bacon of Fleet Street, London, that leave no doubt about the numbers of each stamp issued and other data. The pence issue was in three denominations — 3 pence (red), 6 pence (yellow), and 1 shilling (violet).

At a quick glance, those first stamps are rather drab alongside the present-day, multi-coloured, computer-designed specimens, but a close examination,

usually with a good magnifying glass, reveals delicate artwork. The designs are similar. The colour and the value are the distinguishing marks. To examine the stamps properly is to place them diagonally like a diamond rather than a square. Each stamp has a crown in the centre. Surrounding the crown, top and bottom, is a rose; to the right, a thistle; and to the left, a shamrock. These are set in a neatly designed frame that is actually quite attractive.

Although colours are specifically designated, there are many varieties of shade that can be found. Another noticeable feature: those first stamps were before perforations. They were cut from the sheet by the postmaster, which makes it quite difficult to get a truly well-cut copy with margins.

To get all three of the pence issue on the same cover (envelope) is very rare. One such cover (Figure 1) was sold at a Charles Firby auction in Waterford, Michigan on 16 January 1996 for \$27,500. This is probably the only such example known to exist, and it is a beautiful copy. It was part of the Norman H. Brassler BNA collection, much of which was sold at the Firby auction.

There were 247 items of early New Brunswick postal history in that auction, which makes the Firby catalogue a wealth of information on the subject. Although the cover in Figure 1 brought a high price, many of the items went in the \$200-\$500 range; still many others were in the four-figure sums.

When decimal currency went into general use on 1 November 1860 (Poole, p.9), there was a need for new stamps. By then, the postmaster-general for the colony was a minister in government. Mr. Charles Connell, anticipating the arrival of decimal currency, already had the new stamps (printed by the American Bank Note Company in New York) in use as early as 16 May 1860 (Russell Harper Collection). Ralph Mason says the new stamps went on sale May 24,

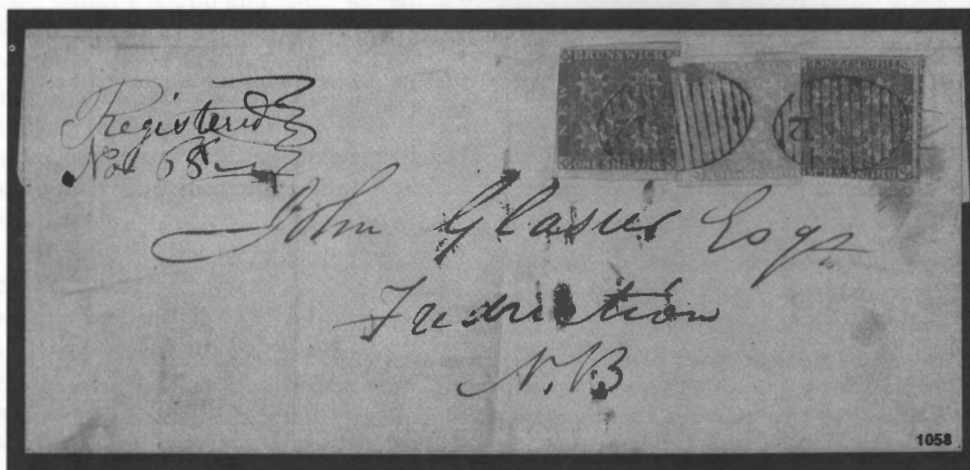


Figure 1: The cover illustration from the Charles G. Firby auction January 16, 1996. This rare envelope, which features the first three stamps New Brunswick issued, was hammered down for \$27,500. The illustration is reprinted here with permission from Charles G. Firby.

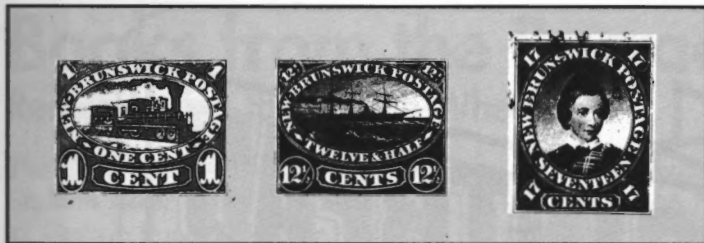


Figure 2: The decimal currency 1-cent, 12 1/2-cent and 17-cent values issued in 1860 by New Brunswick postmaster-general Charles Connell. (From the author's collection.)

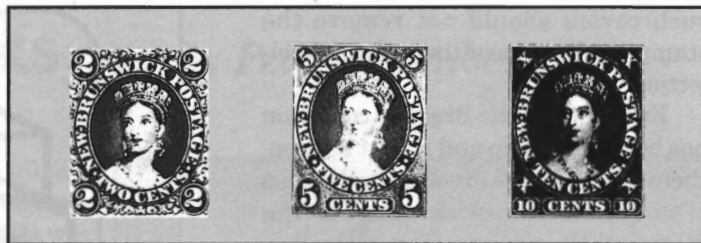


Figure 3: The 2-cent, 5-cent and 10-cent values featuring the famed Chalon painting of Queen Victoria, also issued in 1860. (From the author's collection.)

Queen Victoria's birthday (p.46)

Of the decimal issue, the most famous is the Connell stamp, which bore the image of the postmaster-general. That stamp, with its consequences and its history, will be the topic of the next article in this series. The other six stamps were in denominations of 2 cents (orange), 5 cents (green), 10 cents (vermilion) (Figure 2), 1 cent (brown), 12 1/2 cents (blue), and 17 cents (black) (Figure 3). The 5-cent green replaced the Connell stamp, also a five-cent value. Harper notes it went into circulation on 19 July 1860. The 2-cent orange, the 5-cent green, and the 10-cent vermilion all depict a young Queen Victoria from a Chalon portrait, an attractive pose that was widely used on stamps.

The 1-cent brown features a wood-burning locomotive, while the 12 1/2-cent blue has a steamship. There are conflicting accounts as to which steamship it is. Mason (p.46) states without any explanation it is the *Royal William*, a ship built in Quebec in 1831. It sailed from Pictou, Nova Scotia to England in 1833, setting a record of 19 1/2 days, and it was the first steamship to carry mail. (This author saw a cover that travelled on the

Royal William at a stamp show in Boston in 1994.)

Nicholas Argenti (p.156) admits it could be the *Royal William*, but that it is more likely the steamer *Washington*, which was launched in 1847 and which was the first American Transatlantic Mail Steamship. He says an illustration exists which shows a closer resemblance to the *Washington* than to the *Royal William*. Russell Harper's notes also suggest it is the *Washington* and, since this issue was printed and designed in New York, there is good reason to believe it was the *Washington*. The *Royal William*, by the way, was featured on a 1933 Canadian stamp.

The 17-cent stamp depicts the Prince of Wales, later King Edward VII. Harper records that the image for the stamp is from an R. F. Lane painting. The 17-cent rate was used for letters

sent via an American port to Britain and Europe. The 12 1/2 was used to send mail to England from a Canadian port.

An interesting aspect of mailing a letter in the 1850s and well into the latter part of that century was the bisect stamp. If a letter cost five cents to mail, and the post office had only 10-cent stamps, the postmaster cut the stamp diagonally and placed one half (the bisect) on the letter as legal postage. Figure 4 displays a fine example of the 10-cent vermilion stamp bisected for this purpose. Bisects are treasured by collectors because they are scarce, even rare.

Of the early New Brunswick stamps, the first three are very hard to find in either mint or good used condition. As a result, they do demand premium prices. The 1-, 2-, and 5-cent denominations of 1860 are easier to obtain and usually for under \$20 mint and under \$15 used. The 10-, 12 1/2-, and 17-cent values are more difficult to get, so they cost up to \$50 or more for mint or used. The Connell stamp, of course, is a rarity and catalogues from \$2,500 up. On cover (envelopes), all of these stamps are much more valuable, so those who may have

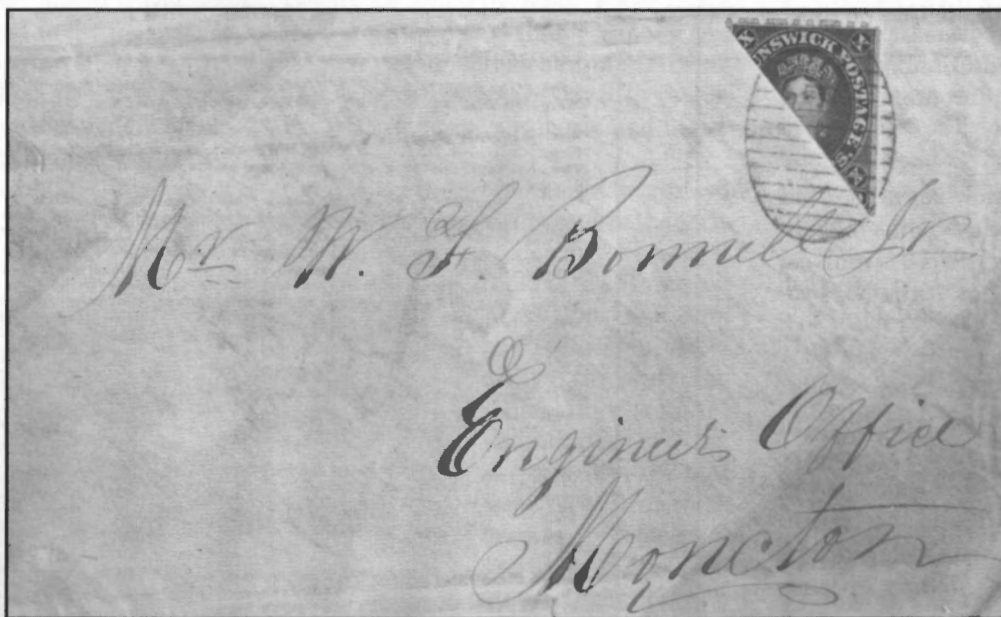


Figure 4: An excellent example of a bisect of the 10-cent vermilion stamp of 1860 on cover. From the J. Russell Harper Collection, used with the permission of the New Brunswick Provincial Archives.

such covers should not remove the stamps before consulting a stamp collector.

Even though the Brassler collection has been broken up and sold at auction, there are still some excellent collections of early New Brunswick material. The J. Russell Harper grouping in the Provincial Archives of New Brunswick features 91 items, copies of all the New Brunswick stamps (The Connells are proof plates.). Among them are beautiful mint blocks of nine and sixteen of the 17-cent Prince of Wales and the one-cent locomotive respectively. It is a fine resource for viewing or for research. ¶

ACKNOWLEDGMENTS

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Poole, Bertram W.H., *Postage Stamps of New Brunswick*. Beverly, MA, Severn-Wylie-Jewett Co., no date.

Unitrade *Specialized Catalogue of Canadian Stamps*, Toronto, Unitrade, 1995.

The author also acknowledges the kind help of Eric Swanick, NB Legislative Library; Mary Flagg, UNB Archives; and Ruth Grattan et al at the NB Provincial Archives.

(Michael Nowlan is an educator, an author, and a philatelist who lives in Oromocto, Sunbury County. His poetry appeared in the Summer 1995 issue of *The Quarterly* and this is the first in his five-part, illustrated series concerning New Brunswick's history as it relates to postage stamps.)





THE KNIGHTS OF COLUMBUS

—Present—

ST. DUNSTAN'S DRAMATIC CLUB

in a Three-Act Farce

"The Meddlesome Maid"

March 19th, 1936

The entire action of the play takes place in the living room of the Winthrop home in a summer resort town.

ACT I—A Morning in Summer.
 ACT II—Later the Same Day.
 ACT III—Still later in the Same Day.

CAST OF CHARACTERS, in Order of Appearance:

Edna, "The Meddlesome Maid." Enough said.....Miss Mary E. Grannan
 Margaret Winthrop, Charlie's jealous bride of a year...Miss Dorothy Hughes
 Mrs. Fraser, friend of Sam's and caretaker of his baby....Miss Mary Foster
 Sam Mr. Gregory Rowan
 The chauffeur, burdened with secrets, and in love with that meddlesome maid
 Charlie WinthropMr. Edward J. Carten
 Husband of Margaret, and a "lover of boats and things"
 Robert White, his friend, who also had a secret...Mr. Matthew Dobbelssteyn
 Carlyle Howard.....Mr. Walter Myshraill
 A salesman, and once in love with Edna
 Dolly Darling Miss Helen J. Grannan
 A friend of Margaret, and fiancée of Robert White
 Richard O'Neill, the man from Headquarters.....Mr. Joseph Dobbelssteyn
 Mrs. Rita Griffin.....Miss Margaret Hughes
 Who doesn't know what it is all about

—SPECIALTIES—

An Original Skit featuring Little Miss May Savage of South Devon
 assisted by Rowan and Grannan.
 "Irish Melodies" by Miss Eileen Crotty, Mr. Holland McSorley and
 Mr. Harry Crotty, Jr.

GOD SAVE THE KING

Music by Neallie's Orchestra.

Stage Manager, Mr. Edward L. Quinn.

The Daily Mail Press

The York-Sunbury Historical Society wishes to thank Mary Foster of Fredericton, who saved her copy of the program and presented it to the Society 60 years later — to the day! It will be a part of the Mary Grannan Exhibit at the Museum this summer. (See also back cover)

Books from the Barracks ... by Peter Malmberg

Remembering the Paddle-Wheel Era

The Early Steamboats of the St. John River

by Captain Donald F. Taylor
The New Brunswick Museum
Saint John, NB, 1980
36 pages, illustrations.

Steamboat Days on the St. John (1816-1946)

by Captain Donald Taylor
& Dr. George MacBeath
The Print'N Press Limited
St. Stephen, NB, 1982
176 pages, illustrations.

From the Splash of the Paddle-Wheel (True Tales of the Steamboat Era)

by Captain Donald F. Taylor
The Print'N Press Limited
St. Stephen, NB, 1985
122 pages, illustrations.

The St. John River has a major role in central New Brunswick's communications through the centuries. The steamboat takes pride of place in its transportation history, for it was the most sophisticated example of technology applied to water movement. During most of their 130-year existence (1816-1946), riverboats dominated inland travel.

I was first alerted to the importance of these ships through the books of retired riverboat captain Donald Fleetwood Taylor. His three publications inspired me to research further and subsequently write my MA thesis for the University of New Brunswick on why the steamboats came about and what happened to them.

Captain Taylor is still living in Saint John, New Brunswick at the age of 96! He was born in Sheffield, Sunbury County, in 1900. After attending Navigation School in Saint John, he began work on the river steamers in 1920 and, like his father before him, made the St. John River his career. The memoirs that he was to write later in his life have been a source of much of the information that follows.

Until the coming of railways and modern all-weather highways, travel was dependent on the St. John River because, in the pre-automobile era, highways were little more than wide, muddy tracks and were impassable for much of the Spring and Fall. Thus, most people settled near navigable water, and continued to do so into the 20th century. The river valley's population was sparse during the Indian and French settlement periods, never numbering more than 7500. With the coming of the Loyalists, after the end of the American Revolutionary War in 1783, the number of people immediately increased to over twenty thousand by 1800. River traffic picked up and the simple canoes and small sailing craft (bateaux) of the Indian and French periods gave way to large sailing boats such as woodboats and horse-pulled barges.

The woodboat and barge dominated the river transportation scene in the early 1800s. On a typical day at that time, it could take up to a week to sail from Saint John to Fredericton, especially if the prevailing winds blew against your craft. It is no surprise to learn that some New Brunswick businessmen took advantage of the new steam technology to build a steamboat in 1815. This method of propulsion was not dependent on the

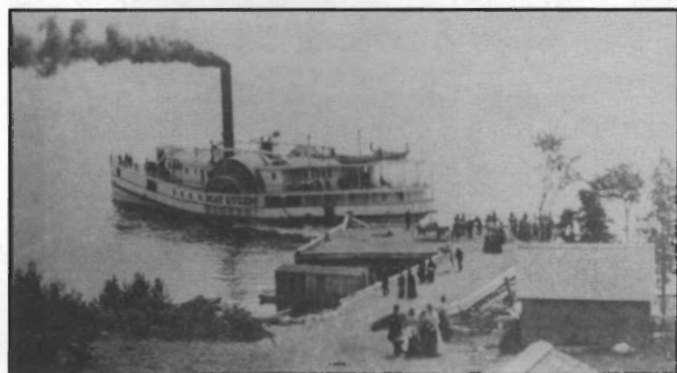


*The S.S. MAJESTIC, built in 1899, withdrawn in 1942.
— from the York-Sunbury Collection*

whims of weather and promised to radically decrease transit time on the St. John River.

The first steamboat, the *SS General Smyth*, made the 60-mile trip to Fredericton from Saint John in less than 18 hours — a great difference! She made two regular trips a week and inaugurated reliable transit on the St. John River for the first time. Carrying 60 passengers, her maiden voyage was 20 May 1816. Like all early steamboats, she had side paddle-wheels, a raking stem or bow, square stern, one mast and lug sail, and was steered with a long tiller or sweep. The twenty-horsepower engine and boiler were imported from Scotland. She and her successors carved a profitable niche in a business still dominated by the more numerous sailing boats. Unfortunately, the cause of the steamboat was not furthered by the fact that the early engines were unreliable and frequently broke down. They also required huge volumes of fuel that took up precious cargo space. The fuel consisted of cordwood cut in three-foot lengths. The average speed ranged from five to seven miles per hour!

1845 brought the development of the compound engine by Benjamin Tibbets, who was born in Queens County but who moved to Fredericton when he was twelve. His engine, with its more efficient use of steam pressure, enabled a new ship, the *SS Reindeer*, to make the city-to-city trip in under ten hours. The design of the engine evolved independently of similar developments in Europe and, in addition,



*The S.S. MAY QUEEN, built in 1869, broken up in 1918.
— from the York-Sunbury Collection*

it was very economical in its use of fuel, requiring only half the cordage of wood (coal was scarce in New Brunswick) consumed by the pre-compound engines. With their higher speed potential, compound-powered boats were a real technical leap forward and came to dominate both freight and passenger movement on the St. John River by 1860.

The nearest railway, that from Fredericton to Saint John, was completed in 1869. However, it was over 20 miles inland on the westward side of the river and, consequently, the numerous small communities lining the lower river had only the riverboats as a sure means of communication. By 1876, upward of ten steamboats were operating from the Indiantown port of Saint John at any one time during the April to November navigation season. As the trade expanded during the century, the riverboats grew in dimension. The *SS General Smyth* of 1816 was 106 feet long and weighed 104 tons; by contrast, the *SS David Weston*, built exactly 50 years later, was 177 feet long, weighed 592 tons, and was the second largest steamer to ever sail the St. John River. The *SS May Queen*, which sailed on the St. John from 1869 until 1918, was the longest-serving riverboat ever.

In contrast to the steady business on the lower river, the St. John above

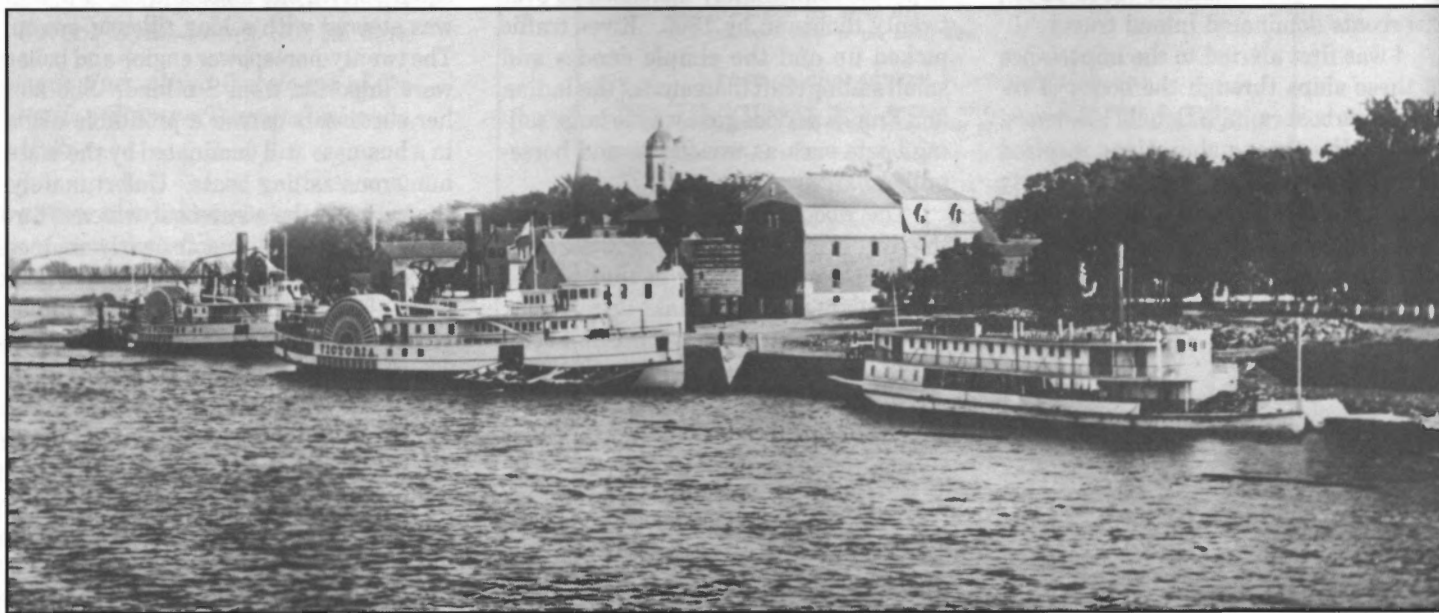
Fredericton saw only erratic service for most of the century. A combination of a much smaller population base and a shallower river made it difficult to maintain steady schedules. During much of the 19th century only one shallow-draft steamer was maintained on this route, the *SS Florenceville*, built in 1878, later rebuilt as the *SS Aberdeen* in 1894. Railway competition affected this part of the river more severely at an earlier period than the lower parts, because a railway was built on the right bank of the river from Devon to Woodstock in 1875. With its all-weather service capability and more punctual schedules, the train offered unchallengeable rivalry to the slower riverboat. Thus, steamer traffic was phased out entirely above Fredericton in 1906.

While the upper river service was sliding into oblivion at the turn of the century, that on the lower river was building to a climax. 1897 saw the completion of the largest steamer ever on the St. John River — the 191-foot-long, 631-ton *SS Victoria*, capable of carrying up to 1000 passengers! In a recent conversation, Captain Donald Taylor indicated that the length of a steamer gave a better indication of its size than its weight. He also stated that there were several errors in the weight column of Appendix I ("A Check List of St. John River Steamers")

in his book *Steamboat Days*. Apparently, incorrect details had been given to him, such as the 97-foot-long *SS Oconee* weighing 2221 tons!

In the years before 1914, passenger numbers were still increasing and, as a result, the steamboats continued to be built and launched along the winding St. John River Valley. The *SS Beatrice Waring*, which entered service in 1903, was the first on the river to be entirely electrically lit and to have all its state-rooms centrally heated. This keeping up with technical advances on the part of the ship owners, reveals an industry able to make enough profits to allow it to update its boat fleet with the most modern fittings. The late Cecil Beesley, a steamboat historian who lived in Lincoln (five miles SE of Fredericton) told me many interesting details about this and other well-known steamboats.

By the 1920s, the lower river was beginning to feel the impact of closer rail competition and the advent of an even newer rival — the motorcar. The completion of the valley line on the west bank of the St. John River from Fredericton to the Port City in 1920 deprived the riverboats of much of their lucrative farm produce trade. With year-round service, railways could out-compete the boats, as the latter were confined to the ice-free period of mid-April through late November.



Moored at the wharves which lined the river bank in front of Officers' Square at the foot of Regent Street in Fredericton are (from left to right) the steamers David Weston (built in 1866; broken up 1907), Victoria (built 1897; broken up 1916), Aberdeen (built 1894; broken up 1908). Time 1899. Note the Lemont Building in the center, which is still standing, the dome of the Legislative Building, and the spire of Christ Church Cathedral.

— from the York-Sunbury Museum Collection

STAR LINE S. S. COMPANY.

River Saint John.

SAINT JOHN AND FREDERICTON.

FARE \$1.00.

SUMMER ARRANGEMENT.

EASTERN STANDARD TIME.

One of the splendid new MAIL STEAMERS, "Victoria" and "David Weston," will leave St. John, North End, for Fredericton and intermediate landings, every morning, Sunday excepted, at 8:00 o'clock, and will leave Fredericton for St. John and intermediate landings every morning, Sunday excepted, at 8:00 o'clock, due at St. John at 1:30 p. m.

Handbill from the Star Line
Steamship Company.

(Credit: Cecil Beesley Collection
PANB/#P60-81)

However, it was the automobile, coupled with the advent of all-weather highways in the late 1930s, that really put paid to the riverboat service. Motor vehicles allowed anyone who could afford them the power to travel anywhere at will when coupled with paved roads. Spurred on by desperation, the riverboat operators tried to come to terms with the competition by focusing more on the summer tourist trade and picnic excursions. They

also built more modern-powered vessels such as the diesel-engined *D. J. Purdy II* in 1924. All of these efforts were, in the long term, of no avail. It is interesting to note that no deck space was sacrificed for boilers on the *MS D. J. Purdy* and only a nominal amount for engines. Thus, she probably had more deck room for her length than any other riverboat. Her large passenger capacity made her ideal for picnics and excursions. During her later years, it was even common practice for tourists to put their cars on board while they enjoyed the river trip.

Despite the downturn of river traffic in the 20-year period after the First World War, public works activity picked up on the St. John River at the same time. The makeshift timber wharves that were built throughout most of the steamboat era gradually gave way in the years between 1928 and 1939 to concrete structures of lasting permanence. However, it is not the availability of dump-trucks and heavy cranes that explains why heavier docks were built in the sunset days of river

travel. Federal government patronage in the form of Depression-era work relief was more likely the reason. The sight of these well-preserved structures was one of the things that inspired me in the first place to research and to write about the boats that used them.

I would like to think that all is not lost for the transportation role of the St. John River. Over the past 100 years, recreational craft have been present on the St. John; indeed, they have constantly increased in numbers. Such pleasure craft have provided the reasons to keep the old public wharves in a half-decent state of repair and to build a new wharf at Fredericton in 1986, the first in almost 50 years. This recreational revival ensures that river movement has not died out completely, even though the romantic steamboat era of yesteryear has gone forever. ¶

(Peter Malmberg lives in Fredericton and is currently a student in the Education Faculty at the University of New Brunswick.)

Special Article

The St. John River Society . . . by David Folster

The St. John River Society was founded in 1992 not to promote tourism, but to celebrate the history and geographical significance of this great river we have in our midst. In the ensuing four years, we have tried to do just that, within the constraints of being an entirely voluntary organization.

Perhaps the centre-piece of our endeavours to date — and the one which best encapsulates the Society's philosophy — was the publication in 1994 of our watershed map, entitled "The St. John: Portrait of a River." Embracing more than 55,000 sq. km (21,000 sq. mi.), the total watershed, as we are fond of saying, adds up to an area larger than Switzer-

land and about the size of Nova Scotia.

So far as we know, this full-colour wall map, which also includes geographical and meteorological information, and nine colour photographs by

Roelof Kiers of Fredericton, is the first produced for the public which shows the entire watershed, including the parts in Maine and Quebec, as a discrete entity.



The St. John River near Gagetown
(Courtesy New Brunswick Tourism)

We in New Brunswick, of course, tend to think of the St. John as "our" river. But a quick glance at the map reveals how tenuous is that claim: no less than 34 percent of the watershed is, in fact, in Maine and another 15 percent in Quebec, meaning that, in terms of watershed, the St. John is "ours" by a slim one per cent margin!

Another interesting feature made evident by the map is that the point where the river begins — the five St. John Ponds deep in the Maine woods — is on the same latitude

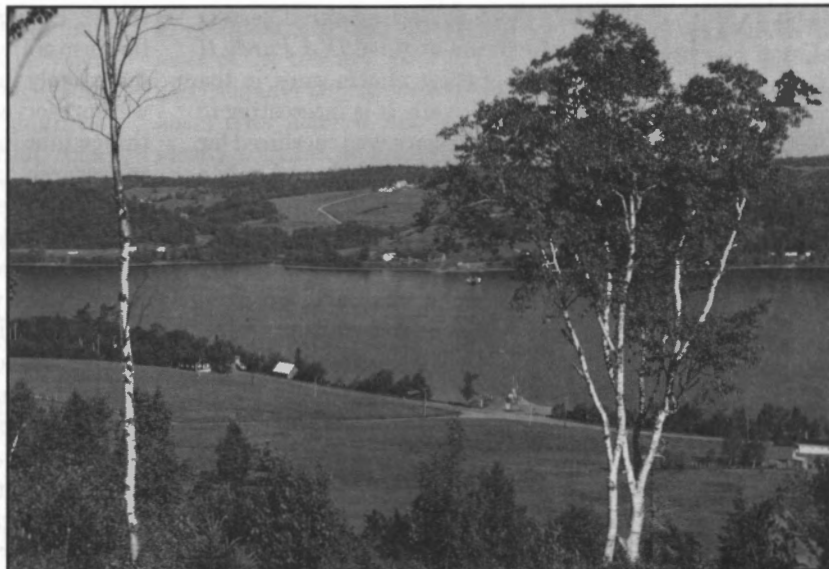
as sits Fredericton, which the river reaches some 570 km (354 mi.) downstream, having travelled in a great sweeping arc.

By popularizing (we hope) these geographical facts and minimizing the political boundaries, the map embodies the spirit of The St. John River Society, which is that the river is also a great metaphor for unity. Our capsule phrase: "It is the uncommon river we have in common."

And how uncommon is our river? Well, between the St. Lawrence in the north and the Gulf of Mexico in the south, it is, at 673 km (418 mi.), the longest river on North America's east coast, save only for the Susquehanna, which rises in New York State and follows a meandering 715 km (429 mi.) course through Pennsylvania to Chesapeake Bay.

As for the St. John's beauty and physical attributes, the Reverend William Odber Raymond (1853-1923), one of our first comprehensive river historians, unabashedly declared: "No river on the Atlantic seaboard, south of the St. Lawrence, has such magnificence reaches and lakelike expansions as the St. John or can compare with it in the extent of navigable water." Raymond's book, *The History of the River St. John* (Saint John, New Brunswick, 1905), continues to be a valuable source for scholars and researchers.

Of course, Raymond was himself a St. John River man, having been born and raised in Woodstock, New Brunswick, educated at UNB, and stationed at churches in the village of Stanley (York County) and the city of Saint John. He could, therefore, be accused of nurturing a certain bias. But what about Lance Morrow, a contemporary New York-based editor with *Time* magazine? Not long ago, Morrow travelled the St. John and compared it with other rivers he had been upon. He concluded ours was "the sweetest, quietest



*The Lower St. John River Valley at Belleisle Bay
(Courtesy New Brunswick Tourism)*

river" he had ever seen. "Once you get to the New Brunswick uplands," he wrote (in *National Geographic Traveler*), "the St. John becomes one of the Earth's loveliest rivers."

The St. John River Society's theme of the river as a symbol for unity resonates through many of our activities. For example, each year we mark June 24th, the day on which Samuel de Champlain and Pierre De Monts gave the river its present name in 1604, by arranging for churches throughout the watershed to ring their bells at an appointed hour. Since people only hear the bells in their own communities, this little ritual is made attractive by the idea that it is a shared event in which other valley people, imagined but not seen, are doing the same thing at precisely the same moment — proclaiming their common bond as river people.

Similarly, the Society stages a mixing-of-the-waters ceremony, in which water gathered from three tributaries in Maine, Quebec, and New Brunswick is brought to a central location (in 1995, it was the centre of the international bridge between Fort Kent, Maine, and Clair, New Brunswick), mixed in a birch bark container, and returned to the river. The Society also holds an annual concert of river music on the grounds of Old Government House in Fredericton (this year it will be in the evening of June 22nd), sponsors exhi-

bitions of river art, and is currently organizing a watershed-wide photo contest. We have also been busy collecting oral histories from people who have spent most of their lives along the river.

From the beginning, the Society has emphasized that it is neither an environmental nor a tourism promotion organization, but rather "a kind of National Geographical Society of the St. John River." We do encourage environmental and historical stewardship, and this summer,

for example, will launch a public information campaign aimed at getting boaters to use existing waste-dumping stations along the river. We have also tried to make it clear that we do not wish to supplant existing organizations which have been doing excellent work in communities along the river for years. Rather, we perceived a need for an organization that would represent the length and breadth of the system that would, in effect, "speak for the river itself" instead of a particular cause along it.

I am happy to say that others appear to have shared that vision. From a few friends gathered round a breakfast table, who first conceived the idea (Harold Hatheway, David Olmstead, Daniel Gleason, David Folster), the Society has grown to where it has more than 200 members in the watershed and other parts of the world. There is still a long way to go, but it is a beginning. If you would like more information about The St. John River Society, you may write to us at P.O. Box 20105, Fredericton, New Brunswick, E3B 6Y8. ☿

(David Folster is president of The St. John River Society. He lives outside Fredericton in Island View and is the author of *The Great Trees of New Brunswick* and *The Chocolate Ganongs*.)

Poetry Pavilion *(The original Officers' Quarters was called the Pavilion)*

LILIANE WELCH was born in Luxembourg. She studied in Europe and in the United States and then immigrated to Canada in 1967. For the past 26 years she has taught French literature at Mount Allison University in Sackville, New Brunswick, returning to Europe each summer to go mountain-climbing in the Alps and the Dolomites.

Liliane Welch has received many literary awards, including the Bressani and the Alfred Bailey prizes. With her husband/philosopher she has written two books of literary criticism on contemporary French poetry. With the exception of *Seismographs: Selected Prose* (1988), all her other books have been poetry collections (four of them published by Fiddlehead Poetry Books of Fredericton): *Winter Songs* (1977), *Syntax of Ferment* (1979), *Assailing Beats* (1979), *October Winds* (1980), *Brush and Trunks* (1981), *From the Songs of the Artisans* (1983), *Unrest Bound* (1985), *Manstorna: Life on the Mountains* (1985), *Word-House of a Grandchild* (1987), *A Taste for Words* (1987), *Fire to the Looms Below* (1990), *Life in Another Language* (1992), *Von Menschen und Orten* (1992), *Dream Museum* (1995).

Besides having been widely anthologized and translated into German, French, and Italian, her poems have also appeared in 46 different periodicals, such as *The Antigone Review*, *The Fiddlehead*, *Les Bonnes Feuilles*, *Prism International*, *Tantramar Magazine*, *The Dalhousie Review*, *Poetry Toronto*, *The Cormorant*, *Poetry Australia*, *Prairie Fire*, *L'Eco d'Italia*, *Canadian Woman Studies*, *Pottersfield Portfolio*, and *Canadian Author & Bookman*. Now, *The Officers' Quarterly* is proud to publish for the first time the following poems by Liliane Welch:



DESIRE

Lemon trees grow in the heart,
she said
about her youth elsewhere.
They sometimes do here, wafting their odours
To travel into the cloth
of memory, into wool coats.

Late October, near Fundy Bay,
Autumn blushing through cat-tails,
My door searched now by spying winds,
Bronze light sweeping abandoned marsh grass.

Silent, still free from snow, woods wait
For hunters to enter their brush,
with heavy boots
Or with the rain's swift feet,
A bandit language
as the game wakes into wildness.

Her words stake my life down.
Under a slate sky,
in today's outer garden,
Desire runs through the lemon trees,
Their empty branches,
expecting corridors of blooms.

I dream July, that blazing grove.

GIRL PASSING IN SACKVILLE

The way Baudelaire spotted a passing
Mysterious mourner draw close her grief,
A black embroidered hem
Clasped as an amulet against roaring
Paris, deafening demons, lightning it struck
The poet until her eyes bonded him
To an eternity where joy can kill;
So I met her sister
Friday night on Sackville's four way corner
Amidst traffic hiss and exhaust, lithe
Figure, accomplice of darkness and
A swarming street — a truce
Between impatience and ennui.
She conjured flowers of evil
From the gusty night.
She moved by me. An escaping flash
On the tongue of life.
I saw pleasure put its rough paw onto
A longing. The flicker
Of her gaze, a small town's cry.

FLEA MARKETS

On Sundays my friends free of their families
browse the flea markets and escape
their own silences — how boring for the men
left behind. I study them — summers
I too flee my contradictions, return home
for the long winter nights, intimacy, voices.

Musing thus releases into me the scattered
supply of trinkets and secrets. I trail
behind them, to examine the remains strewn
over tables as autumn leaves by the first storm.
Does this music box contain the ardour of a lady
who furnished her ennui with the Sugar Plum
Fairy's Dance from *The Nutcracker Suite*? Bought
and installed in my life it seems out of place
among books, desks and photos of peaks,
the cedar-house ambience
hinging my words onto trees.

That ambience, monastic, seductive,
readies thought to tread sure-footedly,
as on an Alpine path. Braced against
useless longing, the spirits
of this house seek me to shelter
and affirm wood, stone, sky.

ARTIST'S HUSBAND

Art exhausts him, he longs
to escape from it: trips to museums,
and exhibitions, artsy talk,
his wife's bohemian friends and tastes.
He burns to live in the future,
forgetting portraits by masters within
clasped brooches. He dreams to traffic
with guns, enter the locks of rifles,
finger their bolts, pull triggers, palm bullets.
Computers mesmerize him, alone at night
his eyes caress their screens. He revels in
scientific journals, reason
is his book of days. She has always needed him
even years back, more now at sixty; first
as lifeboat, salvation from parents
smothering her talents and then as
loyal consort for thirty years. Now
pensive, she paints in the studio
upstairs, her brushes poised, hearing
downstairs his purposeful installation
of a fax machine, or perhaps the latest microwave,
his thoughts slanted like those of a stranger
as they sample the glitter of toys
technological and cold. She thinks
that despite her many prizes, always
he'll judge her art feeble and inferior,
a vestige from vanished years.

TOGETHER

I never thought the mountains would last
through old age. Or if they did
they'd backdrop a black and white film
Now they come to me
as sedimentary dreams. I climb
the Matterhorn, its name's ice.
Its peak calls me, its ancient
threshold wants to rise. Juts
into a broken piece of sky. I walk
over cloudbanks into stillness,
the sun's speechless, up there,
a granite blue. Casts longing glances
down the valley. Dips into meadows,
is reborn as fireweed. I finally know
well how to descend, shadows of clouds
flying on my pack.

3

Recipes from the Pioneer Kitchen ...

York-Sunbury Style

by Pat Flemming

When I think of pancakes, I always remember the time my father told me that he and his brothers took pancakes to school for their lunch and that they carried them on a stick or a wire, probably because they didn't want the leftovers to be wasted. But I can't imagine why they weren't carried in a lunch box. I can recall taking hard-boiled eggs to school, but never pancakes.

For me, pancakes taste great any time of the year; however, our interest is sparked on Shrove Tuesday, or Pancake Day, the last day of Shrovetide, the Sunday, Monday, and Tuesday before Ash Wednesday, formerly a time when confessions were made in preparation for Lent. Some religions refrain from eating certain foods at this time, so the cupboards and pantries are cleaned out, these supplies being used for making the popular pancake, also known as griddle cakes, batter cakes, or flapjacks.

In the beginning, they were called "shriving cakes," the eggs representing rebirth, the flour the staff of life, the salt being wholesomeness, and the milk innocence. Today, there are many variations and combinations. Commercial mixes are great, but pancakes made from scratch are much better. Here are three old-time recipes from the 1915 *Five Roses Flour Cookbook*, plus another with a very unusual ingredient:

STANDARD PANCAKE RECIPE

- 1 1/2 cups flour
- 3 tsps. baking powder
- 1/2 tsp. salt
- 3 Tbsps. sugar
- 1 egg
- 1 1/4 cups milk
- 3 Tbsps. melted butter
- 1/4 tsp. vanilla

Mix and sift dry ingredients. Beat egg thoroughly and add milk. Slowly add the egg and milk mixture to the dry ingredients, stirring only enough to make mixture smooth. Add melted butter and vanilla. When a thicker pancake is preferred, use slightly less milk. Omit sugar and vanilla if desired. Heat a large heavy skillet to quite hot. Grease lightly. Bake pancakes, using a scant 1/4 cup batter for each cake, turning cakes as soon as they are covered with bubbles. Serve hot with butter and syrup.

* * *



BLUEBERRY PANCAKES

Use the standard pancake mixture, increasing sugar to 1/3 cup, and reducing milk to one cup. Add one cup floured blueberries, and one level tsp. soda dissolved in one tsp. warm water. Use the same method as the one above.

* * *

BUCKWHEAT GRIDDLE CAKES

- 1 cup flour
- 1 cup buckwheat (available at bulk-food stores)
- 1/2 cup sugar
- 1/2 tsp. salt
- 2 tsps. baking powder
- 1/4 cup butter (melted)
- 1 1/2 cups milk

Use the same method as for Standard Pancake Recipe, but bake the cakes on a greased, hot griddle, if possible. Remember, when bubbles appear, the cakes are ready to be turned over to bake on the other side, but do not turn more than once. Serve hot with syrup, honey, jam, or jelly.

* * *

Pure maple syrup is very delicious when spread over pancakes. As far as I am concerned, it is the best choice of toppings available, especially here in New Brunswick during the Spring. If you don't happen to have the pure syrup or a commercial brand on hand at mealtime, try this quick substitute:

- 2 cups light brown sugar
- 1 cup boiling water
- 1/2 tsp. maple flavouring

Add boiling water to brown sugar. Bring to a boil and cook for five minutes. Remove from heat, add flavouring, and mix well. Store in a covered jar in refrigerator.

* * *

BRAN FLAKES GRIDDLE CAKES

- 1 cup unsifted all-purpose flour
- 1 tablespoon sugar
- 2 1/2 teaspoons baking powder
- 3/4 teaspoon salt
- 1 egg, well beaten
- 1 1/4 cups milk
- 3 tablespoons melted shortening
- 1 cup bran flakes, crushed

Mix flour with sugar, baking powder, and salt. Combine egg and milk, gradually adding to flour mixture, stirring only until smooth. Add shortening. Fold in cereal. Serve hot off the griddle with butter and maple syrup. Makes about 24 cakes. Wholesome and delicious!

* * *

If pancakes are served for supper, they can be accompanied by sausage and perhaps

coleslaw. People who love pancakes tend to stop counting how many they eat; thus, to complete the meal, dessert should be light and tangy. Here is a finish-off that is simple, yet elegant:

LEMON DELIGHT

- 24 Graham wafers, crushed
- 1/2 cup melted butter
- 1/2 cup brown sugar

Mix together and then pat one-half of the mixture on the bottom of a 9" by 13" pan, leaving remainder for the top.

- 1 large can CHILLED Carnation Milk
- 1 package lemon jello
- 1/2 cup boiling water
- juice and rind of one lemon
- 1/2 cup white sugar

Dissolve jello in boiling water and cool. Whip milk in large bowl until stiff. Slowly add sugar, juice and rind of lemon, and finally the cooled jello. Continue to beat until everything is well mixed. Pour over crumbs in pan and sprinkle remainder of crumbs on top. Chill in refrigerator for several hours.

* * *

After children fill up on pancakes, they tend to jump down from the table and leave in a hurry, probably with a cookie in hand for their dessert. I will finish off this column with my own special recipe for an all-time favourite. I prefer a soft cookie, rather than the chewy variety, so here it is:

PATTY'S CHOCOLATE CHIP DROP COOKIE

- 1 cup brown sugar (packed)
- 1/2 cup margarine
- 1 egg
- 1 tsp. vanilla
- 2 cups pastry flour
- 1 tsp. soda
- 1/2 tsp. salt
- 5 Tbsps. milk (homogenized)
- 1/2 cup chocolate chips

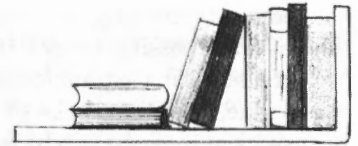
Blend brown sugar and margarine together and then beat in egg. Add vanilla. Sift dry ingredients (flour, soda, salt) and add to the egg mixture along with the milk. Mix well. Fold in the chocolate chips and then drop small mounds on greased cookie sheets. Bake at 350°F. for 10 minutes. Add small amounts of raisins, dates, walnuts, or coconut to the batter, if desired.

Until next time — A Happy Spring! ❧

(Society member Pat Flemming is a freelance writer and journalist living in Fredericton.)

The Officers' Bookcase ... by Anita Jones

An Evening with Old Books



150 Years: The Development of the New Brunswick Legislative Library (1841-1991)

Edited by Eric Swanick
Legislative Library, 1991
Fredericton, New Brunswick
65 pages.

Residents of New Brunswick are familiar with the exterior of the Legislative Building in Fredericton, and perhaps with the Assembly Chamber inside. However, not as many people are aware that continuing to walk toward the back of the building from the foyer and going beyond two sets of iron doors will bring you to the historic New Brunswick Legislative Library.

It was there, on the evening of 15 February 1996, that members of the York-Sunbury Historical Society spent a very enjoyable and informative session as guests of the Legislative Library staff. The attractive 56- by 35-foot chapel-like room, with its roof and open rafters of stained spruce and its walnut furnishings, was most welcoming, with reading tables of polished wood and the glow of honey table lamps. It was easy to forget the winter weather outside as we learned something of the history and holdings of the Library and of the care of books, and as we had a chance to examine and admire some of the outstanding rare books and art works from the Library's collection.

Legislative Librarian Eric Swanick explained how the existing library services evolved since New Brunswick became a separate province in 1784. Jonathan Odell, our first Provincial Secretary, brought with him from Nova Scotia his extensive private library, including early documents about the administrative and judicial systems here. The Executive Council of the time acquired books as they were needed, and these became part of the

When James Edward Jarvis was appointed Clerk of the Assembly in 1822, he examined and put in order about 6000 papers of the library holdings. It was he who firmly established the right of the Assembly to create and maintain its own library. In 1840 money was allocated for the purchase of books, and in 1841 a Joint Committee of the Legislative Council and the House of Assembly established New Brunswick's first Legislative Library in a room in the newly renovated Province House. The Library began to acquire books for their value as well as for their use to members. When the Fredericton Library closed in 1859, many of its books went to the Legislative Library, which then had an obligation to provide reading and lending services to the community. Fire destroyed much of Province House in 1880, but fortunately most of the

Library materials were saved. When the new Legislative Building was constructed, much attention was paid to making the Library as fireproof as possible. Stone walls and iron doors separate it from the main building, and the Library includes a fireproof vault. The building was officially opened with an Inaugural Ball early in 1882.

In the late 1920s, the Library established a New Brunswick collection, which



*The west end of the main reading room, showing the door to the vault.
(Courtesy Legislative Library)*

Councillors' personal libraries or of a private library for the Council's activities. New Brunswick built its first legislative building, Province Hall, in 1800, but it was not until 1810 that the middle room between the Assembly Room and the Supreme Court Chambers was set aside for a library to be used by the Executive Council and the judges. This space was lost in 1815 when the Provincial Secretary took over the room for his office.

Library materials were saved. When the new Legislative Building was constructed, much attention was paid to making the Library as fireproof as possible. Stone walls and iron doors separate it from the main building, and the Library includes a fireproof vault. The building was officially opened with an Inaugural Ball early in 1882.

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has become its specialty. Its mandate was that "as far as possible every worth-while book of historical, biographical, or statistical value, and the works of all New Brunswick authors, be purchased for this section."

By the 1950s, the Library was given a depository status, whereby it receives four copies of every publication prepared by or for the government. With the setting up of Central Library Services, the Legislative Library became the specialized Library of the Legislature and the provincial government. It continues to provide reading, reference, and lending services to the civil service and to students and researchers; MLAs have priority. Confidentiality is assured regarding requests for information. The public is allowed to use the facilities of the Legislative Library, but books in the New Brunswick Collection are available for use in the Library only, not for outside circulation. Personal computers, CD-Roms, and a clipping service have been set up, and a noon-hour talk series on issues before the Legislative Assembly has been initiated.

* * *

In 1991 the Legislative Library, under the editorship of Eric Swanick, published *150 Years: The Development of the New Brunswick Legislative Library (1841-1991)*. This book provides a wealth of details about the evolution of this library service, and includes quotations from a variety of government documents from the 1790s to the present. Readers interested in how collections have been built up, interactions with the community, the effects of government legislation on the Library, and the roles played by individu-

als in its development, will find this book very informative. The format of the book is attractive, and it includes footnotes and a bibliography.

The book also includes the notable accomplishments of the following Legislative Librarians over the years: Mark Needham (appointed in 1842), James Beek, Henry G. C. Wetmore, Abram Alward, Edith Allen, Margaret Evans (the first professional librarian), Jean Wynn, Doreen Harper, P. J. Robinson, Louise Hill, Maurice Boone, Hugh A. Taylor, Michael Swift, Jocelyne LeBel, and Eric Swanick (the current librarian).

There are wonderful descriptions in the book about the efforts involved in rescuing the Library's materials from the fire of 1880 and from the floodwaters which rose to a depth of four feet in the basement of the Legislative Building in the 1973 freshet. Those who value old books will be interested in the methods used to restore damaged books after that flood.

* * *

The second part of our evening at the Legislative Library was conducted by Carol Sears, a member of the Library staff who related anecdotes about the 1973 book restoration and offered some very practical advice about the care of both old and new books. Bookshelves should be on inside walls and away from direct sunlight. Use bookends (with no sharp edges) to keep books standing snugly but not tightly side by side. Books stay in best condition in a cool and fairly dry environment; they should not be stored in cardboard boxes, which are very acidic. Gardeners should be cautious about keeping plants near books, as foliage attracts dust

and moisture. To dry out wet books, stand them up with their pages fanned. To remove mildew odor from old books, spray a bit of disinfectant into a large plastic bag, put the book in the bag and leave it tightly sealed for two or three days. Tears in book pages are best repaired by using a paste made with unbleached wheat flour; using tape for repairs is discouraged. Mylar plastic and archival-type plastic sleeves are safe for protecting books and documents; use cotton tape or twine for tying up documents. Society members then appreciated the opportunity to have Ms. Sears answer their questions about the care of books.

The Library staff had placed out for display a number of items of special interest, including a volume from the Library's very valuable Audubon Collection, the Catlin Print Collection, a copy of the *Domesday Book*, sketches of New Brunswick that had been printed to attract settlers to this region many decades ago, and a huge book of maps of the Maritimes (created by J.F.W. DesBarres). A conducted tour gave everyone a chance to view these rare tomes at close range.

The final part of the formal program was a "show and tell," when each Society member had a few minutes to display an old book in his/her personal possession and tell something about it. This proved to be a popular activity, holding everyone's attention and interest. The evening concluded with a social hour, when refreshments and conversation were enjoyed in the Legislative Lounge. ❧

(Anita Jones is a schoolteacher and freelance writer/editor living in Fredericton.)

GUEST SPEAKERS

Patricia Allen, an archaeologist with the Provincial Government of New Brunswick, gave a splendid lecture and slide presentation during the York-Sunbury Historical Society's program evening of March 21st. Sharing her experiences from excavations in which she had participated, Ms. Allen took members and their friends into every corner of New Brunswick. At the Archaeology Branch, which is housed in the former Soldiers' Barracks, she continued her talk around a hands-on display of native artifacts and answered questions about early settlements and the challenges of taking part in an archaeological "dig." Her book *Metepenagiag* (1994) deals with the oldest Indian village in New Brunswick. She is also the author of many archaeological research papers.

The upcoming program lecture on April 18th begins at 7:15 in the evening at the Museum (Officers' Quarters). Debby Peck of the UNB Biology Department will talk about "Colonial Gardening" and give a slide presentation. Everyone is welcome! Come and bring your favourite gardening book and flower-garden photographs.

Special thanks to Program Chairperson Carolyn Atkinson and her committee (Katrina DeWitt, Diane Taylor-Myles, Elizabeth Earl, Bruce Lynch, Fred White, Ted Jones) for arranging these entertaining and informative evenings.

Garrison Ghosts



Although the Winter of 1936 had been a hard one, with plenty of snow and frost, the famous freshets that followed made the Spring of 1936 even more memorable and challenging that year. Twenty-four New Brunswick highway bridges were destroyed! Sunbury County alone had considerable damage with two covered spans carried out, one at Hoyt Station and another, Cedar Bridge, on the Back Creek near Fredericton Junction. Also, the approach to the Back Creek Bridge, on the Dutch Valley Road between the South Branch of the Oromocto River and Hoyt Station, was badly washed out.

When April arrived, the floods had receded, but the St. John River was once again in the news when archivists in Paris, France discovered a map of the river's mouth sketched by Jacques de Meules in 1686. A photostat was immediately forwarded to Ottawa and then to His Honour, Colonel Murray MacLaren, Lieutenant-Governor of New Brunswick. The map was found in the Marine Hydrographic Service of the French Government and, although it showed Saint John Harbour, it still left in doubt the question as to the location of Charles de la Tour's fort. Two French forts were shown on the map, one on the west side of the harbour, the other on the east, creating doubt as to which was which. Mispec Point, Partridge Island, the Manawagonish Islands, and the entrance of the St. John River into the harbour were also shown in the sketch.

Milestones reached during the Spring of 1936 included the 10th birthday of Princess Elizabeth on April 21st (as the present Queen, she will be 70 this year); the recognition of Dr. Charles Cecil Jones on May 14th, after 30 years as the sixth President of the University of New Brunswick (he retired four years later); the June 7th death of Robert Evans, New Brunswick's oldest resident, at the age of 107! Mr. Evans was the last of the Zionville, York County bachelor centenarians, his elder brother Richard having died in 1933, also at the age of 107! The two men, pioneers in the Zionville region of the

Nashwaak Valley, were born in Aldragia, Ireland, but became known as "the Methusalahs of the Nashwaak," living under six monarchs of the Empire and surviving five of them.

The York-Sunbury Historical Society was only four years old in 1936 but, during the Spring, their Museum had a growth spurt with the donation of many valuable artifacts and documents:

7 April 1936 — Executive Meeting. Respecting the Government Grant, W. J. West, Barrister of this City, drew up a petition asking for the Annual Grant of



The Marcus Adams portrait of Princess Elizabeth, taken when she was ten.

\$300, which is now in the hands of the Executive Council of the Government. If the Government wishes, they will refer the matter to Bacon Dickson, Clerk of the Council, and he, in turn, will notify Whitman Haines, a Director of the Society. His Honour, the Lieutenant-Governor, asked for a photograph of the Old Government House. Moved and seconded that C. A. Taylor (Museum Curator) procure a copy from Mr. Frank Pridham (photographer) and present same to Lt.-Gov. Murray MacLaren. The Secretary read a letter from Dr. Alfred Bailey, expressing his appreciation of the way our Executive handled the publicity for his recent lecture.

16 April 1936 — Regular Monthly Meeting. Reported that the Government Grant of \$300 has been passed. Moved that a letter of appreciation be sent. Mr. W. J. West reported on the By-Laws of the Society. These were taken up section by section, explained, discussed, and considered in detail. It was then moved that these By-Laws be adopted and placed within the minute book of the Society. Mrs. F. A. Good then presented a highly interesting paper written by Mrs. J. B. Maxwell: "The School Books of the Loyalists." Following this, Major F. A. Good read a letter from R. P. Gorham with regard to some of the early settlers of Fredericton. Mr. Gorham also presented a photostat to the Society, a document dated 1725, concerning the Treaty between the St. John River Indians and the British. Mrs. Good then read another informative paper, this one written by Howden Robert Balmain of Scotchtown in Queens County and entitled "Early Steamboating on the St. John River." Several military uniforms have been loaned to the Society, one of them having belonged to John Hagerman, an Officer in the old York County Militia and grandfather of Dr. H. H. Hagerman of this City. Also, his Commission, dated 1824 and signed by Sir Howard Douglas and William Odell. Two other uniforms had been worn by a Colonel Vince of Woodstock, whose Commission is dated 1886. Singing of the National Anthem brought the meeting to a close.

6 May 1936 — Executive Meeting. Moved and seconded that Major F. A. Good be appointed a committee of one to interview Emerson Edgecombe, with regard to showcases purchased from him by the Society, and that Major Good get possession of the showcases or a refund cheque. Carried. Moved and seconded that our Curator, Mr. C. A. Taylor, receive an honorarium of \$50 at this time. Carried. Moved and seconded that the account of *The Daily Gleaner* (\$.75) and also that of *The Daily Mail* (\$4.50) be paid. Carried. Moved and seconded that a committee be appointed to interview Charter Members regarding attendance at the next regular meeting of the Society. Carried. It was announced that several very valuable gifts had been received during the past couple of weeks,

including a photostat of the Order Book of Colonel Richard Hewlett, Commander of the Loyalist Corps when they landed at Saint John. This invaluable acquisition is from Oliver Coombs, a descendant of Colonel Hewlett, who now lives in New York. There are 78 pages in the photostat, containing pictures of fortifications and dealing with the year 1758-59. Two street lamps, which are believed to have hung over the door of Province Hall [the old Legislative Assembly Building which burned in 1880] and a very old sewing machine are among the other items. It was reported that Dr. F. A. Wightman had procured for the Society a book on *The Black River Tragedy*. Mrs. A. E. Mathewson reported that she had spoken to the Garson Wrecking Company concerning the "date plate" from the CNR railway bridge which was carried out in the flood and now being resurrected from the St. John River. She was promised that this plate would become a possession of this Society.

19 May 1936 — Regular Monthly Meeting. Mr. John Black has presented the Society with some pamphlets which his late wife had in her possession. They consist of testimonials in favour of her father, Dr. James Robb, Professor of Natural History at the University of New Brunswick; commemorative orations delivered at the UNB Encaenia in 1844 by President Edwin Jacobs, and one delivered in 1851; a sketch of the life and labours of Dr. Robb; and the consecration ceremony of Christ Church Cathedral in 1853. Other recent acquisitions include an arithmetic used in New Brunswick schools in 1863; a spits for twisting yarn, presented by Mrs. Fenton Wood; a desk used by Attorney General Charles Jeffrey Peters in Province Hall, the gift of Mrs. LeBaron Bull; a table used many years ago in the Officers' Mess here in the Military Compound, an old-fashioned horse-drawn carriage, and an old street lamp, which hung for many years in front of St. Dunstan's Hall, all given by Mrs. Cecil Rainsford. Finally, an interesting item for research work: a bill made out in 1849 by Samuel Fleming of this city to the York County Agricultural Society for seed and dues. ☞

The Last Word ... by Dr. Lauriat Lane, Jr. Melville's Second Whaler

In *Melville in the South Seas* Charles Anderson gathers what "facts" he has been able to discover about the *Lucy Ann*, the second of the whalers on which Melville is known to have served and draws attention to certain discrepancies between these facts and Melville's fictional "Julia" of *Omoo*, especially the ship's supposed history before she became an Australian whaler.¹ Melville describes her as "a small barque of a beautiful model, something more than two hundred tons, Yankee-built, and very old. Fitted for a privateer out of a New England port during the war of 1812, she had been captured at sea by a British cruiser, and, after seeing all sorts of service, was at last employed as a government packet in the Australian seas."² The Shipping Register at Sydney, however, appears to describe the *Lucy Ann* "as a barque of two hundred and thirteen tons burden, which had been built at Frederickton in the province of New Brunswick, Canada, 1819."³ Ever since moving to the University of New Brunswick, at Fredericton, I have had a small itch to find out what more I could about this splinter of Melvillean scrimshaw. I have at long last done so, and with surprising results.

I began by assuming, heretically, the priority of documentary facts over Melvillean fiction, and sought for a ship of that size built at Fredericton in that year. But the [New Brunswick] *Royal Gazette* for 1819, which listed everything from missing wives to missing oxen, had no news of any ships being built at Fredericton that I could observe. This was not too surprising, for Fredericton was never a major ship-building center as compared, say, to Saint John. Moreover, according to Stanley T. Spicer, after the

end of the Napoleonic war "the demand for vessels almost ceased and ship-building in the province was in a state of near-collapse for a time."⁴ Spicer does go on, however, to tell us of ships such as Melville's that "in the early decades they tended to be broad beamed and bluff in the bow"⁵; Melville's "plump Little Jule" was, according to the Shipping Register, 87 feet, 7 inches, long, and 23 feet, 10 inches, broad.⁶

But if the *Lucy Ann* appeared not to have been built in Fredericton in 1819, where and when was she built? Without making any mention of Melville's description, I then inquired of the late Austin Squires, a Fredericton historian of encyclopedic memory, if he knew of any ship built in Fredericton that might fit the description given in the Shipping Register at Sydney. He proposed, with no Melvillean prompting, one, and one only: the *William*, two hundred and thirty-six tons, built at

Fredericton in 1810, captured by the United States in the war of 1812, made into a privateer, and later recaptured by the British.⁷ To his regret he could not, however, recall his specific source for this very circumstantial information.

Obviously, if Mr. Squires' information were correct, and if the *William* were, therefore, the same ship as the fictional *Julia* and the real *Lucy Ann*, it would have taken only an error at some point in transcribing one possibly half-illegible number to remove almost every discrepancy between Melville's *Julia* and the Shipping Register's *Lucy Ann*. The name of the real ship could equally obviously have been changed from *William* to *Lucy Ann* during such vicissitudes of ownership and role. Can we find any support for Mr. Squires' recollection?



Herman Melville, from a portrait in oil by Joseph Oriel Eaton, 1870.



This photograph was taken from Fredericton's first highway bridge and shows the old Military Drill Hall (left) and the old Provincial Normal School (right) at the turn of the century. Schooners are tied up at a wharf in the foreground.

(PANB, #37/65)

In the "Introduction" to her history of Saint John shipping, Esther Clark Wright states that "British registers, Wallace, and other writers often attributed to Saint John vessels that were built elsewhere in New Brunswick."⁸ In her appendix, "Vessels built at Saint John, 1800-1892," she lists under 1811 the following: "Name, *William*; Rig, sq.; Tons, 237; Nathaniel Merritt, owner; Disposal, captured, retaken, Londonderry, 1813-24."⁹ It would, of course, be quite reasonable for a vessel built in Fredericton in one year to be registered in Saint John, the nearest ocean port, the next year. The *Royal Gazette* for Monday, April 13, 1812, announced the following arrival at Saint John, N.B.: "Thursday, April 9, Ship *William*, /Capt./ Baird, 38 days from Liverpool — Cargo, Bale Goods and Salt, to Nehemiah Merritt, owner, and Bale Goods to R. Sands." Nehemiah Merritt of Saint John then advertised this cargo for sale regularly in the *Gazette* over the next months.

The next possible news of the *William* appeared in the *Gazette* for Monday, July 13: "The British Barque, *William*, from St. Andrews, lately taken by an American privateer, has been retaken by the Indian and sent into Halifax." Also to the point, perhaps, may be the following item of September 28: "Brig *William*, of New Brunswick, with run, from Jamaica, has arrived at Baltimore, prize to the Dol-

phin." Esther Wright also mentions another *William*, "183 tons, owned by James Thom and employed in the West Indies trade," but says that this vessel, registered for 1802, "is not mentioned again."¹⁰ It is, of course, possible that our *William* was captured and recaptured twice in the busy waters off New England and the Maritime Provinces."¹¹ For C. H. J. Snider recounts that on March 12, 1813, the Nova Scotia privateer *Retaliation* "took the schooner *William* off Cape Cod. Her 'British license' and her master's tale that she was bound for Lisbon from South Carolina had fooled a British man-of-war which had halted her, but Captain Freeman knew that Lisbon was not in the same longitude as Cape Cod and sent her into Liverpool [Nova Scotia, the home port of Captain Freeman and the *Retaliation*.] She proved lawful prize."¹² Apparently this was not one of those awkward occasions when Maritime privateers took American ships that then proved to be actually carrying supplies to be sold to the British army in Spain or Portugal. In connection with Snider's description of the *William*, it should be noted that according to Anderson the *Lucy Ann* was described in Australian records as both "a barque" and "a remarkably fast-sailing schooner"¹³ indicating either loose terminology or, more likely, that the vessel had been re-rigged at various times.

Even if only some of the above facts

did apply to Melville's *Lucy Ann* in a previous incarnation as the *William*, then all Melville's "fictional" description of the *Julia* lacked was the true, if somewhat less reputable (to a patriotic Yankee) origin of the supposedly "Yankee-built" whaler. And this true origin was provided quite accurately, spelling aside, in the record of the actual *Lucy Ann*. I have found no further confirmation of the identity of the *Lucy Ann* with the *William*, and I have other fish to follow. But I shall post a few lookouts among my students and colleagues. Perhaps they, or readers of the *Melville Society Extracts*, [and *The Officers' Quarterly*] may sight enough additional clues to confirm, or correct, these "facts" about Melville's second whaler. ♣

NOTES

1. Charles Anderson, *Melville in the South Seas* (New York: Columbia, 1939), pp. 200-201.
2. Anderson, p. 200, quoting *Omoa*.
3. Anderson, pp. 200-201; see also, n. 6, p. 460.
4. Stanley T. Spicer, *Masters of Sail* (Toronto: Ryerson, 1968), p. 24.
5. Spicer, p. 33.
6. Anderson, n. 6, p. 460.
7. Information communicated to me courtesy of his son-in-law, Professor T. W. Acheson, Department of History, University of New Brunswick.
8. Esther Clark Wright, *Saint John Ships and Their Builders* (Wolfville, N. S.: privately printed, 1976), p. 2.
9. Wright, p. 172.
10. Wright, p. 7.
11. To quote Charles A. Armour and Thomas Lackey, *Sailing Ships of the Maritimes* (Toronto: McGraw-Hill Ryerson, 1975), p. 20: "A number were captured and recaptured several times."
12. C. H. J. Snider, *Under the Red Jack: Privateers of the Maritime Provinces of Canada in the War of 1812* (Toronto: Musson, n.d.), p. 155.
13. Shipping Register, and the Sydney *Australian* for October 9, 1835, quoted by Anderson, p. 200.

(Society member Lauriat Lane, Jr. is retired and living in Fredericton after a long and successful career in the English Department at the University of New Brunswick. He is now Professor Emeritus.)

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The play The Meddlesome Maid (written by Mary Grannan) was in mid-course at St. Dunstan's Hall when the rampaging St. John River toppled the railway bridge at Fredericton, 19 March 1936. (Or, did the highly successful play bring the bridge down?) On stage for the final curtain call, from left to right: Matthew Dobbelsteyn, Helen Grannan, Walter Myshrrall, Margaret Hughes, Edward Quinn, Mary Grannan, Gregory Rowan, Mary Foster, Joseph Dobbelsteyn, Dorothy Hughes, Edward Carten. May Savage, the little girl in front who performed between acts, now lives in Vermont. Only four members of the adult production are still living: Margaret Hughes in Saint John; Helen Grannan, Mary Foster, and Joseph Dobbelsteyn in Fredericton.

(from the Harvey Studios Collection, PANB, #P14/78)