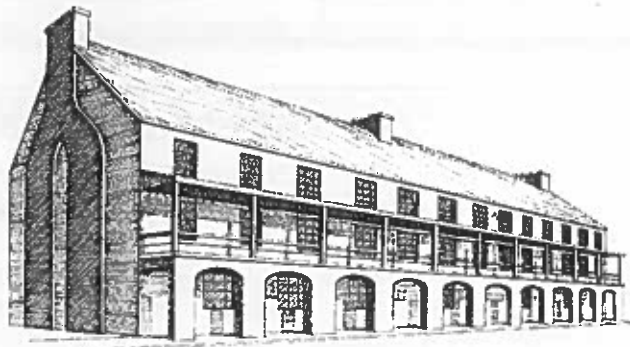


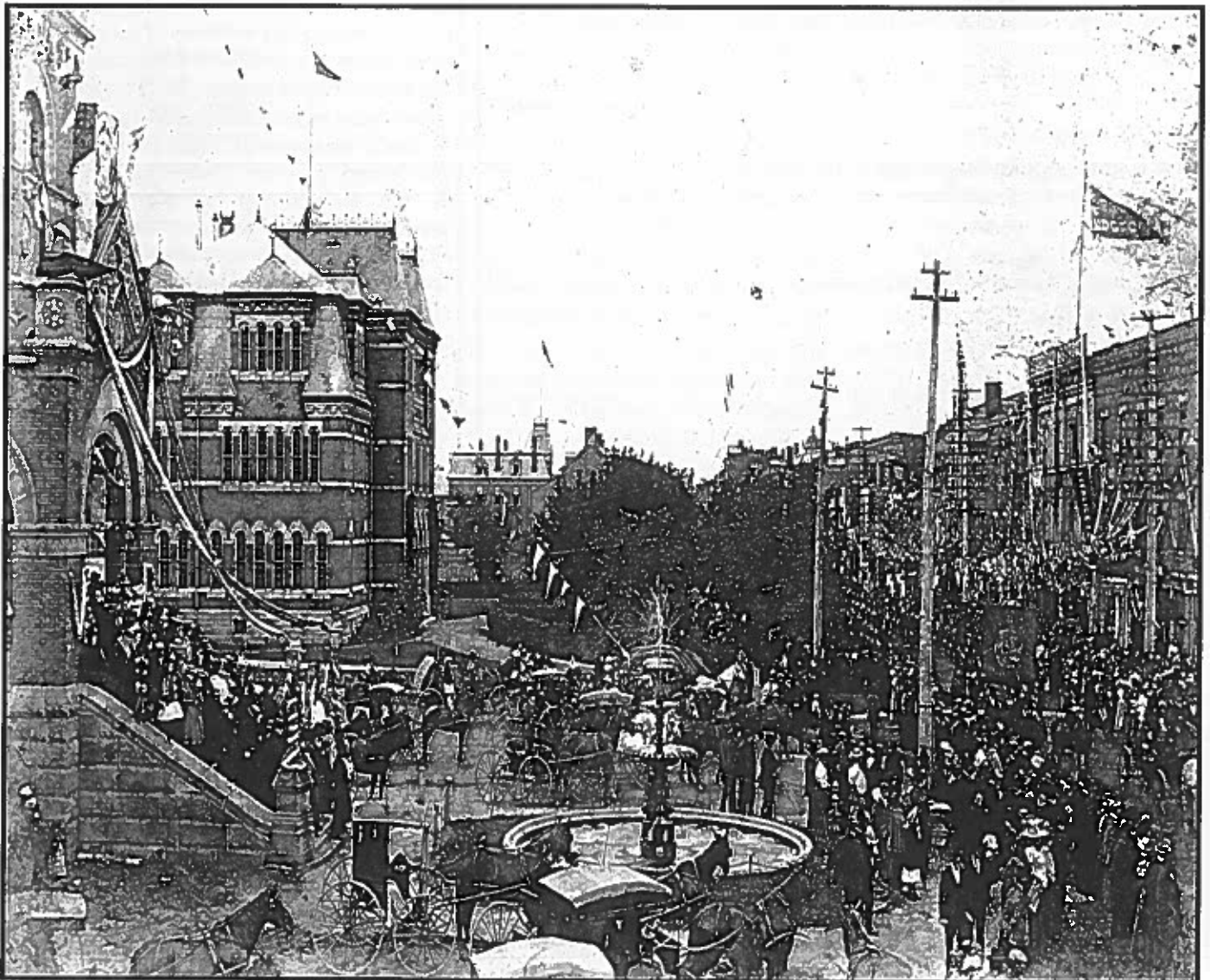


The Officers' Quarters

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

Volume 17, Number 1

Spring and Summer 2001



Fredericton Celebrates Queen Victoria's Golden Jubilee, 1887

THE OFFICERS' QUARTERS

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Front Cover

The photograph featured on the front cover depicts Fredericton's celebration of the Queen's Golden Jubilee in 1887. George T. Taylor captured the spirit of this celebration with his camera. This photograph is part of the York - Sunbury Historical Society collection.

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Editorial Comment

by Koral LaVorgna

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Welcome to the Spring and Summer edition of *The Officers' Quarters*. With this issue, we mark the beginning of publishing the *Quarters* "in-house". Indeed, this issue was produced in my house! I toiled during late nights and over long afternoons in an attempt to conquer the world of desktop publishing. Through an arduous process of trial and error (many, many errors, believe me!), I have learned how to make my vision of this publication come alive on the computer screen. I played endlessly (or so it seemed) with alternate fonts and formats until I created what you hold in your hands.

This issue of *The Officers' Quarters* represents a work in progress, and is not perfect or polished. Each page has its own story to tell about my quest to tame the beast, my computer. I do not consider myself an expert as I still have much to learn, but I certainly feel both competent and confident now. This experience has been fun and frustrating, and I feel considerable pride in the finished product. All mistakes and errors are mine, and I consider them souvenirs of this learning experience.

In this issue, I am pleased to print a number of articles which relate to one another. Outside of the conclusion to Susan Katherine Squires' article "Logs and Bogs", the remainder of the feature articles represent different perspectives of the Victorian Era.

Katrina DeWitt describes

Victorian elegance and extravagance in her regular column, "The Collector's Room". Her article allows us to peek through windows of the past into different Victorian rooms as she describes how they were furnished. Alexander and Juliana Ewing probably lived in rooms much like Katrina describes. In his article, Gary Campbell rescues Alexander Ewing from relative obscurity. Previously lost in the shadows of his wife's image, Rex Ewing is revealed to be a fascinating character in Gary Campbell's narrative.

C.W. Clark's article about the Royal Canadian Regiment outlines the establishment and significance of this regiment in Fredericton's past. Set during the same time period as Clark's article is my exploration of the prolific and accomplished local builder and contractor, William J. Scarr. This article is based on a lecture that I presented for the York- Sunbury Historical Society lecture series in February 2001. Tracing Scarr's career provides a picture of Fredericton's economic growth and the existence of an entrepreneurial spirit amidst this growth and seeming prosperity. Scarr's career in Fredericton comes to an abrupt end in 1901, the year of Queen Victoria's death.

By establishing links and connections between different aspects of the past, which these articles do, reading and learning about history becomes more meaningful and memorable. Enjoy!

History Alive! Children's Workshops at the Museum

by Koral LaVorgna



History came *alive* at the York-Sunbury Museum for young children during spring and summer 2001. Just as the York-Sunbury Historical Society provides adult education through this publication and its lecture series, the



Museum offered educational programmes designed for children.

Children got excited about the past when it was presented as a series of mysteries. The history "detectives" solved clues to help them learn about the past. Armed with aged maps, they



searched the museum for hidden treasure left by long forgotten officers. Another workshop in this series found children becoming journalists to



investigative the past. They chose to report on World War I, and visited the Trench exhibit to "research" their stories. They created their own newspapers from a homemade printing press. The Coleman Frog legend fascinates children and adults alike, and everyone enjoyed exploring this mystery.

Children entered the dinosaur dimension and played a spirited game of "Who Wants to be a Paleontologist". The workshop that seemed to fascinate children most involved artifacts. I braved the frightfully narrow stairs to the attic in order to collect interesting and unique artifacts for this workshop. Hidden under tea towels, the artifacts had to be identified by touch alone.

Their guesses ranged from delightfully outrageous to absolutely correct. Children were most intrigued by the stereoscope and stereocards. I told them that these 3D viewers were very popular during the late Victorian Period.



The children enjoyed these workshops and they learned that explorations of the past can be fun. I want to thank Kate, Melanie, and Maureen for their assistance. I want to thank the children



whose participation made the workshops a success. An enjoyable experience at the Museum will bring these children back again and again. The workshop participants today might become the history lovers of tomorrow. More activities are planned for the fall!



Logs and Bogs or Masts for the King's Navy

Part II

by Susan Katherine Squires

Of the big pines which history says were out on the St. John River in the early days for masts for the King's Navy I had very little authentic information until last winter although I was always interested in the subject. Last winter I was given an article called "The James White Papers". It was edited by the Rev. W. O. Raymond and was, I believe, read before the New Brunswick Historical Society about forty years ago. It was composed largely of actual letters copied as they were written, spelling, English and grammar. Part of the letters have to do with the cutting of masts for the British Navy at different localities on the river. Grand Lake, Kennebecasis, Burton Maugerville, Oromocto, Rusagomish, St. Anne's and Aupac.

But there is a record of masts being cut on the river St. John before the English owned the country. In 1700 a French man-of-war of 44 guns, entered the harbour of St. John with supplies for Governor Villebon, and after discharging her cargo took on board some very fine masts for the French Navy, which had been prepared for shipment by 14 carpenters and some mastmakers.

After the Revolutionary War the supply of masts that the British Government had been getting from the revolting colonies was cut off and it had to look elsewhere for a supply. In 1779 William Davidson was given a permit to cut masts for the King's Navy by Governor Hughes of Nova Scotia who notified Lieut. Constant Conner, who commanded a small party of Royal

American Fensibles posted at the Block House at Oromocto, to give Davidson all the help he could. The first cargo of masts from the St. John river reached Halifax on its way to England, Nov. 22, 1778. The Lieut. Governor of Nova Scotia, Sir Richard Hughes, on the 30th of April, 1781, wrote to Lord George Germaine that upward of two hundred sticks for masts, yards and bow-sprits, had been cut, squared and approved by the King's purveyor, at the river St. John during the previous fall and winter and one of the Navy transports was at Fort Howe loading them.

In 1781 there was such a demand for masts that a new company was formed. Hazen and White of the firm of Simonds, Hazen and White of Portland Point, seeing the advantage it would be to them to be in partnership with the Hon. Michael Franckland, sometime Governor of Nova Scotia, formed a company with him under the name of Franckland, Hazen and White and through the efforts and pull of Franckland at Halifax they secured a large contract for masts. Simonds, Hazen and White had been carrying on a large business at Portland Point for nearly twenty years. Simonds had retired and moved his family to Maugerville and Hazen and White carried on the business which had many branches. They had vessels for fishing in the harbour and the Bay of Fundy and they salted the fish. They had saw and grist mills, lime kilns and bought furs from the Indians and paid for them with supplies from the big store they carried on at Portland Point. The company secured the following

license from Lieut. Governor Sir Andrew Snape Hammond, Governor of Nova Scotia: "Whereas the Hon. Michael Franckland, William Hazen and James White have contracted for a supply of masts and other timber necessary and fitting for the use and service of His Majesty's Navy. This is therefore hereby to empower and authorize the said company, their agents or people employed by them to cut down and bring away from all ungranted lands or from land preserved for that purpose on the St. Johns River and elsewhere all timber and masts fitted for the purpose before recited."

It was the letters and account books of this company that fell into the hands of Rev. W. O. Raymond. The story is that he saw a truck waggon loaded with rubbish mostly paper on its way to the dump. He got the driver to take it to his yard instead. When he examined the material and it proved to be a find. The books contained accounts of the company's business transactions with white men and Indians from 1762 till 1783. Most of the business correspondence was carried on by James White who kept copies of his own letters as well as the answers he received. Many of these letters were about the masts and other timber which was being cut for the company and makes very interesting reading. Samuel Peabody, White's brother-in-law, was put in charge of the actual work of mast-cutting. John Hayes from Halifax was made King's purveyor in January 1782. His duties were to survey the masts and other timber cut

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by company and to report to Halifax. He wrote to Hazen and White praising Peabody and said that he was a very proper person for his position and that he had sixteen very good men under him but they were labouring under disadvantages. Some of them were sleeping without blankets and had insufficient clothing. He asked for more blankets and warm clothing for the men. They were badly off for bread. It took one man all the time to bake Indian cakes for them so he wanted hard bread sent up (ship biscuit). He also wanted fifty yards of canvas, a dozen axes, if they could get them, chalk lines, candles, two iron pots for cooking, two tin kettles, twenty-four tin pots and mugs to drink from. In his next letter he asked for tea, for the men were drinking spruce tea and were complaining. Their rum came up river by the barrel full.

In reply he told him that the hard bread was not obtainable but they sent him the most of the other things he asked for. They also sent him a list of the timber which was to be got out of the woods and the dimensions, masts, spars, bow-spirits, anchor stock and ton timber, yellow birch and rock maple.

As William Davidson had been given a permit to cut masts and other timber over the same territory as the later company had, there was trouble.

Peabody was not anxious to keep the peace, although he had been warned by Hazen and White not to stir up trouble. The two companies encroached on one another and there was bad feeling and jealousy as long as both companies operated.

The masting business grew apace for in

there were enough masts to load ten ships. The proprietors of the land sell the pines standing for eight dollars a tree". This little bit of information seems to be doubtful for as early as the reigns of George I and George II acts were passed in England forbidding the cutting of pine trees in the colonies over twelve inches in diameter and inwards. Even the owner of the land on which pine trees grew could not cut them without a license. In fact in 1790 and 1791 much timber was seized by the deputies of the Surveyor of Woods which private owners had cut on their own land. This law was such a hardship to the owners of the land that it was finally mitigated.

The masts, spare and timber were cut in the woods and hauled to the river and streams by oxen with blocks and tackle. They seem to have had a great many oxen and they used both chains and ropes and two blocks something like the pulleys in a modern fence stretcher. Even so I don't see how the logs were moved they were so large.



Madge Smith photograph of the old Springhill Road. YSHS Collection.

1783 Capt. John Munro sent a report to General Haldimand, saying, "On the River St. John's are the finest masts and spars I have ever seen. I saw at Fort Howe about six thousand pounds worth when I left that place Sept. 26. Two ships were loading and I suppose

Botanists claim that the white pines grew to a height of 250 feet on the northeastern side of the North American continent and we know they did grow to 150 ft. in New Brunswick. Mr. Raymond tells of a yard 110 ft. long and 26 inches in diameter and a mast 38 inches squared. Mr. Raymond writes that the diameter of a mast was supposed to be measured one-third of the way up from the

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ground but he did not know whether Hayes or Peabody measured the masts that way or not.

In the month of May the King's purveyor was permitted to certify the number and the size of the sticks that had been hauled to the river bank, trimmed foursquare and fit for rafting. On the receipt of the purveyors certificate, Colonel Franckland could draw a proportion of the money due them from the Naval Storekeeper at Halifax. The masts were rafted and floated or towed down the river to Fort Howe and put in the mast pond at Portland Point.

On February 9, 1782, Peabody wrote to Hazen and White from Maugerville that he had an offer of 20 sticks from Samuel Nevers and Mr. Tapley. One mast was 30 inches and a yard was 23 inches and others smaller. He had finished hauling at Rusagornish and had got out 37 sticks without misfortune. He was going to Glasier's the next day where he expected to get 40 or 45 sticks. From Maugerville he wrote, "I am employed in bousing sticks which I have succeeded in as well as can be expected. I have got one of the best sticks that was ever carried down this river and had to haul it a quarter of a mile. I have boused 14 sticks at Oromocto and expect this week to get 7 or 8 more from that place. Next week I purpose to go back to Whitney's to get 8 or 10 more."

Hayes also wrote in February that he was on the land of Mr. Oliver Perley. He had cut a number of masts and had worked 11 as he had heard that Davidson was trying to get them. They now had 120 sticks and expected to get 100 more in the next three weeks with good luck as they had found large trees up at Wade's at St.

Anne's Point. He was going up the next day to view them as he already had men cutting them.

There does not seem to be much in any of the letters about the King's Arrows Cut in the pines. Only once Peabody wrote that Davidson bragged that he had cut a big pine with three arrows cut into it by Hayes.

It may have been found necessary to mark the pines for the Navy at a later date.

The Hon. Michael Franckland died in November 1782 but the masting business was carried on by the company for several years longer. They built a number of saw mills along the river and with the arrival of the Loyalists in 1783 the demand for sawn lumber was so great that their mills were all kept busy and the mast cutting seems to have dropped out of the correspondence.

One hears occasionally about the old mast road over which these big pines were hauled to the river. In a paper prepared for the York-Sunbury Historical Society by Capt. Woodbridge he tells of one such road which ran along the hill below the town. I also heard of another one which left the river just above Garden's Creek and went out over the hill. At the river were the shacks and camps of the Masters with a clearing around it which was called The King's Clearing. Gradually the last syllable was dropped and the Parish of Kingsclear got its name. I have always wondered if masts were ever hauled down Brick Hill and out Smythe Street for there is a foundation of rocks where Brick Hill Road crosses the first bog and where it crosses the first ridge, the road has been turnpiked or at least a ditch was dug on each side of the road.

The very large pines are a thing of the past. There was still one occasionally when I was a child. Sometimes one would get lodged on the shores. They were so high on the butt end that we children had to go to the low end to climb on them. I heard of one which became lodged above Springhill and the stream-drivers could not get it off and it rotted there.

For a number of years I have been watching truckloads of logs going down Maryland Hill. Some of them are pretty small, as if they wouldn't make much but slabs and sawdust if they were sawn. They make me think of the story of the man's pants which were well above his ankles. A bystander called to know where he got the pants and he answered that he picked them where they grew. "Sure and you picked them too soon," was the answer.

Those who should know claim that there is as much lumber cut in the Province as ever. Considering the amount of pulpwood out every year there may be but it certainly is not as spectacular. The river was so full at times of logs that it was almost impossible for the ferry boat to cross. The water behind the islands on the Douglas side was full of logs from end to end. People owning land in Douglas fronting on the river or on the islands all received shore rent for the use of their shore by the Fredericton Boom Company. On the other side of the river for about a mile below Springhill rafts were tied up. When I began thinking backward and remembered those rafts I wondered to whom they belonged and I began to ask questions. I was told that the most of those logs were cut by private individuals on their own land, put in the river in the spring and rafted and the owners brought them

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down to Springhill. I knew that there were always scalers and surveyors living there and that it was a general clearing house for logs. Mill owners and other men who wanted logs whole for wharves or other purposes came here to buy them. I was also told that some of the rafts were made up of logs with one particular mark on them. Men along the river who had the time in the summer often put out a boom and caught logs belonging to one company and rafted them and were paid for their work when they took the rafts to Springhill. I also asked who paid the shore rent on the Springhill side of the river and was told that the Glasiers did but I do not know why.

Some of the logs that came down the river came a long distance. Many of them came from the State of Maine and one man told me that he had lumbered within twenty miles of Quebec city and the logs came down the St. John river.

The logs used to be all floated to the mills; now the mills go to the logs. On any road out of Fredericton are small clearings and huge mounds of sawdust, and endless piles of lath edgings.

I am not well enough informed on the pulpwood business to criticize. It certainly brings in the ready dollar. But when one sees a large tract of land with every bush and tree cut down one wonders. We saw such a slash last summer, the land may have been suitable for farming but all we could see among the brush was rocks. An expert forester speaking of such a piece of land, said it should have been left in trees for you could chase a mouse a mile through the grass that grew on the land.

September 15, 1946



Madge Smith photograph of Oromocto Flats. YSHS Collection.

The Collector's Room . . . *Victoriana*

by Katrina A. DeWitt

Her name still evokes feelings of permanence, comfort and security. Reigning for 63 years, the grand lady gave her name to an age that spanned the last three-quarters of the nineteenth century from her accession to the throne in 1837 to her death in 1901. This very popular monarch also was held in affection by her subjects in England and throughout the British Empire. Canadians continue to celebrate her birthday in May.

Princess Victoria, the daughter of the Duke and Duchess of Kent, was born at Kensington Palace on May 24, 1819. She enjoyed a quiet, frugal childhood away from the plots and intrigues of court life while her mother gave her an excellent education and raised her to appreciate good grace and manners. These values were well established in the young princess when she succeeded to the throne in 1837. Victoria attended the magnificent ceremony attired in a crimson velvet robe furred with ermine and bordered with gold lace. One contemporary writer said of the young Queen that "[she wins] all sorts of golden opinions from all sorts of people by her affability, the grace of her manners and her prettiness." (Hopkins, 1901: 71).

Hers appeared to have been the

perfect love story when she married the love of her life, Prince Albert of Saxe-Coburg and Gotha, on February 7,

dense, cheering crowds lined the streets on the way to Westminster Abbey for the Royal wedding.



Queen Victoria pictured in *St. Paul's Supplement*. Courtesy of Katrina DeWitt Collection.

1840. Victoria earlier had spoken highly of him in a letter to her uncle King Leopold. "He seems perfection, and I think I have the prospect of very great happiness before me. *I love him more than I can say. . .*" (Hopkins, 1901: 91). They were a handsome couple and it is not surprising that

Despite official duties, the couple apparently experienced unique happiness and domestic bliss until Prince Albert suffered a premature death on December 14, 1861. And his death shocked the nation. The Prince's position certainly had allowed him to live in luxury and splendor. Yet Albert had managed to become very well-liked by the English people. This had been due to his prominent and unwavering sense of duty to Queen and Country. The Queen immediately went into an extended period of mourning and withdrew from all public functions. But these had represented only one portion of her life. Albert also had been her companion, *confidante*, adviser and best friend after their marriage. Most observers agree

that upon his death she experienced a sense of *anomie*, a feeling of being lost at sea. She was totally devastated and, loving her, all England mourned with their monarch.

England during Victoria's reign became the leading cultural and political power of the world. The country, driven by the new ethos of capitalism and colonialism, enjoyed great economic and social prosperity as

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the Empire expanded. There was a huge increase in population and significant, new concentrations of that growth resulted in many new and great towns. The Victorian Age particularly saw the rise of a new middle class and a tremendous associated demand for consumer goods. Machines, answering the economic calls of the Industrial Revolution, mass-produced goods to supply the new social values.

Consequences of that mass production still are with us. Antique

shops usually are well supplied with "artifacts" from the Victorian era. Reproductions, of course, often fill the gap when there truly is a shortage but numerous authentic articles are available. One fairly may observe that many of the higher quality items now are in the custody of museums or in the hands of discriminating collectors. Collecting "Victoriana" currently is very popular and prices still are reasonable for that "hodgepodge" of effects which typically were found in

the comfortable surroundings of Victorian middle class homes.

Every era has a certain look or feel and that especially is true of the Victorian period in which "clutter" most accurately describes the character of the age. Victorian houses were filled to overflowing with furniture. Every nook and cranny, every hallway and corner, was strewn with objects both beautiful and grotesque. These accumulations of goods in turn required more maintenance and care



This postcard from our gift shop represents the Museum's interpretation of a Fredericton Victorian room. Prominently featured are the furniture and fashion of the period.

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but dusting, cleaning and cooking were made easier since most bourgeois could afford at least two servants.

This was an opulent era of rich, textured and patterned materials used for walls, draperies upholstery and carpets. Heavy rich velvets, silk, and tapestries were the order of the day. Swag, tassel, gilding, and fretwork ornamentation of every kind was used. They seemed to be celebrating in their homes and lives a British Empire upon which the sun never set.

Most periods similarly have one or two prevailing styles in the decorative arts. The Victorians, not to be outdone, revived nearly all the preceding historical styles. Concurrent styles of Gothic and Elizabethan, Rococo, Louis Seize and Renaissance Revival were some of the more important. Probably the best known of all the Revival styles is that of Louis XV prevalent in England and North America about 1850-1870. This adapted style included large, sturdy curved and upholstered armchairs with deeply buttoned medallion backs, padded arms and cabriole legs ending in brass casters. Ornate carvings often included grapes, flowers and foliage and these features made them distinctly Victorian. Similarly, the balloon back side chairs then used in the parlour now often serve as dining chairs. Furniture styles, particularly that of the Renaissance Revival, were very ornate. Critics writing about the 1876 Centennial Exhibition described this type of furniture as "vulgar renditions of the French Renaissance."

(Bridgeman and Drury, 1975: 50). One should recall as well that it was not until the end of the period that a completely new and innovative "Art Nouveau." style appeared.

Victorian homes had a specific arrangement of furniture and objects for each room in their houses. Part of the inventory of the home furnishings, and still very collectable, are matching majolica, *jardinieres* and stands, hall racks with seats and mirrors, cast iron door stops and umbrella stands found in the halls or vestibules. But let us now peek farther into their homes for a more precise picture of the contents.

In the Parlour or Drawing Room, the curtains were hung from large wooden or brass curtain rods and pulled back with ornate glass or brass tie-backs. It contained a single large round centre table with small occasional tables placed everywhere. Parlour sets consisted of matching ladies and gentlemens chairs, sofas, settees, side chairs, a few footstools, whatnots, and "*causeuses*" or sociables. Suitable ornaments for the Drawing Room were parian ware figurines or busts and , hanging from the walls, paintings or portraits in heavily carved gilded frames. Often there were shadow box frames displaying needlework by the ladies of the house. A huge mirror usually hung over the fireplace and pairs of Bristol glass or Mary Gregory glass vases were placed on the mantel along with family pictures and knick-knacks. Ornamental bird cages and decorative tilt-top tables of *papier mâché*, inlaid with mother-of-

pearl, often were found.

The Dining Room was dominated by a large mahogany table. Families were big so a set of 8-12 matching chairs was required. Sitting on the centre of the table was an *epergne*, an ornate centrepiece, usually made of ruby glass, crystal or china. Victorians considered the sideboard as one of the most important furnishings in the Dining Room. Sideboards, considered high style, always were finely finished. They as well provided much needed storage space. Victorians owned three or four large sets of dinner dishes, tea sets, fish sets, and the accompanying silver, glass, and linen. A standard set of everyday dishes might have consisted of 134 pieces.

Bedrooms, unlike the rest of the house, usually were kept light and airy. A chest of drawers, a large wardrobe, a wash stand, a dressing table covered with silver toilet accessories, a wooden or brass bed, chairs and a comfortable sofa completed the room. Bric-à-brac oddly seems missing. Perhaps these simpler bedrooms were sanctuaries from the jumble otherwise present in the home.

The Victorian Library contained writing tables with inkpots and stands, Venetian glass paperweights, pens, paper knives, blotters and large hand-shaped paper clips. Writing tables could be found in all shapes and sizes but the davenport was immensely popular. Its design was compact and it was a comfortable place to sit. Freestanding bookcases lined the walls and they were filled with

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well-selected books for family reading. Chairs, usually upholstered in leather, were large and comfortable. Other popular current collectables are the typical wicker and bamboo furniture, folding screens and Persian or Indian carpets.

Women also contributed greatly to the decoration of their homes. Women, because of the unliberated customs of the day, found creative expression through crafts and the minor arts. Creative expression was showcased in what has been termed "parlour pastimes." Articles on these pastimes, as models for desired socialization, could be found in all girls and womens magazines. These often contained instructions for Berlin woolwork, knitted, netted and crocheted beadwork, tatting, modelling wax flowers, shell work, cone work, and for making pictures from pressed flowers, feathers and hair. Many hours were spent in creating beautiful arrangements of both waxed and dried flowers with real stuffed birds placed under glass shades. Also popular were moss, fern, seed and hair arrangements in shadow box frames. Beadwork or combination needlework was used for pictures, pincushions, purses, chairs, footstools and fire screens. Most of the work is very intricate, beautiful and unsigned. It also is very collectable.

Jet jewelry enjoys renewed popularity and forms one example of Queen Victoria's influence on her subjects. A newspaper of the day noted that "[t]he Queen [in mourning] appeared at a banquet in a black silk

dress with a *parure* of jet." (Howe, 1973: 218). Jet jewelry immediately became the fashion. Necklaces, earrings, chains and broaches were made from Whitby jet, a hard black gemstone that was extremely popular in Victorian England. But, like the packed rooms of Victorian homes, there are so many categories of Victoriana collecting that it would be impossible to cover them in this brief article.

England in the reign of Queen Victoria usurped France and became the world leader in fashions. No one true style in the decorative arts emerged until the end of the century. Yet, the Industrial Revolution and the rise of a new, more affluent, middle class made the demand for art objects insatiable. The North American antique market is filled with similar treasures from our own Victorian past.

Queen Victoria, in retrospect, adopted and continued to maintain a set of standards that became woven into the warp and woof of English Society. Her life, a model of domestic happiness, became an example of how her 'love of home' spread to the houses and cottages of the middle classes, artisans and labourers in England and abroad. She promoted womens work in charitable organizations and she encouraged philanthropy.

Both men and women followed her example of modesty, gentleness, kindness and honesty. Queen Victoria's personal qualities, for many persons, influence their collecting

Victoriana. These persons indeed are collecting a grand heritage during this 100th anniversary of Queen Victoria's death.

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Come visit the Victorian Room exhibit at the York-Sunbury Museum. As part of the Summer Exhibit, this room has been changed to reflect mourning and loss during the Victorian Period.

Behind Every Successful Woman: The Story of Alexander Ewing

by Gary Campbell

It has been said that behind every successful man there is a good woman. This story is the reverse of that axiom. While Juliana Horatia (Gatty) Ewing is well known in the Fredericton area for her accounts of life here during the late 1860s, her husband, Alexander Ewing, is largely an unknown figure. It is the aim of this account to correct this situation. His military service records have not survived so this information is derived from a number of secondary sources. All of the known details match except for references to his service in Australia, which have not been confirmed.

Alexander Ewing was born in 1830 and was the only son of Dr. and Mrs. Alexander Ewing, M.D., of Tartowie and Aberdeen. As a young man of some means, he studied music and the German language at the University of Heidelberg in Germany. His financial situation changed upon the death of his father, and so he joined the British Army and was commissioned in the Commissariat Department on 1 December 1855. The Crimean War was in its closing phases and he is reported to have served at Constantinople. This was a major supply base for the British Army of the East. All personnel and stores moving to or from the Crimea would have passed through here. It would appear that he arrives in

the theatre of operations at too late a date to qualify for the Crimea War medal.

The details of his service between 1855 and 1859 are not known. He was too junior to appear in Hart's Army List. This is likely the period during which his unverified service in Australia occurred, as this was a popular location for junior Commissariat officers to serve.



*The All Saint's Church at Trull, England.
Photo courtesy of Gary Campbell.*

However, he was promoted to the rank of Deputy Assistant Commissary General on 11 November 1859 and entered the pages of Hart's which makes following his career much easier! His next period of active service would take him to China. There had been a series of wars with China as Western merchants tried to

force trade concessions from the Chinese. The Second China, or Opium, War lingered on from 1857 to 1860. The war would have been concluded sooner but the suppression of the Indian Mutiny of 1857 had a higher priority for the British. The final move was the dispatch of an Anglo-French expedition in 1860. The actual campaign was short as the force landed in August, Peking was captured on 13 October 1860 and then the Chinese then sued for peace. For his services, Alexander Ewing was awarded the China 1860 medal. Because he does not appear to have been awarded a clasp to the medal, he probably remained with the base camp on the North China Sea, near the mouth of the Peiho River.

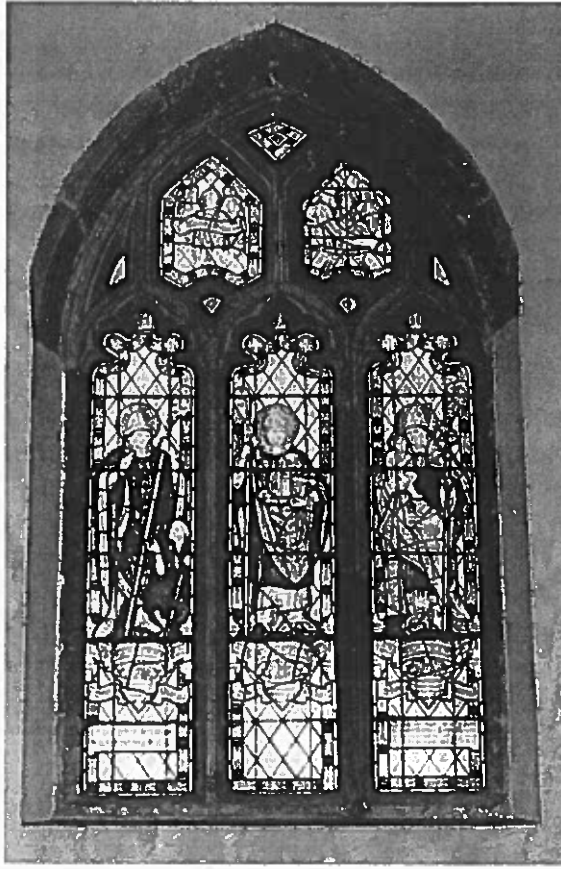
He continued with the British garrison that was established at Shanghai, a treaty port trading centre. Chinese resentment with the foreigners led to the outbreak of the Taiping Rebellion in the 1850s. By the early 1860s, the Taiping's power was centered in the Yangtze Valley and they were threatening Shanghai. To counter this, an Anglo-French force of approximately divisional strength took to the field to defend Western interests in the area. According to Hart's Army List, Ewing participated in the taking of the Stockade of Nalizian

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and the capture by escalade of the walled cities of Kahding, Tsingsao, Tsalin, and the fortified town of Nahjow. During this period he also became the friend of General Charles George Gordon who was commanding the irregular "Ever Victorious" army for the Chinese Emperor. Gordon ended the rebellion in 1864 with the capture of the Taiping capital at Nanking. He became known as "Chinese" Gordon for his exploits and he would later lose his life at Khartoum on 26 January 1885 when the relief expedition led by Sir Garnet Wolseley arrived forty-eight hours too late to save him!

Alexander Ewing returned to England in 1866 and was posted to Aldershot, a major British training camp in southern England. During this period, he became reacquainted with and, on 1 June 1867, married the daughter of Reverend and Mrs. Alfred Gatty. Mrs. Gatty had just started *Aunt Judy's Magazine*, the title of which was based on Juliana's family nickname of Aunt Judy. During the course of courting Miss Gatty, Alexander Ewing wrote the serialized article "The Prince of Sleona" for this publication. In the same year, he was sent to Ireland where he served under Sir Alfred Horsford during the Fenian disturbances. This was part of the same general unrest amongst the Irish that resulted in the Fenian Raids of 1866 and 1870 in Canada. Following this service, Alexander Ewing was assigned as the Commissariat Office at Fredericton, New Brunswick. Accompanied by his bride, he sailed for Canada on 8 June 1867. At the time, the headquarters of Nova Scotia Command was located in Halifax and included the British army detachments in Nova Scotia, New Brunswick, Prince Edward Island, Newfoundland, and Bermuda. On their arrival in Halifax, he reported to his

superior, Deputy Commissary (D.C.G.) Routh, the senior Commissariat Officer in the Command. A week later, they continued on to Fredericton and arrived there on 28 June 1867, just in time to take part in the first Dominion



Memorial Window in All Saint's Church dedicated to Alexander and Juliana. Photo courtesy of Gary Campbell.

Day celebrations. At the time, the bulk of the garrison consisted of the 1st Battalion of the 22nd (Cheshire) Regiment.

Not a great deal is known about his military duties. Juliana's letters are full of domestic and social information but they only have snippets of the details of military life. As the Commissariat Officer, Ewing would have been responsible for the

provision of stores, food, fodder, light, transport, and financial services to the garrison. He would have worked closely with both the battalion and with the other support staffs such as the Town Major, the Staff Surgeon and the Barracks Master. His duties involved travel to Saint John to visit the Commissariat Officer there and, on at least once occasion, Juliana accompanied him. His office was located in the wooden addition to the Officers' Quarters. As befitted his rank, he was assigned an orderly from the 1/22nd to assist him. The 1/22nd had outposts placed along the border to apprehend deserters. One of these was at Eel River (Meductic) and Alexander visited this post in June 1869 to resolve a problem with the ration contractor. Juliana joined him on this trip.

Inspections are always a source of concern. In 1868, D.C.G. Edward Strickland, CB replaced D.C.G. Routh as the senior Commissariat Officer in the Command. His planned inspection of Fredericton in June 1868 brought with it a certain amount of apprehension as Strickland was reputed to be very strict and he had recently sacked a commissariat officer in Halifax who did not measure up to his expectations. Fortunately, D.A.C.G. Ewing had the Commissariat affairs in good order and the inspection went well! Socially, both Strickland and his wife enjoyed their visit.

One of the things that Juliana wrote about was "The Scheme". The support services of the British Army had been going through a series of changes ever since the Crimean War had brutally underlined their inadequacies. In 1868, it was decided to combine them into the Control Department. This new department would be responsible for the

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work that had been done by the Military Train, the Commissariat Department, the Purveyor's Department of the Army Hospital Staff, the Barracks Department and the Military Stores Department. It was divided into two sub-Departments - Supply and Transport (the Army Service Corps) and Pay. It should be noted that this organization is one of the predecessors of the Logistics Branch of the Canadian Forces. As the new organization took effect during the 1868 - 1870 period, Alexander Ewing became part of the pay sub-department. These changes, combined with the withdrawal of the British Army, created a great deal of uncertainty in the Ewing household and they are frequently mentioned in Juliana's last letters from Fredericton.

As part of a general retrenching of the British military, the 1/22nd (Cheshire) Regiment was withdrawn from Fredericton in June 1869. There is a reference to a company of Rifles being in Fredericton for a while after this. This could have been a detachment from the 1st Battalion, 60th Regiment (King's Royal Rifle Corps), which was stationed in Nova Scotia at the time, but this has not been confirmed. Alexander Ewing remained in Fredericton for a period to close out the British military presence. This involved the disposal of stores and

buildings and the final settlement of accounts. By 1871 the only British military presence in Canada was the garrison at Halifax which was one of a series of worldwide strategic naval bases. Halifax protected the vital coaling station at Sydney, on Cape Breton Island.

The Ewings' next posting was to Aldershot, England. They arrived there in the fall 1869. On 12 February 1870, Alexander Ewing formally transferred to the Pay sub-department of the Control Department with the rank of Deputy Paymaster (ranking with Captain). He was promoted to Paymaster (ranking with Major) on 15 September 1875 and in 1877 they were transferred to Bowden, near Manchester. Ewing was promoted to Staff Paymaster on 1 April 1878 and they were posted to Fulford, near York, the same year. Six months later, he was transferred to Malta. Juliana's health was failing. In October 1878, as she was going out to Malta, she fell ill in Paris and had to return to England. That must have been a painful period of separation as Juliana had to remain in England and Alexander's duty took him from Malta to Ceylon.

The couple was reunited in May 1883 when Alexander was posted to the Headquarters Regiment District No. 13 at Taunton, Somerset. He was the paymaster for both the District and the Depot of the Somerset Light Infantry in the rank of Honourary Lieutenant-Colonel (Staff Paymaster, Army Pay Department). They lived in *Villa Ponente*, a house in the village of Trull, which is on the outskirts of Taunton. Their time together was limited as Juliana died of cancer on 11 May 1885. She was buried in the All Saint's, the parish church at Trull. Alexander retired from the army in 1889. He later married Elizabeth Margaret Cumby, the second daughter of the Reverend Anthony Cumby, late rector of Scorton, Yorkshire. Alexander had a brief retirement before he died on 11 July 1895. He is buried next to Juliana. His second wife Elizabeth, who died on 18 May 1930, is buried with them. In 1899, the nephews and godsons of Alexander and Juliana dedicated a memorial window in All Saint's to them.

Their grave is located on the north side of the churchyard under a yew tree. The cross-shaped tombstone, decorated on the ends with double primroses, bears the following inscriptions:

HERE LIES THE BODY
OF
JULIANA HORATIA EWING
WIFE OF ALEXANDER EWING, MAJOR A.P.D.
SECOND DAUGHTER OF THE [LATE?]
ALBERT GATTY D.D. AND MARGARET H.
BORN 3 AUGUST 1841
DIED 13 MAY 1885

TO THE DEAR MEMORY
OF
ALEXANDER EWING
LIEUTENANT COLONEL, ARMY PAY
DEPARTMENT
BORN 3 JANUARY 1830
DIED 11 JULY 1895
"THE LORD WILL LIGHTEN MY DARKNESS"

AND OF ELIZABETH MARGARET EWING
WIDOW OF THE ABOVE AND DAUGHTER OF
REV. ANTHONY CUMBY, VICAR OF BOLTON-
ON-SWALE
DIED 18 MAY 1930, AGED 88 YEARS



*Tombstone in All Saint's church yard.
Photo courtesy of Gary Campbell.*

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In addition to his long army career, Alexander's obituary noted that he was a gifted writer, composer, and translator. He was best remembered for his setting of the hymn *Jerusalem the Golden* and his brilliant translations of Jean Paul Richter's *Flowers, Fruit and Thorn Pieces* and Hoffman's *Serapion Brethern*. Whilst in Fredericton, he was active in the Cathedral choir, where he played the organ, and in the Choral Society. There is an interesting story about his arrangement of *Jerusalem the Golden*. Apparently his cousin, Bishop Alexander Ewing, of Argyle and the Isles, submitted it on his behalf to the editors of *Hymns Ancient and Modern* whilst Alexander was abroad. Because of the similarity of names, the Bishop was commonly credited for a while with

the composition. Juliana relates that the choir members in Fredericton were delighted when they realized that they had such a distinguished composer amongst them. He was also involved in garrison theatre evidenced in a photograph of a play he was in, and this artifact is part of the collection of the York - Sunbury Museum.

This closes the chapter on Alexander Ewing. He was a talented and capable man who has been largely lost to history. His memory lives on in the letters that his wife wrote home from Fredericton. Hopefully, this article will add more substance to the memory.

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"Amateur Theatricals"
Mr. Woolsley, Mr. Ewing, and Mr.
Hammersly (from left to right).
Fredericton, 1868. YSHS Collection.

From the Archives - **The Royal Canadian Regiment in Fredericton**

by C.W. Clark

[ed. This article is from C.W. Clark, "Military History of Fredericton," Number 6, pages 1-5, December 18, 1932, York-Sunbury Historical Society Collection, Provincial Archives of New Brunswick. Prepared from the author's original typed script, grammar and terminology largely have been maintained.]

The Infantry School Corps Headquarters

The barracks in Queen Street after a long lapse of time, upwards of thirteen years, again saw the scarlet of the traditional British uniform. But it was not the scarlet of the Imperial forces. Instead it was the scarlet of the Dominion of Canada's long delayed regular infantry, and they were not at that time even called regular troops. The unit was the Infantry School Corps of Canada which was authorized December 21st, 1883, a number of officers being appointed on that date, and which began to enlist other ranks in the month following. Fredericton had the distinction of having the first enlistment, that of Thomas McKenzie, January 7th, 1884. The base number of the I.S.C., as it was known for some years, was 2000 and No. 2001 was McKenzie, T., [who] at once was appointed Sergeant-Major.

First Permanent Force in Canada

This unit was the first of the permanent forces of Canada to be

located in the Maritime Provinces, although both Ontario and Quebec had had permanent military establishments located within their borders previously. Artillery was the first arm honored with permanent organization when Canada proceeded rather deliberately to undertake to fulfill her promise to organize her own defence. Artillery was organized October 20th, 1871, and localized in Quebec City and Kingston, Ont. In 1883 the force was organized on a regimental basis. Both cavalry and infantry came quite a while afterward, each being organized as School Corps in 1883 and enlisted [men joining the establishments] immediately afterward.

RCR Born in Fredericton

Fredericton can claim the distinction of being the city in which the Royal Canadian Regiment took its being, and with battle-honors earned in the thirty-eight years and more which have elapsed since, in the Canadian Northwest Rebellion, 1885; the South African War, 1899-1902; and the Great War, 1914-1918. The R.C.R. can hold its head up with any British permanent unit existing in that period of time.

It is the custom of regiments of the British Army upon entering the town or city in which their depot is situated, usually the place in which the corps took its rise, to march with drums beating and bayonets fixed, through the streets without asking permission of the

local authorities. It is an old custom. The Royal Canadian Regiment can well claim it in Fredericton although the "beaver" collar-badges no longer are to be seen here. So His Worship the Mayor need not be surprised if on some occasion, should the R.C.R.'s ever come back, if the ancient rights and privileges be claimed. In the Old Country, a County Regiment coming back from foreign service usually is welcomed officially by the [municipal] corporation.

"A" for Fredericton

The Infantry School Corps of Canada was organized in three companies; "A" at Fredericton, "B" at St. John's, Quebec, and "C" at Toronto. The designations recognized Fredericton's seniority. Later, new companies were organized at London, Ontario and Quebec City, and a change in designation made "No. 4" the Fredericton unit. This was held for some time. In 1904, Great Britain withdrew her infantry from the garrison at Halifax, Nova Scotia and Canada prepared to assume the duty. The Royal Canadian Regiment was ordered to recruit to a strength of six full companies and [to] proceed to Halifax. The Maritimes raised the additional sixth company and Fredericton was the place where it was trained, and for some months early in that year, the city had a more military aspect and more regular troops than since 1869.

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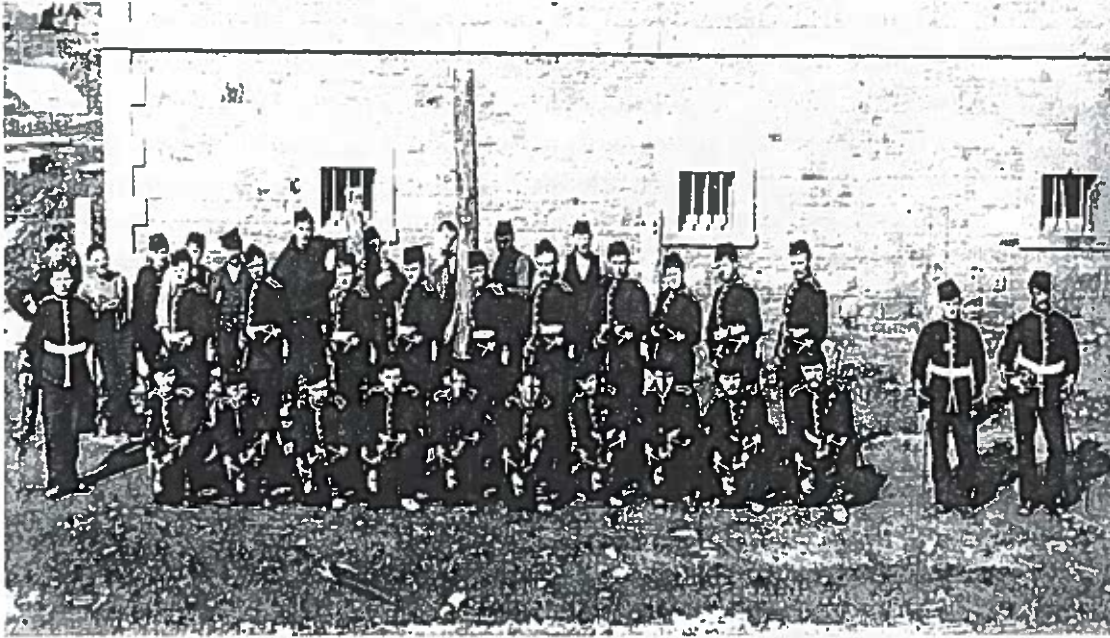
Grass Grew on Barrack-Square

The garrisoning of Halifax took all troops from Fredericton once more, and grass grew on the barrack-square. Agitation for the stationing of regular troops here was started and in 1906 bore fruit with the arrival of "H" Company, R.C.R., a new unit recently

company marched to the C.P.R. station, the last unit of regular military forces to be in this city.

The original name "Infantry School Corps of Canada" early in the [eighteen] "nineties" became Canadian Regiment of Infantry. Royal recognition [soon] being received, the

two local companies of the R.C.R. left for Halifax in 1904, a section of the Royal Canadian Engineers remained and was recruited here to required strength, then being sent to London, Ontario. Men for the R.C.E. of course were qualified mechanics in various lines of trade, being artificers as well as soldiers.



Platoon "A" Company, Infantry School Corps by the Soldiers Barracks, Fredericton, 1883.

YSHS Collection.

raised in St. John's, Quebec. The Imperial custom of using alphabetical designation within a unit had been resumed. This Company at once became incorporated in local life and so remained until the fateful day early in August, 1914, when it was known that Great Britain had declared war upon Germany and Austria. This Company had been standing by under arms the day before for possible orders to entrain for Saint John to guard the harbor-front. The word came at night and early the next morning the

name became Royal Regiment of Canadian Infantry. Not long before the South African War began in 1899, for the sake of euphony, it became the Royal Canadian Regiment. As is customary, initials were used as in the Imperial Army, and the regiment now is generally known as the R.C.R.

Sappers and Meds

The military depot when here always had a hospital detail from the Royal Canadian Army Medical Corps as it now is styled. There also was in latter days a non-commissioned officer of the Royal Canadian Engineers [in each depot]. In connection with the latter corps, it may be stated that when

A Brass Band

The depot of Canadian regular troops from 1884 to 1914, thirty years with a slight break, restored to Fredericton on a reduced scale, the social and official life with its color, which had so distinguished this city in its long history as an Imperial Garrison. The Infantry School Corps early in its history organized a brass band which, although small, was excellent. This

musical organization gained a reputation which was wide early in the "nineties." General Herbert, one of the commanders-in-chief sent here from England, objected to time being given to musical matters and the band was done away with after some ten years' service. It remained in abeyance until about 1902 when it was reorganized and continued until the R.C.R. left for Halifax.

The Last Command

Many officers and men were stationed here. A list, even of officers, could not be attempted in this paper. Suffice it to say that Lt. Col. George B. Maunsell was Commandant of the first

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company with the other officers [being] Major W.D. Gordon, Lieut. D.D. Young, Lieut. T.D.R. Hemming, and T.C. Brown, M.D. as Surgeon. The last company here was commanded by Major A.C.B. Hamilton-Gray, with other officers Capt. M.E. Roscoe, Lieut. Lyne-Evans and Lieut. R.J.S. Langford.

Thomas McKenzie was the first Sergeant-Major, having reverted from his rank of Captain in the Canadian Militia to take the appointment. He had expected to be Adjutant but no separate appointment to that office was made. The last Sergeant-Major was J.J. Good. Both have passed away but will be recalled by many.

Col. Maunsell had been in command of the New Brunswick forces since Confederation and continued in

that capacity. Fredericton was military headquarters of the Province until the time of Col. G. Rolt White as D.O.C. He, through connections in Saint John by the marriage of his daughter, had the transfer made to Saint John. One well known ex-officer of the R.C.R. here is Senator A.H. MacDonell. He was lieutenant here early in the "nineties" and completed his service as Brigadier-General.

The RCR and the Royal "Berks"

The depot of permanent troops in Fredericton did not devote all their time to peace-time exercises. The Northwest Rebellion in 1885 started all depots for Saskatchewan but the Toronto depot, being the nearest, was the only one which arrived in time for actual service. Opportunity was afforded in 1897 for comparison between the Royal Canadians and

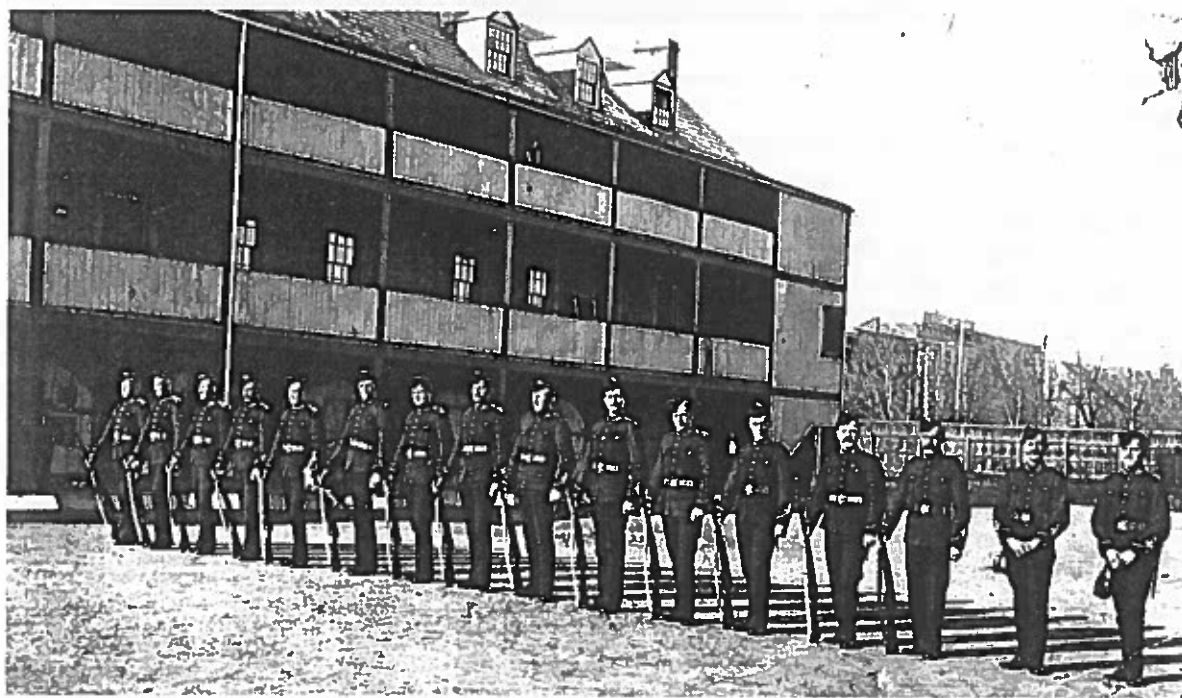
Imperial troops, the company here being exchanged with a company of the Royal Berkshire Regiment then stationed in Halifax. The Canadian regulars suffered in no wise by the six months' comparison to an Imperial Battalion. Instructional duty was carried out here by the company of the "Berks" which exchanged, coming in the Spring and leaving in the Autumn.

The Klondike gold-rush immediately afterward drew a large and able-bodied contingent from the Fredericton depot. About one hundred infantry were selected to reinforce the Northwest Mounted Police on the Dawson Trail in handling the hard characters who were coming from all over the world, and did a year at that duty. Some remained in the Yukon.

The RCR Depart

The late summer of 1899 saw the outbreak of the South African War.

The 2nd Battalion, Royal Canadian Regiment, was raised at once and the local depot furnished some twenty of various ranks as a stiffening for the picked men from the Militia Regiments who filled the ranks. The departure of the entire strength of the last company stationed here for service in the Great War has been mentioned.



*1st South African Contingent,
Fredericton, 1899. YSHS Collection.*

From the Lectern: Fredericton's "Scarr"ed Architecture

by Koral LaVorgna

In 1901, Fredericton residents mourned the passing of their beloved Queen Victoria. In the same year, the community also grieved for Fred Coleman, who gained notoriety because of his legendary companion the Coleman Frog. Shared grief and loss can draw a community together, but at this time of sadness Frederictonians were also united by a powerful sense of civic pride. Fredericton residents had much to celebrate because of a building boom, including the highly anticipated construction of the new Exhibition Building. Citizens were very excited that Fredericton, rather than Saint John, had been chosen as the site for the Provincial Exhibition in 1901. Such an event promised employment, tourism, and tremendous exposure for the capital city. The Exhibition would open in September, but a month before the curtain was set to go up, the man at the centre of all the excitement quietly slipped out of town never to return. The man who left in a cloud of mystery was William J. Scarr, contractor for the Exhibition Building.

William Joseph Scarr, a native of Fredericton, was the only son of Joseph and Mary (Coulson) Scarr. Joseph Scarr emigrated from County Armagh, Ireland about 1843 and settled at Fredericton. He married Mary Coulson, also a native of Ireland, in 1845. The couple had two children, William and Eliza (who married Mr. Lewis Perley).

Shortly after his arrival in Fredericton, Joseph Scarr opened a boot and shoe business on Queen Street. He operated this business until

about 1895, a year before his death. The family lived nearby on George Street near the corner of York Street.

William J. Scarr did not follow in his father's footsteps. Rather than making a career of shoemaking, William worked as a carpenter.



William Scarr's father-in-law, Alexander Boyd, resided at 327 Westmorland Street.

Photo courtesy of Koral LaVorgna.

William Scarr married Jennie Boyd, only daughter of Alexander Boyd, in 1883. He continued to work as a carpenter and by the mid to late 1890s, William began to make a name for himself as a builder and contractor in this city.

William became fairly successful in a short period of time. From relative obscurity, William Scarr became known for building nearly a block of houses on both Westmorland and Saunders Streets. These houses are very distinctive, as they have the same basic structural features. He not only built what can be called his "signature" style cottages, but he also constructed

tenement houses on Aberdeen Street.

Between 1895 and 1896 William constructed a number of cottages on Westmorland Street. These houses sold quite rapidly. In the 29 January 1896 issue of *The Daily Gleaner* it was reported that William Scarr had sold his last cottage on Westmorland Street to Mr. Weldon Burden for approximately \$1300.

William Scarr always reinvested the profits from a house sale into purchasing property for the next house to be built. Initially, Scarr needed capital to get such a business venture off the ground. James S. Neill, owner of Neill's Hardware Store, was one of Scarr's greatest creditors. One also might suspect that Scarr's father-in-law helped him in the beginning. Alexander Boyd, a Fredericton blacksmith, purchased one of the first Scarr cottages to be built on Westmorland Street (327 Westmorland). Mr. Boyd later sold this house to Mr. John Ladds, a carpenter who owned considerable property in this city.

Scarr cottages were desirable not only because they were affordable but because they offered the newest conveniences to homeowners. Scarr advertised that his houses included indoor bathrooms and furnace heating. These were significant selling features indeed!

William Scarr's own housing boom continued throughout the late 1890s. In 1898 and 1899, he built five cottages on Saunders Street. By 1901, he had built another couple of cottages on Westmorland, which were sale or for

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rent. Although Scarr cottages are highly concentrated in the Westmorland, Saunders, and Aberdeen Street area (affectionately referred to by this author as "Scarrsdale"), these signature style cottages are scattered throughout this part of town. There are at least 10 typical Scarr cottages, and a number of other houses which I suspect were built by Scarr but have been slightly altered.

By 1901, William Scarr was a successful house contractor. There is nothing like the smell of success, and Scarr began to widen his horizons. Fredericton experienced a building boom during the late 1890s, and it would appear that many contractors were cashing in on these opportunities. The population of Fredericton was growing, and local builders responded by constructing new houses. New streets were opened and old Fredericton streets were extended to accommodate this growth.

Hidden among this growth and relative prosperity, there were signs that this boom would bust. In 1897, the year of the Queen's Diamond Jubilee, it was reported in *The Daily Gleaner* that the number of defaulters on Fredericton's tax list was larger than it had been for many years. The building boom continued. In that same year, William Scarr tendered the lowest bids and was thus awarded contracts for repairs to the Central Hose Station and for improvements to City Hall. Mr. Scarr also supervised repairs to the Court House in 1897.

In addition to constructing his cottages on Saunders Street in 1898 and 1899, William Scarr won the contract to make repairs to the Church Hall (not identified), and superintended the construction of the Pitts building. He also built the roof for the extension

of the pumping station. Scarr had a reputation for the speedy completion of all his work, and it was reported in April 1899 that he was rapidly constructing the Pitts building. Scarr was always praised for his quick, but quality building results.



William Scarr and his family resided at 347 Westmorland Street for a short time. Photo courtesy of Koral LaVorgna.

In 1900, William Scarr was asked by City Council to comment on the current Assessment Act. Scarr was described as a practical builder and real estate owner in this article for *The Daily Gleaner*. Scarr commented at the time that real estate did not pay more than four and a half to five percent and that real estate could not afford any more taxes. His statement to City Council does foreshadow his own future financial troubles, but he forged ahead and continued to build and compete for contracts.

A few months after Scarr made his statements to City Council, *The Daily Gleaner* printed an update on building operations in the city. Contrary to reports from the previous year that the

building boom would continue, new construction was grinding to a halt since prices were so high. Contractors and builders predicted that operations would resume the next season in 1901.

As early as February 1901, builders were promising that the building trade would become "brisk" during the summer, and that building would be more active than it had been for the past few years. Within a month, Fredericton residents were talking about the proposed Provincial Exhibition. Discussion of the Exhibition and the need for a new building to house the event covered the pages of *The Daily Gleaner* from March through May 1901.

Local contractor Harry M. Clark prepared the building plans for the Exhibition building. Judson Barker, another local contractor, and

William J. Scarr were among those who tendered bids for the construction of the Exhibition Building. Scarr won the contract probably as much by offering the lowest bid as for his reputation for speedy completion of his jobs. Scarr had been awarded the contract in May 1901, and by June it was reported that work on the building was "proceeding at a rapid pace." Scarr had hired 30 men to construct the building and he intended to increase his workforce.

By July the frame work was nearly completed and the roof and sides were being closed in. Everyone agreed that the Exhibition Building was going to be quite handsome when finished. In early August publicity posters advertising the Exhibition had been printed. As work continued on the Exhibition Building, William Scarr competed for and won a contract to

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build a new school at Morrison Mills to replace the one that had burned. He was also completing cottages on Westmorland Street at this time. Scarr could not have been busier or more in demand, but soon it would all come crashing down.

The Daily Gleaner reported on 12 August that work on the Exhibition Building was about complete. The building required some cosmetic work, such as a good painting. A new ticket office had to be built and a bandstand similar to that at Wilmot Park needed to be constructed. Less than one week later, William J. Scarr boarded a train bound for British Columbia with his son Joseph. His hasty and unexpected departure shocked the people of Fredericton.

William Scarr suffered financial losses from a couple of his building contracts, and found himself several thousand dollars in debt. He left to avoid his creditors and the shame of



This Scarr cottage at 338 Saunders Street was owned by C.E. Boone. Photo courtesy of Koral LaVorgna.

bankruptcy. It is clear that William Scarr was a respected builder and contractor, and the community would have been sympathetic to his plight.

Why would William Scarr have absconded to British Columbia? Is it because it as far from Fredericton and

public humiliation as he could get? Such reasons were worthy considerations, but he was more likely attracted to the opportunities which were available in the West. Two days before William and his son boarded the C.P.R., the *Gleaner* reported the great demand for labour in the West. The C.P.R. was sending men to British Columbia to work building bridges. Carpenters were being hired for this type of work. Transportation was being provided by the C.P.R. and if the men stayed at least six months, they were guaranteed permanent employment. Free transportation, a \$3.00 daily wage, and the chance to start over might have lured William Scarr to British Columbia. That William decided to follow opportunity in British Columbia might explain his very abrupt departure only two days after this notice ran in the paper.

Mrs. Scarr and their other two children later joined William and Joseph. The Exhibition building was nearly completed when William left, and the remainder of the contract was supervised by Harry Clark, who had originally designed the building plans. The School House project, not yet started, at the Mills was awarded to a new contractor. Scarr's cottages on Westmorland Street were completed and sold by the time he left. He had been contracted by Sgt. John Coupe, of the R.C.R.I., to build a house at 285 Northumberland Street, and work on that house continued.

William Scarr's departure did not jeopardize the completion of the Exhibition Building nor did it delay the Provincial Exhibition itself. Fredericton residents had a right to be proud because the event was a success. It was a shame that the contractor who made it happen did not stay to admire his own craftsmanship.

Because William Scarr left this city,

the end of his story remains a mystery. He might have contributed even more extensively to Fredericton's architecture. Many former building contractors entered the political arena, including Joseph Limerick, Thomas C. Allen, and Judson Barker. William Scarr might have become politically active, and whether that was ever his intention is not known.

William Joseph Scarr has left an indelible mark on Fredericton's past. His signature style cottages still stand and serve as reminders of growth, prosperity, and promise. Rediscover a forgotten Fredericton by taking a tour of this city's "Scarr"ed architecture.



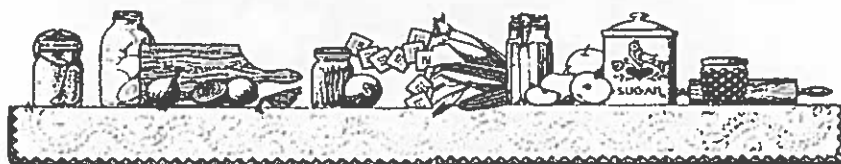
Roy Smith was the earliest known owner of this cottage at 350 Saunders Street. Photo courtesy of Koral LaVorgna.

Scarr Cottages

327 Westmorland
337 Westmorland
338 Westmorland
347 Westmorland
348 Westmorland
326 Saunders
332 Saunders
338 Saunders
344 Saunders
350 Saunders
329 Aberdeen
104 Argyle
188 Odell

Recipes from the Pioneer Kitchen

by Pat Flemming



Imagine a cook in the process of preparing a meal in the mid 1800s. The old fashioned wood stove was the "in thing", no electric mixer (just the old fashioned egg beater), and mainly wooden spoons. Food processors were unheard of and if a family decided to serve chicken for dinner, they would first have to kill the bird, pluck the feathers, and clean it. An ice box was used to keep food cool in the summer and if the family did not own an ice box, the cold basement floor came in handy. Butter was churned by hand and candlelight and kerosene lamps provided the only light for long winter nights and dark days.

Recipes in the early days were simple, and by simple, I mean easy to prepare and not in the least fancy. The following recipe is an easy to prepare Meat and Oat Loaf from *Chatelaine's Centennial Collection of Home Tested Recipes*.

MEAT AND OAT LOAF

2 lbs. Minced beef
¼ lb. Minced shoulder pork (optional)
1 cup milk, gravy or tomato juice
1 cup quick cooking oats
1 ½ tsp. salt
pinch of sage
4 tbsp. finely chopped onion

Mix beef and pork. Beat eggs, add milk, gravy or juice and blend with well with meat mixture. Add oats, seasoning and onion. Stir until smooth. Pack in loaf tin and cover with greased paper. Bake at 350°F for one hour and 15 minutes.

If meat were not available or by

chance the vegetarians had to be satisfied, a stew without meat can be very delicious and nutritious. A stew without meat tastes great. This recipe also comes from *Chatelaine's Centennial Collection of Home Tested Recipes*.

POTATO STEW

7 medium sized potatoes sliced
1 cup celery, diced fine
½ cup carrots, sliced
½ cup turnips, sliced
1 onion, sliced
1 tsp. salt

Prepare vegetables as indicated, and place in a large saucepan. Add a small amount of boiling water. Cover and cook until partially tender. Do not drain.

Another great recipe from the *Centennial Chatelaine Cook Book* is for Buttermilk Biscuits, which would taste great with any main dish.

BUTTERMILK BISCUITS

2 cups sifted all-purpose flour
½ tsp. salt
4 tsp. baking powder
½ tsp. soda
5 tbsp. shortening
1 cup buttermilk

Sift dry ingredients together. Cut in shortening until mixture resembles coarse crumbs. Add buttermilk all at once and stir until dough cleans the bowl. Turn out and knead half a minute. Roll ¾ inches thick. Brush with melted fat. Fold over and cut

double biscuits with a biscuit cutter. Bake on an ungreased cookie sheet at 400°F for 12 to 15 minutes.

Why not top off the menu with an old fashioned rhubarb meringue pie. Throughout the years, rhubarb has always been plentiful and still is today. Many of us grow it in our backyard gardens.

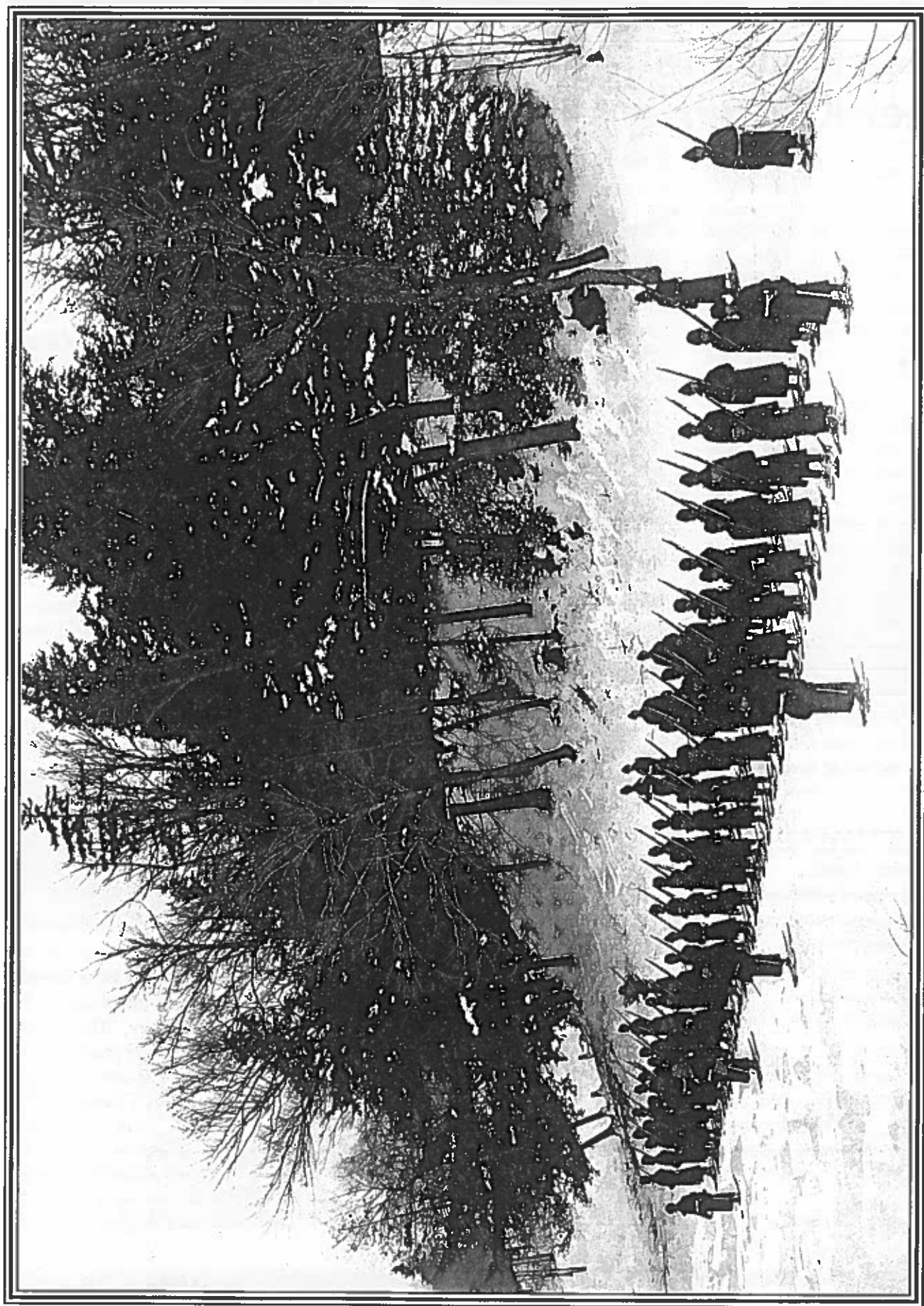
RHUBARB MERINGUE PIE

1 cup sugar
2 tbsp. flour
½ tsp. salt
2 egg yolks, slightly beaten
2 ½ cups rhubarb
2 tbsp. butter
1 unbaked pie shell

Mix and sift sugar, flour and salt. Combine with egg yolks. Add rhubarb which has been cut fine. Turn into unbaked pie shell and dot with butter. Bake at 400°F for 10 minutes, reduce heat to 350°F and bake 30 minutes longer. Cover with meringue and brown at 325°F.

All of the above recipes can be doubled or tripled. No doubt, during the mid 1800s, rats were prevalent. In Dr. Chases Recipe Book on information for everybody published in 1902, the book advised that rats could be chased away alive. Choose Scotch snuff and mix it with pulverized cayenne pepper. Place the mixture in burrowing holes and rats will certainly run off quickly at a sneezing pace!

Until next time, Happy Cooking!



Soldiers of No. 4 Company, R.C.R.I. Colonel Maunsell is in charge of the men assembled at Hermitage Gorge, Fredericton, 1893.