

**HISTORY OF
DARTMOUTH /
DISTRICT FAMILIES
AND HALIFAX HARBOUR
1851 to 1873
VOLUME THREE**



DOUGLAS WILLIAM TRIDER

TRIDER

HISTORY OF DARTMOUTH / DISTRICT FAMILIES AND HALIFAX HARBOUR
1851 TO 1873 VOLUME THREE

©Doug Trider 2003

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, without the prior written permission of the author.

ISBN 0-9686351-2-1

Published by Doug Trider

First Printing July 2003

Printed by KenMac Print Limited
101 Simmonds Drive
Dartmouth, Nova Scotia
B3B 1N7

**History of Dartmouth and District Families
and
Halifax Harbour
Volume III
1851 - 1873**

Knowledge of the past makes us aware that
who we are is who we were, and this
brings an understanding of the present
and
the proper direction for the future

Volume III is dedicated to the 2,700 people who signed two petitions to try and preserve the Dartmouth Common land trust. This land trust was given by the English Monarchy in 1788.

It was granted to all the ratepayers who lived and whoever would be living in Dartmouth, with equal benefit for all, in perpetuity.

For this group of signers, their dedication to their residential integrity and cultural heritage is the proper example for present and future generations of rate payers who live in Dartmouth. It is also an example for those in other communities that also received a common land trust.

Also these petitions continued to honor the sacrifice of our ancestors who created the civilization out of a wilderness.

Another important factor is that they are able to collectively resist any attempt to ignore their legal rights to share in the decision making process by ensuring their freedom of speech.

The rationale of any democracy is the greatest good for the greatest number. If the greater number of ratepayers and their families want to preserve the Dartmouth Common as a perpetual land trust with equal benefit for all, then their elected officials should preserve the Dartmouth Common as a perpetual land trust, and not as a land bank for the special interest groups.

1850

House of Assembly Bills that pertained to Dartmouth and Halifax County.

March 12, 1850 – A Bill was passed regulating the Anchorage of vessels in Halifax Harbour. This was number 26.

March 28, 1850 – An Act relating to the Colonial Revenue that included steam vessels arriving whether they were carrying mails or not, except Her Majesty's war steamers shall be subject to the payment of a Light Duty at the same rate as other vessels arriving and leaving the Province.

Any breach of Revenue Laws may be recovered from any vessel and any master or any person on board the vessel, ship, or boat. This included any vessel hovering on the coast with prohibited goods on board.

On May 21, 1850, there was a correspondence to Sir John Harvey, number 222, regarding the removal of a number of Gentlemen from the Commission of Peace, on account of their political opinions.

His reply was that he thought it his duty to advise Her Majesty that the subject would be expedient for Her Majesty should further interfere with the course adopted by the local government.

May 31, 1850 – A letter regarding the Shubenacadie Canal Company. The Law Officers of the Crown have been instructed to take the necessary steps for obtaining the liquidation of the loan made to the company by the Imperial Government.

Number 19 – An Act was passed concerning School lands and the appointment of Trustees, therefore.

Number 53 – An Act concerning town property in Dartmouth. This would have three trustees of public property, to be chosen for the Township, and their duties.

Also all other public property in Dartmouth, not under the claim of any person, to be vested in Trustees. The Trustees to be appointed at annual meeting. The Governor may appoint Trustees.

Number 61 – An Act to authorize the appointment of Trustees for the Public Burial Ground at Dartmouth.

February 4 – C. W. Fairbanks, Esquire, Civil Engineer, lectured at the Mechanics Institute in Halifax. The topic was the Shubenacadie Canal. A crowded audience manifested their approbation of the manner in which the subject was handled by the lecturer. Fairbanks said the Canal could be made available for £10,000 pounds.

A report from a Boston Newspaper said the New Telegraph line between Boston and Portland, Maine, to connect with Halifax, will be finished in May of this year.

Another report that would concern Nova Scotia shipyards and Ship Chandlers, supplies, etc., was that in Prince Edward Island there were 83 vessels built with a combined tonnage of 14,826.

A New York paper reported the steam ship *Canada* left the harbour, bound for Halifax at noon time. She carried 108 passengers and \$14,000 dollars in specie. She also had the largest mail cargo that ever left this country. There were no less than 64,361 letters. More than 20,000 of these letters were mailed between 9 and 10 o'clock on the previous day.

The Cunard line of North America mail steamers announced they have launched the largest vessel ever built on the Clyde River. This was the *Asia*. She was 265 feet long, breadth, 37 feet, and her tonnage was 2,226. Her model was admired by competent judges and she is expected to maintain the reputation that the Cunard line has built up.

Regarding the new Telegraph line, a report from the United States Congress said, a proposal made by the Congress was to connect Halifax with the West Coast of Ireland by Electric Telegraph. The estimated cost would be from 3 to 4 million dollars.

March 25 – Fire broke out at Stanford’s Tannery in Dartmouth. It would have been completely destroyed, but for the prompt exertions of the men and women in the vicinity, who helped put out the fire.

The Halifax and Dartmouth Mutual Insurance Bill now passed into Law. It behoves all who intend participation in its advantages to be up and doing. Lists have been opened and left at the Boot stores of Messrs. McKinley, Grahame and Fuller. Everything will now depend on the public laying hold of this popular method of insuring, so as to test the benefits of Mutual Insurance.

On May 13, 1850, an article was published called, “Nova Scotians Abroad”. It described how one of the builders of the Collins Line of Steamers was a Mr. McKay from the Clyde River near Shelburne in Nova Scotia. Two of the other three builders at New Orleans, and gave a eulogy as, “American Enterprise,” are Messrs. Carson and Tufts, who served their time (apprentice) with Mr. Alexander Lyle of Dartmouth.

The article adds that, . . . “In like manner might hundreds of our country men be enumerated, who, by their skill and enterprise are adding to the wealth and fame of the neighboring Republic. . . . But we trust the day is not far for distant when, starting into life and vigorous action, the land of the “Mayflower” (Nova Scotia) will again be claiming her wandering sons, and shoulder to shoulder, the sons of Nova Scotia make common cause in the race of improvement . . . so might it be . . .”

On the night of May 16, there was a fire at Dartmouth at the steam mill, and adjoining warehouse of the business owned by Messrs H. Y. Mott and Sons. This included the machinery and valuable stock of manufactured chocolate. The fire was first noticed by passengers on the ferry, on the Halifax side, just as this ferry left on her last trip for the night. She returned, and although the rain came down in torrents, and a large party of Firemen and others taking with them Fire Engine number 1, they started off in the steamer which landed at Mr. Mott’s wharf. The assistance, although well meant, could not possibly be as well timed . . . the property was nearly all destroyed before the party arrived . . . The dwelling houses nearby were saved.

The property is partially covered by insurance of £2,300 pounds in a London office. The roof of the building fell in when the door was opened. The mill was one of the most efficient in the province.

In June, a humpback whale, about 50 feet long, came in to Halifax Harbour. It cruized around Fort Clearance then George's Island. There were many attempts to capture or kill this whale, but all in vain.

The Dartmouth ferry steamers announced they would resume ferry trips to Sackville during the summer.

Another report said that a new record was made by the Whale Ship, *Coral*. She arrived at New Bedford with a cargo of 3,000 barrels of Sperm oil valued at \$113,000. This is thought to be the most valuable cargo of Sperm oil ever entered by one vessel at any one port in the world. The *Coral* has been away from New Bedford for 3½ years.

This was followed by a report on how much oak was necessary to build a ship. A report from the Commissioners of Land Revenue stated that a 74 gun fighting ship contained about 2,000 tons, which at the rate of a load and one half a ton, would give 3,000 loads of timber and would require 2,000 trees of 75 years growth. It is also calculated that no more than 40 oak trees, containing a load and a half of timber each, can stand upon one acre. Fifty oak trees are required to produce the oak necessary for every 74 gun ship . . .

The annual excursion to the Eastern Passage went off in great style. The Band of 35th Regiment was in attendance and a great number of citizens took advantage of this opportunity. They returned in the evening in the, "utmost harmony".

This year Dartmouth responded to the invitation to the Regatta, by Mr. E. H. Lowe promising £150 pounds may be expected from this side of the harbour. Also he said, there will be several boats to enter the races. The Navy subscribed about £60 pounds and then the military about £40 pounds. There were also the promises of three lovely bands at present in the garrison. The Regatta office will stay open for donations and or boat entries until September 15th.

A beautiful 4 oared gig, built entirely of copper, was built by a mechanic in Halifax south end. She is a credit to her builder.

The mayor of Halifax has been asked to recommend that September 12 on a Thursday, be observed as a grand Holiday in the city.

Mr. McKay, the famous ship builder from Shelburne, Nova Scotia, has just completed a 1200 ton vessel at the yard in East Boston. She will be named the, *Daniel Webster*, in honor of the famous senator.

On September 9, a picnic was held at Beach Cottage, about three miles from the ferry at Dartmouth. A barn was used as a dancing room, and the other part as a "saloon". The dancing kept up until quite late, but all were pleased with the evening amusement.

The editor of the, "Nova Scotian," has asked the Dartmouth Steam Ferry Co. to advertise when it takes its excursions to Sackville, his question was, . . . "has it ever occurred to the Directors that they are not dealing fairly towards a generous public? . . . in the mission of advising them through the newspapers or by placards, as to ??, when and where they intend to run, ???"

In September the Regatta was observed as the Earl of Dundonald's Holiday. He was in attendance. There are 21 races scheduled, and also canoe races by men and squaws, also Gig and Pint races but entrance fees were required.

There were 22 races and this did not include the sailing races. A reward was given to *H.M.S. Wellesly's*, Jolly Boat, because the crew waived their chance of a prize in the 17th race by preferring, rather to assist their shipmates who had been capsized in the first cutter . . . It was also decided to have several more races on the next fair day.

The Dartmouth ferry never stopped carrying passengers over to the Dockyard. When the 11 o'clock Dockyard Bell announced the holiday, more than half of the population of Halifax were waiting on the streets for admission within the gates. Also hundreds of small privately owned boats of every variety and rig were passing to and fro.

The weather was perfect for the Regatta. The three Naval “Ships of the Line,” *H.M.S. Wellesley*, *Helena* and *Pyramus* were literally pyramids of flags. The opposite shore of Dartmouth looked on the Dartmouth Common, delightfully fresh and green from the brilliant sunshine after the previous day’s rain.

Also noted were the numerous parties of gypsies (or rather native Indians) who pitched their tents on the green shores of that charming locality.

In Halifax almost all of the stores were closed and the flags were hung over the windows with the brightest and gayest colors.

A select party was entertained on board the Flagship where an elegant dejeuner was provided by the Officers, and dancing was kept un until evening. The bands of several Regiments in Garrison were in attendance, and materially enhanced the pleasures of the day.

Dartmouth was well represented on the winning side of this sporting contest. In Race number 5, sailing yachts, a splendid race, first prize of \$60.00 was won by Ebenezer Moseley’s, *Mystery*, a new boat, but was spiritedly contested by the yachts, *Eclipse*, *Wanderer*, and the *Wellington*. The course was over 9 miles long.

In Race number 14, Gigs of 4 oars pulled by amateurs under 21 years of age, a prize of a Lady’s purse of \$40.00 was won by the, “Lawrence Hartshorne,” owned by the Dartmouth Club. The press was invited to observe the races from the top deck of the *H.M.S. Pyramus*. They were able to report on every aspect of the Regatta.

This was a very pretty race, and many think that the winning boat was the fastest on the course, as her crew was by all odds, the most tastefully dressed fellows at the Regatta.

The only accident that occurred during the day was in the 17th race. This was between the, “man of war” cutters and other boats not exceeding 25 feet of keel. The boat, *Grand Turk*, having her sheets flat, aft, was struck with a puff of wind near the Dartmouth shore. She nearly capsized, but her crew escaped with nothing more than a sound ducking.

In Racing event number 18, Four oared Gigs, pulled by mechanics, the first prize of \$50.00 was won by the Dartmouth Club in the Gig, *Lawrence Hartshorne*. This race excited a great deal of interest and was most spiritedly contested by all engaged in it.

In Racing event number 22, canoes pulled by Indians, was a splendid race, with first prize of \$18.00 won by Knowlan Brazille. The Squaw race did not come off.

Credit was extended to the committee for their excellent work. They carried into effect the arrangements, and conducted the business of the day with the utmost regularity . . . although there were nearly double the number of races, on the present day, compared with any previous Regatta, there was not the slightest confusion . . .

One event was worthy of an important footnote . . . This was event number 9, four oars open to the world. It was the race of the day with 12 entries. The winning crew pulled 4 miles in just 25 minutes and 23 seconds. The remaining boats came home within a few seconds of each other. These boats were not all owned in Nova Scotia. The visit of the New Brunswickers has opened the eyes of our people. Obviously we know how to respond to competition . . .

In a letter to the editor of the “Nova Scotian,” the following was written . . . Mr. Editor – In the notice of the Regatta in the paper “Morning Sun,” we read the race of the Gentlemen Amateurs was taken by the *Trial*. This was owned by the North End Club, in gallant style—now it was by the mere skin of their teeth . . . to use a vulgar phrase, and if it had not been for the breaking of an oar lock, the *Lawrence Hartshorne*, would have won. If the *Trial* is such a good boat, why did not she win the race opened to the world . . . where was she in that race?? Echo answers where she was the 8th or 9th boat . . . and further, the Dartmouth Club are willing to run the same boat and crew, any time they think proper, for any amount. Take them up braggers at the North End”.

I remain,

TRUTH

October 7, it was announced (proudly) that Dartmouth is not altogether asleep. Two vessels are now being built at her shipyards. Mr. Chappel is building a barque of 300 tons, while Mr. Alexander Lyle is building a brig of 140 tons.

Another report said that Mr. McKay, the Nova Scotian from Shelburne, is building a clipper ship to outsail any vessel of her size in the world. The model has been left entirely to the builder. This was contracted my Messrs. Sampson and Tappen of Boston.

On October 21, it was announced that the Brig, *Richmond*, was built by Messrs. Mosely at Richmond area of Halifax. This was 215 tons, for Messrs. Allison and Fairbanks. A better vessel of her class does not exist. Nothing could outsail this vessel as it would at least average 125 miles per day. In 47 days she averaged 152 miles per day by sailing 28,254 miles in 226 days.

In Dartmouth the Ida Foundry, of which Mr. A. C. Fife was the authorized agent in Halifax, is in full blast now, with orders from the West Indies, and other places, and these orders have been met with prompt attention.

On October 28, there was an article published on Ship Building in Nova Scotia . . . Taking population for tonnage, there is a greater amount of shipping owned in this Province than in any part of this world . . . It is estimated thousands of enterprising Americans will settle in Nova Scotia for the sole purpose of ship building, and our facilities for prosecuting this branch of industry are unequaled in the world . . . for example, Mr. McKay, a Nova Scotian naval architect will be launching a vessel that is considered to be the finest in the world. She will serve as a "Liverpool Packet".

Mr. Eben Mosely submitted for our inspection, two very beautiful draughts of vessels, one the celebrated, *Sea Witch*, of New York, and the other, a brig about 250 tons. With such a reputation it is a wonder why our merchants do not commission him to build more ships. The vessel *Richmond* is evident of his ability.

A report from the British Navy says there are 221 ships, with 3,567 guns and 32,686 men. Besides this, all ocean steam ships, now under contract to carry mail, are liable to be called up and fitted for the purpose of war.

Another report of interest was that nearly "1,000 sail of vessels," from Nova Scotia ports have entered the port of Boston during the year of 1849. Nearly the whole of the carrying trade between Nova Scotia and the United States is now entirely in the hands of our own people. Also our vessels are fast coming in for a share of carrying freight between Great Britain, the West Indies and ports in the United States.

There is reasonable hope that if careful of the advantages that we enjoy as a Maritime people, we may ultimately enjoy a proud preeminence as carriers for the whole commercial world.

It was announced that the brigantine, *Rapid*, was launched at Cornwallis. This was built by a Mr. Bigelow who built the steam ferry *Chebucto*. The Dartmouth ferries were now three steamers and probably are the most efficient in America, although improvements are needed on both sides of the harbour. There should be station houses on both sides. The history of this ferry is somewhat singular. Step by step it has reached its present efficiency.

The new barque being built at Dartmouth by Mr. Chappel for Fairbanks and Allison, will soon be launched. The reputation of her builder is sufficient guaranty as regards to her workmanship.

At the farm occupied by Mr. Huskins, on Cole Harbour Road, there will be a Ploughing Match for members of the Dartmouth Agriculture Society.

For trading with Boston in 1850, from Nova Scotia there were 1,480 vessels. Pictou had the most with 283 ships, Halifax 102, Windsor had 94 and Annapolis had 121. Boston is trading with 195 foreign ports. Other American ports like Philadelphia had 1,397 vessels and New York had 549.

Deed – January 10, 1850 – John Robisho et al, sold to Michael O’Neil for 5 pounds, a lot on the east side of Chezetcook Harbour, and on the west side of Queen’s Road, to the land owned by Peter Young, and then to Prosper Murphy’s lot to the property of John Murphy, then to a swamp, then to Barrio’s Hill to Peter Greeno’s line — 1½ acres. This was signed in the presence of Richard and William Lapierre and Thomas Spence.

Deed – January 25, 1850 – Lawrence Hartshorne, Esquire, sold to Patrick Barry and Patrick Hainey, et al, for £70 pounds, land on the south side of Lake Bannock to the Preston Road, including the lot of Henry William Scott.

Deed – March 6, 1850 – Sabastian Richard, yeoman, and Rebecca, sold to Henry Richard, carpenter, for 10 shillings, and love and affection, land on the south east corner of John Smith’s lot (deceased) to Thomas Boggs property, 35½ ft. by 35½ ft.

Deed – March 6, 1850 – Sabastian Richard and wife, sold to Edward Richard for 10 shillings, and love and affection, a lot next to Henry’s lot, up to the property of James Stanford. The lot was 35½ ft. by 35½ ft.

Deed – March 16, 1850 – Thomas Croucher and Amelia, sold to John Meager who was indebted to him for £40 pounds, 11 shillings since 1839, then turned over a lot of land to settle the debt (plus the 10 shillings fee) which included land on the west side of Porter’s Lake that had formerly belonged to William Davis, up to the lot of John Chamberlain, being 27½ acres, which was part of lot number 14 of the letter F in the Preston grants.

Deed – April 1, 1850 – James Griffon sold to John Lanigan, mason, for £135 pounds, land in Dartmouth, near lot number 12 that had been conveyed to Patrick Moran, 200 ft. into the harbour. East for 100 ft., also land part of the Dartmouth Common that was conveyed by the Trustees to Richard Best and to William Dodsworth Hunter, then it was assigned to John Cassin, lot number 16, 17, and 18 on the Common Plan.

Deed – April 11, 1850 – Executors of Samuel and Mary Albro sold to Lawrence Hartshorne, for £45 pounds, lot 8 and lot 11, next to Kenny. Also lot numbers 5, 6, 7, 8, 9 and 10 which was part of the estate of

William Skerry, for 2,375 ft., then north for 643 ft. then south for 643 ft.

Deed – April 15, 1850 – John Gibson sold to James Thomas, farmer, for £80 pounds, 100 acres in Preston, where Tobias Otto used to live. This was known as lot number 7 of the letter ‘C’. It had been mortgaged to David Muirhead.

Deed – April 16, 1850 – John Bell, tin plate worker, sold to James Foreman Jr., for £100 pounds a lot on the north side of Quarrel St., to the corner of Wentworth St., 120 ft. by 120 ft.

Deed – May 4, 1850 – James Roue (barber) and Jane, sold to Samuel Hunston, Engineer, for £440 pounds, Water lot number 1 in the letter ‘U,’ and Water lot in front of letter ‘A,’ next to the estate of John D. Hawthorne, 400 ft. into the harbour.

Deed – May 4, 1850 – The Trustees of Daniel and Elizabeth Brenner sold to Thomas Marvin, carpenter, for £180 pounds a lot on the main road from Dartmouth to Cole Harbour on the Green Road.

Deed – May 9, 1850 – Sir Rupert D. George versus the Shubenacadie Company, Certificate of Judgement. Breach of Judgement, signed by the Honorable Chief Justice for the sum of £40,000 pounds and £32 pounds, 4 shillings and 6 pence, Debt and Costs of Suit on May 8, 1850 . . . It is considered that Rupert D. George do recover against the Shubenacadie Canal Co., and also the cost of suit (£32 pounds, 4 shillings and 6 pence). This was entered upon the Docket of Judgement of said Court of Halifax Book Letter T. T. page 275, which judgement was duly signed by the Honorable Chief Justice on May 8 1850.

Deed – May 10, 1850 – Thomas Stayner and Louisa, sold to John Vieth, for £250 pounds, land on the Preston Highway, 7 acres, also the barn and farm house next to King and Wisdom and formerly owned by James Wakefield, 62 acres, and 117 acres of land on the Preston Highway that had formerly been owned by Stayner and Allen.

Deed – May 11, 1850 – Charles Rudolf, master mariner, and Sophia, sold to Mary Stayner Allen, Emily Allen and Augusta Maria Allen,

spinsters, land next to the late Samuel Mitchell over to the land of Benjamin Elliot, bounded west on King St.

Deed – May 13, 1850 – William John, Charles Taylor and George R. Young, the Executors of William Crook, sold to Charles Beamish, for £150 pounds, a lot in the Porter's Lake area. This was the same lot where John Verge lived, together with five islands in Porter's Lake, and property next to Verge's land.

Deed – June 4, 1850 – Thomas Mulachy and Anne (yeoman), sold to Casper Murphy, for £50 pounds, land on the west side of Chezetcook Harbour, next to lot number 19 in the first division at the main road, 13 acres.

Deed – June 8, 1850 – William Loy and Ellen (farmer) sold to John R. Conrod of Lawrencetown, farmer, for £40 pounds, lot number 1 of the marsh lots, formerly owned by Christian Loy and the heirs of Ferdinand Loy, 5 acres and 3 rods.

Deed – June 25, 1850 – James Roue and Jane, (Hairdresser), sold to Edward Bennet, merchant, for £300 pounds, lots in Dartmouth, number 7 and 8 in letter 'N.V.,' east of Water St., next to Michael Dunn's property, to Benjamin's property for 120 feet, also a gateway of 10 feet on the north side of the lot to William Tapper's land.

Deed – July 6, 1850 – John Rottenberry and Anne (carpenter) sold to John Ritchey for £750 pounds, all the eastern moiety of the half of letter R, formerly conveyed to Henry Walker Glendenning and said John Rottenberry by Peter Donaldson, in 1843, bounded by Prince Edward St. on the east, and north by the land of Henry Clark and Joseph Harris.

Deed – July 12, 1850 – Michael McCormack and Alice, sold to George Montague, for £750 pounds, the property called Lake Loon in Preston – 500 acres, formerly granted to James Lovelace, also 100 acres, being lot number 172, along with 100 acres formerly granted to Michael Houseal in the former Preston grant, also 75 acres, lot number 14, in Preston, at the foot of Lake Loon – also the lot granted to A. Farquharson (then formerly granted to John Wentworth in 1801, being 149 acres next

to Lake Loon) – also the lot purchased of Scott and McKeiner east of Farquharson’s lot, also 40 acres purchased by Thomas Donaldson near Lake Loon on the east side to J. Mott’s land – also the triangular lot next to Donaldson’s and to Lake Loon.

Deed – August 13, 1850 – George Jackson, shipwright, sold to Henry Donaldson, yeoman, for £25 pounds, the lot number 6 of the block letter I on Ochterloney St., 30 ft. by 60 ft. by 30 ft. by 60 ft.

Deed – August 13, 1850 – Charlotte Coughlan sold to Andrew Robinson and Daniel Murphy, for £250 pounds (her share of her father Benjamin Green’s) lot number 19 in East River, Lawrencetown to the shore line – 80 acres, also a small island called Flake Island, 5 acres, also lot number 8 at the Salmon Hole, 76 acres, known as a wood lot.

Deed – September 11, 1850 – Richard Bonifast , sold to George Caulford, for £4 pounds, land on the east side of Chezzetcook Harbour, next to the land of the late George Bayers to land of George Canford, 60 acres.

Deed – November 7, 1850 – John Romans, school master, sold to Michael McCulloch for £400 pounds, next to the land owned by the Shubenacadie Canal Co., designed and intended for a distillery, with 15 tuns on the property, and all the stills, etc., etc.

Deed – November 8, 1850 – John Smith and Elizabeth (yeoman), sold to Michael Dormedy, for £25 pounds, a lot on the west side of James W. Johnston, then east to the property of Michael Dormedy 132 ft. by 23 ft. to the property of Thomas Boggs.

Deed – November 25, 1850 – John Dunn and Rebecca (Butcher), sold to Rebecca Dunn (his mother) for 10 shillings, a lot bounded north by Isabelle Dunn’s lot, 45 feet east to John Tapper’s, then south by James Dunn’s land, then west by Water St. for 35 feet.

Deed – November 30, 1850 – Dominick Farrell, and wife Mary, sold to John Kennedy for £125 pounds, a lot on the corner of Quarrel and

Wentworth Streets, west to Tremain's lot, south to Quarrel St. then east for 20 feet.

Deed – December 14, 1850 – Samuel Gaston, and Martha, sold to John Wilson and Margaret, for 10 shillings, land near Russel Lake, 15 acres. Margaret Wilson was the daughter of Samuel Gaston.

Deed – December 19, 1850 – David Thompson and Mary (farmer) sold to Thomas Griffen, for 5 shillings, land on the west side of Porter's Lake, part of the former Grant to William Annan, called lot number 18.

1851

Number 7 – An Act to continue and further amend the Act to incorporate the Dartmouth Water Company.

Number 28 – An Act respecting fire engines in Dartmouth.

January 6, 1851, the exports from Boston for the month of November were 10,853 tons. They sent 1,627 tons to Calcutta, 765 tons to New Orleans, and 600 tons to Kingston, Jamaica. The total exports for 11 months in 1850 amounted to 68, 869 tons. Last year (1849) in the same months, 61,905 tons.

This information led the enterprising ice dealers in the Dartmouth area to focus in on this industry. Our winters provided the ice, now what was required was the cutting, storage and finally shipping to these markets.

At present the “clipper ships” were expected to monopolize the China trade, and the potential of better and bigger ships being built in Nova Scotia was evident by the number of shipwrights, ship smiths and other “mechanics” that were being trained at the many boat yards around the province.

When vessels weren’t being built, the maintenance of other vessels kept these people employed on a year round basis.

On January 13, a barque of 300 tons called the, *Coringa*, was launched from Mr. Chappell’s ship yard at Dartmouth. This was for Messrs. Fairbanks and Allison. She was greatly admired at Boston and could have been sold at least a dozen times, if on the market. Her dimensions were the following: length, 80 ft. – beam, 20 ft. 6 inches – depth of hold, 11 ft. inch – burthen 133 tons.

February 6 – a meeting of Halifax Merchants and Gentlemen was held at the Exchange Reading Room, to discuss the Dartmouth (Shubenacadie) Canal. This was a business meeting not for open discussion. It was well attended by the influential merchants of Halifax.

Joseph Fairbanks addressed the meeting and gave valuable practical views on the subject.

It was resolved that a committee be appointed to obtain every information about the present condition, and title to the lands of the Canal, and all other matters relating to it. Also to request a conference with the Provincial Government on the subject and to report their proceedings to a subsequent meeting of the citizens, to be called for that purpose.

It was further resolved that a memorial be drawn up to His Excellency the Lt. Governor, requesting him to urge upon members of his Government, and their immediate action as regards the mortgage and judgement on the Canal property for the purpose of getting the property either into the hands of the Provincial Government, or those of any party or Company that may be found, in order that the work may be immediately proceeded with.

A committee, consisting of Andrew McKinley, Dr. Avery, Messrs. William Lawson, Henry Pryor and Hiram Hyde, was appointed to carry out these resolutions.

This year a new industry started up for Nova Scotian ship builders. Two ships from Pictou, the *Montgomery* and the *John McKenzie* were sold in Glasgow, Scotland.

Merchants in England and Scotland would request the ship builders in Nova Scotia to build their overseas vessels by either coming over to the yards, or allowing the shipwrights to design the vessel, then load it with timber, etc., then sail it over the Atlantic, sell the cargo separately, then sell the vessel to the merchants for trading in the Atlantic, Pacific and Indian Ocean. This would, of course, include the so called Seven Seas and the numerous Gulfs, Coves, Bays, etc., around the world.

With the demand for ships, came the demand for the wood mills to supply the timber to build the ships. Also the labor to supply the timber to the mills, or to the yards. This spin off effect made Nova Scotia the wealthiest province in Canada.

On February 24 – The curlers announced they will be on the ice at the First Dartmouth Lake, at eleven o'clock on Tuesday, to play for the medal recently received from the Royal Caledonia Club. The ice is in splendid condition and thousands of our citizens will, no doubt, avail themselves of the opportunity to witness this truly National Pastime.

It was announced that Dr. Gesner's, Kerosene, or gas lights, may be seen on display at Dartmouth. He has applied for "letters of patent" for an improvement in lighting and illuminating purposes.

The newspapers began to publicize the coming, "Great Ocean Race". The Liverpool England shipbuilders, have accepted the great, "New York Challenge". They propose that the ships should be of 1,600 tons—near as possible to the same dimensions, and be sparred and rigged exactly alike, sailed in ballast, and each party to have the choice of its own officers and crew. The race will be from Europe to the East Indies, or if the Americans plan to sail round the globe, and finally that the match come off within 12 months. This would allow time for trial trips.

Following this report was the announcement that the *Moro Castle*, built in Newport, Nova Scotia, and sailed by Captain Moser, beat the performance of the Clipper Ships in 12 days. The race was from the Island of Scilly to Sambro Island, fully loaded.

Along with the need for merchant vessels, it was also proposed that the Provincial Government will ask for tenders for suitable vessels to be employed, during the fishing season, to protect our Fisheries along our coast line.

The Dartmouth Ferry was rapidly increasing communication between Halifax and Dartmouth because of the growing population. There are now demands for a ferry on the north end of Halifax, as well as the "rising village," opposite.

On May 14, at the Exchange Room, a public meeting was held for persons favorable to completing the Canal from Dartmouth to the Basin of Mines. The chair was taken by Mr. J. F. Avery, M.D.

The report of the sub-committee on a detailed scheme that was based on experience and calculations. Also several questions were answered. The sum of £10,000 pounds was mentioned. The Honorable Provincial Secretary expressed his willingness to cooperate with the committee. It was appointed to confer with the local Government on the question of transferring the property into the keeping of the Province.

In May there was another article published regarding “Ship Building”. The rivalry between England and North America, as in which country can build the, fastest, safest, most economical and best paying merchantmen (vessels) is gradually producing a fleet of vessels in every country, which, without rivalry, would probably never have been built.

Each day one country or another produces unbeatable clippers; some warranted to do the same, and to carry. Canada does not intend to be left behind in the race, and have named two or three vessels now on the stocks, which are intended to surpass everything instrumental in elevating the character of colonial shipping . . . each new rival (vessel) adds interest to the struggle for supremacy and the result, under any circumstances, must be the improvement of our merchant marine and the general advantage of all parties concerned.

Launched at Dartmouth, a fine Brig of 143 tons, fully rigged, was launched from the ship yard of Mr. Alexander Lyle, of Dartmouth. This vessel was named the *Express*. She was purchased on the stocks by the House of William Pryor and Sons, as a general trading vessel. It will contrast favorably as regards to model etc., with any of the numerous fine vessels built by Mr. Lyle.

A report from Glasgow, Scotland, said that Mr. Robert Napier has contracted to build 13 steam vessels. Four of these steam vessels are on the paddle wheel principal for the Pacific Steam Navigation Company. Each will measure 1,200 tons with engines of 330 horse power. Also there will be two screw propelled steamers of 750 tons with 150 horse power, to run between Liverpool, England, and Constantinople, in connection with three other ships. Another steamer is for the London to Glasgow trade.

Another surprise is for an “iron sailing,” vessel of 800 tons, and a steam pleasure yacht with paddles weighing 250 tons at 120 horse power.

For the Cunard line there are two vessels of 2,700 tons which are larger than any other Cunard owned vessel. The engines will have 800 horse power.

June 4, 1851, the Dartmouth Ferry steamers have had their cabins newly painted and lighted with kerosene gas. This was manufactured on the Company’s premises at Dartmouth. This is a pleasing improvement and contrasts most favorably with the former smokey lamps in the Ladies cabins. It has been suggested that it would be an additional improvement if the parties who deface those cabins by obscene writings and figures, and otherwise disgrace themselves, and the community on the boats, were exposed and punished until this annoyance ceased . . .

The yachting season meant that several new yachts would be competing this year. The officers of the 42nd Royal Highlanders will be competing and are preparing their vessels. Mr. Mosely’s vessel, *Mystery*, is offered for sale at £100 pounds currency. It was suggested that several young fellows form a company and purchase it. A grand Regatta is being planned this summer. The Boat clubs are asked to consult with the Fishermen when the time for this Regatta will take place.

The high prices paid for cod fish in the United States has offered a great inducement to establish a winter fishery. The fish caught in that season are superior and high prices are obtained in the American markets.

The improved class of fishing vessels now owned by our inshore fishermen will encourage them to follow through. This gave rise to the motto, “Success to Enterprise”.

On May 24, a notice of Mackerel Bounty was to be published in all the Halifax papers, the Eastern Chronicle, Yarmouth Herald, and the Cape Breton News. This would encourage more fishing vessels to be built.

A Bounty would be given to each of these vessels owned and registered in the province under the following conditions . . . Each vessel

to be from 25 tons upward . . . equipped for the deep sea Mackerel Fishery with the "Hook and Line," for three months from July 1st to November 15, to be manned with a crew of one man to every 5 tons of the Register of the Vessel. This Bounty not to exceed 20 shillings per ton, will be paid to each vessel so employed . . . The Commissioners will receive the names, tonnage and number of men until July 10, next . . . vessels from the outports can be entered by letter . . .

A June 18 report on the, Success of Fisheries, said that a great number of vessels received their supplies and then proceeded eastward for prosecuting the fisheries . . . nearly all had their bottoms painted green. A number of vessels were built at outports east and west of Halifax Harbour.

The high standards of vessels by the French and the Americans would warrant the British Government to grant a National bounty to the Fisheries . . . the Americans are building vessels that have the appearance of a Gentleman's "yacht" . . . It is felt that we should outstrip our Yankee rivals in this race of progression . . . The nearest to that high standard was a vessel of 58 tons, built by Mr. Muir in Shelburne. This along with another vessel has visited Halifax for supplies and it brought out the fact that we are behind in this enterprise . . . It is small wonder that the naval fighting ship, *H.M.S. Asia*, when she returned to England, was about 120 men short of her crew, because they deserted on the west coast of America.

The Cunard family enterprise has decided to replace the Steamer, *Falcon*, used for carrying mail from Halifax to Newfoundland. The *Falcon*, was lost at Trepassy, Newfoundland, and will be replaced by a larger vessel called the *Merlin*. She had run from New York to Bermuda and St. Thomas.

A larger vessel for this service will be built. This would also be more advantageous to the enterprising contractors . . .

. . . On July 14, the schooner, *Telegraph*, 50 tons, arrived from Cornwallis, Nova Scotia, built by Mr. Connors. She is being fitted at Halifax and will be used for the protection of the Fisheries. She is reputed

to be a very fast sailor and will prove an efficient auxillary in that important service.

Also in July, a rescue from both sides of the harbour took place. During a heavy squall, a boat going to McNabs Island was upset. It carried three men and the vessel was loaded with laths and bricks. The men were in great jeopardy. Prompt assistance was rendered by the Ferry steamer, and also from the *H.M.S. Appollo*. The Ferry picked up one man, and one of the gigs from the flag ship *Appollo* picked up another, and the third was saved by some of the numerous small boats that came to the rescue. Two were in an exhausted state, while the third man was taken aboard the *H.M.S. Appollo*. Great credit was due to all concerned.

In Naval affairs, the H.M.S Steam sloop, *Devastation*, sailed for Halifax from Bermuda. She is a paddle sloop, an armament of 8 guns and her engines are 400 horse power.

The Dartmouth Water Company is taking up stock for a successful operation. This utility would introduce a supply of pure water into Dartmouth. In a meeting held on July 16, the officers elected were . . . President – Edward H. Lowe; Directors – D. Falconer, G. Turner, D. Farrell and P. McLearn; Secretary – W. B. Debrissay

On August 4, the Brig, *Elenora*, came to Halifax harbour. She was built in Sheet Harbour. For beauty of model, tasteful decoration, excellence of outfit, including spars and rigging she is second to no one. A great credit to the port of Halifax and Sheet Harbour. The lifts and braces have the most geometric precision, etc., etc.

The Regatta was planned for September 10. The patron is to be Vice Admiral Sir G. F. Seymour.

The Provincial Secretary's Office announced that the Public Offices and warehouses will closed at 11 o'clock on the day of the Regatta.

The Regatta had calm weather and calm water. The numerous spectators in boats, drifted with the tide. This year the only music was from the deck of the flagship and the Admiralty House. There were 1,200

people on Observatory Hill, and there were people loitering on the jetty at the Dockyard. There were pleasure parties on vessels all over the harbour. The Royal Navy ships, all four, had their colors flying.

In the first event of Fishermen's Whalers, there were 6 entered. The first prize was the only boat without a steersman.

2nd event, fishing flats, 9 entered. This was protested because one of the crew was over 18 years of age.

3rd event was for First class fishing sail boats, 5 entered. It was won by the *Catherine*, from Sambro.

4th event, Sailing Yachts over 5 tons, postponed.

5th event, man of war cutters, 4 entered but due to fouling, the prize was awarded to the 2nd place competitor.

6th event, Gigs of 4 oars, 11 entered, distance 4 miles. In 30 minutes the *Albert* won, and this was owned by J. Pryor. One crew from the north end boat club, broke an oar at the start.

7th event, Wherries, 2 pair of paddles, 4 entered.

8th event, Gigs with 4 oars, pulled by Amateurs. 1st prize went to H. Moseley's *Cygnets*. 2nd prize to *L. Hartshorne*, owned by the Dartmouth Club.

9th event, man of war Pinnaces, winner, Prince Victor's *Gooseberry Bush*.

10 event, Bermudian and other boats not drawing over 4 feet. There were 4 entered but the race was postponed.

11th event, Gigs of 5 oars and 5 entered. The St. John, New Brunswick crew came in 2nd.

12th event, 2nd class fishing boats, 21 entered, water too calm, race not decided.

13th event, Gigs of 4 oars by Gentlemen Amateurs, won by *Alert*, 2nd *L. Hartshorne*.

14th event, Boats and Yachts of all kinds, postponed.

15th event, man of war sailing race, postponed.

16th event, this was the high light of the day and most thrilling. It was Gigs of 4 oars pulled by mechanics. The first prize was won by Mr. Elliott. The winning boat was the *Star*, from Dartmouth. The second place was the *L. Hartshorne*. The winning time was only 27½ minutes.

- 17th event, man of war Gigs, won by the *H.M.S. Cumberland* boat called the *Lizzie*.
- 18th event, was for Gigs pulled by soldiers. This was won by a crew from the 42nd Regiment.
- 19th Race, Indian Canoes, won by Lew Jack.
- 20th Race, Canoes pulled by Squaws, very close race, won by M. Christie.
- 21st Race, Handicap for man of war boats, won by *Lizzie*, from *H.M.S. Cumberland*.
- 22nd Race, a Duck Hunt, fun filled race by the crews on the man of war ships after birds.

One encouraging feature for the local boys was that New Brunswick crews were beaten in both the 4 oared and 6 oared Gig races.

The postponed races were held the next day. In the 4th race of the previous day, the competition for Sailing Yachts over 5 tons, Mr. Mosely won the silver cup. In race number 14, this was won by Mr. J. Miller's yacht. One of the losers, Mr. J. A. Moren challenged any of the winning boats for a \$10 prize race.

The number 10 race, which were for Bermudian and other boats not drawing over 4 feet, was won by Mr. Marshal's, *Pilgrim*.

A note from the Editor said the "Gig" race resulted in Dartmouth winning handsomely. The winning boat going over the course, which was about 5 miles, in 31 minutes and 54 seconds. The North End Club are prepared to accept a challenge from men of Dartmouth for \$10 or £20 pounds a side.

On October 6, 1851, a Boy's Regatta was held on the Pond of the Halifax Common. There were four different classes of competition. This was an indication of the popularity of the sport for all ages.

In October a Ploughing Match was held with a "great eclat," (praise and applause). This was at Turner's field, and several prizes were skillfully and stoutly contended for. The winners of the Ploughing Match were: 1st A. Farquharson Jr., 2nd Charles Bissett Jr., 3rd Alexander Kuhn,

4th James Arnold, 5th William Turner, 6th John Gaskin, 7th John Huskins and 8th William Lawlor.

The following week the Halifax Agriculture Society held their Ploughing Match. The odds were in favor of the ploughmen from the Eastern side of the harbour. They were correct because Mr. Farquharson Jr. won first prize and Charles Bissett Jr. won second prize. The Honorable Joseph Howe addressed the crowd. His message was that the need for improving the art of ploughing would guaranty that they could compete in ploughing matches at any part of the world.

A report on ship building around the province stated that at Tatamagouche the ship, *Argentinus*, of 600 tons burthen, was launched. This vessel was built entirely of Juniper, and for workmanship and model it reflects very well on her builder, Mr. William Fraser. She is pronounced a superior ship in every way. She proceeded to England where she will be classed as a, "seven year ship".

In the newspaper, the Nova Scotian, stated that Mr. Gordon, Cabinet Maker on Barrington St., Halifax, has introduced a Steam Engine on his premises and intends to use it permanently for sawing, boring, etc. It has 4 horse power, but could be worked at 6 horse power. Mr. Courtney of the Ida Foundary in Dartmouth is the maker . . . it is the first instance of a Steam Engine being applied to the production of Cabinet making in this city . . .

The most exciting and worthwhile competition for the boat building industry around the province, this year, was the "Prize life boat" competition. The Duke of Northumberland offered a prize of 100 Guineas for the best model of a life boat. Besides being on Ships, they would also service the Light houses and their life saving function when ship wrecks occurred near these light houses.

There were 280 competitors. The winning life boat was won by James Beeching of Yarmouth. She was successfully tried in Ramsgate Harbour, against all others. It was tipped over in trials and righted itself in 14 seconds. There was room to carry from 40 to 50 people, with sails on board, and it also rows admirably. It is superior to anything yet invented.

37 George III Chapter 2 – An Act to enable the Governor, or Lt. Governor, or Commander in Chief, for the time being, to appoint Trustees for the Common of the Town of Dartmouth on the death or removal of these Trustees holding the same, and to vacate the part of the Common Grant aforesaid, which vests the Trust in the Heirs, Executors or Administrators, of the Trustees named in the said Grant, on the death of such Trustees. Preamble.

September 4, 1788, His Majesty granted Thomas Cochran, Timothy Folger, and Samuel Starbuck, their heirs, executors and administrators, the Common in Dartmouth, located on the east shore of Halifax Harbour, in special trust, for the use of the inhabitants settled and resident in the Town Plot—whereas Folger and Starbuck have removed from this Province, the intent of the grant is defeated and many great inconveniences may arise . . . For remedy . . . (the following four recommendations will be in effect):

1. The Governor to appoint Trustees for the Common at Dartmouth.
2. On the death of any Trustee, then to appoint another to exercise the Trust.
3. The former Trust vacated and no longer in force or effect.
4. The Trustees to be named in and under this Act, shall exercise and use every right, power and privilege heretofore given to the Trustees named in the aforesaid grant.

January, Edward Reeves sold to Henry Donaldson, Grocer, for £20 pounds, the land and saw mill on north side of Lake Charles, with the mill gear, dams, lumber, etc.

January 4, 1851 – James W. Johnson, sold to Alexander Cruickshank, for £52 pounds and 5 shillings, the lot number 8 on the south side of the road to Cole Harbour, next to the farm lot of Philip Broome, with lot number 9, about 17 acres.

January 16, 1851 – David Connor and Sarah sold to John Murphy for £230 pounds part of the property of Mary Ann Bartlin, in the estate of her husband Christian Bartlin, bounded south by Portland St. up to lot number 2 to lot number 6 to the heirs of Patrick Connor, 24 ft. by 120 ft.

February 27, 1851 – George Leslie, George Conrod, John Ferguson and John Leslie, farmers at Chezetcook, sold for £200 pounds, to Andrew Crawford, a part of the land grant from Lt. General James Kempt in 1833. This grant was for 1850 acres in Chezetcook. They each divided the land, 100 acres each. Crawford received lots number 3 and 9, about 100 acres.

March 17, 1851 – Robert McNealy, also called Robert Anderson, and Elizabeth, sold to Samuel Jenkins, shipwright, for £150 pounds, a lot in letter ‘A’ on the north side of Ochterloney St., 145 ft. to Tremain St., over to John Chamberlain’s dwelling house.

March 25, 1851 – Nicholas Murphy, brushmaker, sold for £25 pounds, to Walter Murphy, land at Dartmouth first lake, next to William Roome property.

April 5, 1851 – The heirs of Richard Green sold to Thomas Conrod, the Lawrencetown Division lot number 1, for £185 pounds.

April 11, 1851 – The estate of Edward Horne, to the heirs of Edward Horne and children of John Horne, the property in Eastern Passage, 51 acres to Elizabeth Stratton, (2) for 9 others to have 42 acres on Plan B, stated as heirs of Edward Horne, number one to ten with each name on a lot. (3) John Horn shall have 93 acres in letter C. The heirs of Edward Horn sold to Joseph and Sarah the lot A and B that was assigned to Edward Horn.

May 10, 1851 – Joseph Jones sold to James and Margaret Griffon, for £20 pounds, land on the west side of Porter Lake – 37½ acres next to lot number 17 in the division letter F.

May 13, 1851 – Edward and Anne Bennet sold to Hugh Fraser, for £270 pounds, number 7 and 8 of the letter ‘V,’ on Water St. next to the Michael Dunn property and up to Benjamin Elliot property, also a 10 foot passageway next to the property of James Roue.

May 28, 1851 – Sabastian Richard sold to Nathan Richard for £100 pounds, the north part of farm lot number 8 in Preston, on the west side of Cole Harbour, 50 acres, next to Nathan Hatfield’s land and John

McFalls land and 6 acres next to John Nelson, being lots 5 and 6 of the letter 'C' and a 50 acre lot, number 12 of the letter 'B' near Wentworth Hill.

June 13, 1851 – Benjamin Fuller sold to Louis and Francis Himmelman, fisherman, in South East Passage, for £38 pounds, land bounded on the north by Barbara Powers and south by Paul Bates DeYoung from the waterfront to the Cow Bay Road.

June 18, 1851 – Edward Jennings, Doctor of Medicine, sold to James Marshal, yeoman, for £125 pounds, a part of the land grant in 1811 to Charles Reeves, John Wisdom and John Westray, on the east side of the Shubenacadie River and the lakes next to the Benjamin Green property being 200 acres next to a public road owned by the Shubenacadie Canal Company, also land near Lake William next to land owned by Nicholas Vass and Benjamin Green, then to land owned by the Shubenacadie Canal Co., about 150 acres.

July 14, 1851 – John and Eliza Tempest, sold to John Kelly, Teacher, for £100 pounds, land in Dartmouth, conveyed to Tempest from John Small in 1848, opposite Jamieson's mill next to lot owned by William Brodie, to Mill St., 200 ft. by 196 ft. by 73 ft.

August 9, 1851 – Alexander and Harriet James (barrister) sold to Charles Robson Merchant, for £140 pounds, the lot number 32 of the letter 'E' of the Tremain estate, starting on Quarrel St. to Wallace St.

August 25, 1851 – Oliver Bonvie sold to Azeb Belfontain, for £15 pounds, one acre of land next to Sophia Roman, and south by land of Joseph Mite, south of the Chezetcook Chapel up to the land of Ephraim Bonvie, to the highway.

September 10, 1851 – George Brown sold to Joseph Brown, for £50 pounds, land on the west shore of Porter's Lake, being the south half of the lot number 27 on the shore, 50 acres.

September 25, 1851 – Wentworth and Mary Ann Green sold to John Skerry Green, farmer, for £200 pounds, a lot next to marsh lot number 1

and a lot next to Richard Green and Thomas Conrod, to the sea shore with marsh land and William Green's lot, about 170 acres.

September 25, 1851 – John and Hannah Green sold 2 tracts of land for £200 pounds to John Sellars, one tract was 19½ acres and the other tract, 25 acres, and a marsh land lot of 25 acres, all part of the former Benjamin Green land grant.

October 1, 1851 – The administrators of the William Albro estate, sold to Edward Albro, being the highest bidder at a public auction, for £350 pounds, this included the water lot to the Halifax Harbour.

October 14, 1851 – Dominic Farrell sold to John Murphy for £225 pounds, the property on Princess Charlotte St. over to the Philip Brown's lot, then to the William Hunter's property.

October 15, 1851 – Nicholas Murphy, executor of John Murphy property at first lake on the Preston Road, next to William Roome's lot, for £55 pounds and 10 shillings.

October 18, 1851 – David and Mary Thompson sold to John Keizer for £15 pounds, 94 acres at the east side of Porter's Lake, near the Chezetcook Road.

October 25, 1851 – Joseph and Sarah Cleveland sold to John and Elizabeth Fitch, for 5 shillings, lot 15 of letter 'F,' on the west side of Porter's Lake, 50 acres.

November 18, 1851 – Edward and Susan Horn sold to John Frost, for £20 pounds, a 5 acre lot at the South East Passage, next to the Robert Cleary water lot to the Isabella Horn lot on the shore line.

December 13, 1851 – John Ross, master shipwright, and Martha, sold to George Anderson, for £310 pounds, the water lot in letter 'W,' in the township of Dartmouth, east on Water St. south by the lots of Adam Esson, west by the harbour, up to the land owned by Cornelius Fogarty.

Deed – Alexander and Deborah Lyle (Shipwright) sold to Samuel Cunard who recovered from Lyle in 1848, £6,000 pounds and 5 pounds, 5 shillings for damages and costs.

Now there is due £2,000 and 400 pounds. To settle this, Lyle gave up property in Dartmouth, being lots number 1, 2, 13 and 14 of the letter 'R' on the street leading to Mill Cove. Bordered west by Water St., north by property of Peter Donaldson, east by Prince Edward St. An oblong square, 240 ft. by 120 ft., purchased from Peter Donaldson in 1829. Also a lot on Prince Edward St. to the high water mark, purchased from Samuel Cunard in 1838. Also land near the Creighton ferry wharf, one and a half conveyed to Lyle in 1839. Also lots 3, 4 and 5 in front of the ship yard, next to William Kidston's lot and a lot that had been granted to Edward Lowe in 1827, which was 187 ft. in front and 400 ft. into the harbour. Also, a water lot in the letter 'K' called lot number 6 to the public dock landing. Also a 3,000 acre grant on the shore of Lake William next to land of John Skerry. Also a lot on Boggs St. to the harbour, along with wharf lots 'A' and 'B' on each side of the public dock, 60 ft. and 400 ft. into the harbour. This would also include all the other real estate that Alexander Lyle is entrusted in.

December 17, 1851 – George Jackson, shipwright, sold to Henry Donaldson, for £90 pounds, the lot number 6 in the letter 'I' on the south side of Ochterloney St.

December 22, 1851 – Samuel West sold to James and Lawrence Murphy in Chezetcook, for £150 pounds, part of lot number 9 in the first division of Lawrencetown, 245 acres.

December 22, 1851 – Robert Cleary and Rebecca sold to Thomas Fraser, fisherman, from McNab Island, for £20 pounds, a lot next to number 6 in the second division, next to the property of Edward Horne.

An Act for founding a lunatic asylum. This would include Commissioners to be appointed. Also buildings to be erected. An asylum of deaf and dumb may be added, and contributors may elect one commissioner.

Act number 39. An Act to incorporate the Dartmouth Dry Dock Company. Mr. Charles W. Fairbanks, James B. Oxley, Benjamin W. Salter, and their associates, are created a body corporate by the name of the Dartmouth Dry Dock Company.

The capital shall be twenty thousand pounds (£), to be divided into shares of ten pounds (£) each. Also the Supreme Court would have jurisdiction with respect to appraisement and the proceedings relative thereto.

A Bazaar at Dartmouth was held to raise funds for Charities in town. People from both Halifax and Dartmouth crowded into the Institute Hall and £60 pounds was collected . . . Honor, say we to the Ladies – their hearts are in the right place, and ever open to the calls of Charity (mainly the relief of the poor).

On January 19, there was an article written about the Dartmouth Canal. (Actually the Shubenacadie Canal, but for the general public it was often referred to as the Dartmouth Canal.)

C. H. Fairbanks, Civil Engineer, has been entrusted by the local Government, with the charge of this Dartmouth Canal. He has a memorial for the Legislature. There are numerous signatures by those wanting to see this project finished.

The latest shipbuilding news reported a notice from Liverpool, England. It said that for those engaged in shipbuilding, Lloyds of London has given an extra year to ships built with Hackmatack, called by the name of Hackmatack Ships. It would now classify them for 7 years instead of the usual 6 years. They also allow spruce knees instead of Hackmatack which is a great savings to ship owners.

On January 14, the Curling Club of Dartmouth planned to meet at the First Dartmouth Lake.

It was reported that as of August 1st, a new steam Navigation Act will be passed and come into effect. The Board of Trade is to fix the number of passengers on all steamers, and after March 31st the steam vessels are requested and required to carry safety valves of the control of the Engineer. These valves are deemed a necessary part of the machinery upon which the Surveyor General is to report. This Regulation is for the additional safety of the passengers.

On February 23, the Reverend A. Hichborn delivered a lecture on, "Watt and the Steam Engine," at the Dartmouth Mechanic's Institute. He commenced the talk by proving there is no branch of human industry that it has not helped. He then proceeded to give a history of the Steam Engine from 1543 to the present.

On March 8, Mr. C. W. Fairbanks gave an extensive report to the House of Assembly. The mill property has been purchased by the local Government, for £1,275 pounds. Mr. Fairbanks proposes to complete this canal for £10,000 pounds.

The market for Nova Scotia built ships was now extending to the United States. The Ship, *Northampton*, of 1,200 tons was sold in New York for \$75,000 dollars. Also a new Eastern Brig of 288 tons sold for \$13,500. The Steamer, *Naushon*, was sold in Provincetown, Rhode Island, by William Shedd for \$9,050. The "spin off" industries such as cordage, masts, spars, etc., were developing very rapidly due to the repairs required from both the sale of vessels and the repairs and maintenance required due to the unpredictable weather systems that can cause so much destruction at sea.

The state of the art technology was constantly changing the way ships would improve in their performance. The largest ship in the world, called *H.M.S. Windsor Castle*, of 140 guns, is now being built at the Pembroke Dockyard. She has to be converted into a "screw" line of battleships. She will have 30 feet added to her midsection and 7½ feet to the stern, to receive the screw propellor.

Although she will not only be the largest, but will be the most powerful battery afloat. She will be 240 feet long, 60 feet extreme breadth and will measure 3,759 tons.

Another report from England said, the yachting prospects were never better in England than at present. The numbers building and being “Americanized,” are beyond all former precedent. All the building yards are crammed with vessels undergoing alterations, and in all cases the bough of the “American” is being adopted.

In a report from the Excise Office in Weymouth, Nova Scotia, the list of vessels registered, were as follows: Yarmouth had 20 Schooners, 7 Brigs and one Bark; Digby had 14 Schooners and 3 Brigatines; Halifax had 3 Schooners and 1 Brigatine. Hants county reported 127 vessels with a total tonnage of 15,804. This includes one Ship, 8 Barques, 11 Brigs, 39 Brigantines and 69 Schooners.

The favorite vessel of Halifax arrived in just 22 days from the Port of London, England. This was the famous, *Moro Castle*, the former commander was Captain Moser, but now Captain Mounce was the skipper. This is a barque of 557 tons and it came from Hants County.

May 13, 1852, the clipper ship, *Chebucto*, arrived in Halifax from Shanghai, China. The voyage took 108 days and therefore, established the fastest trip on record. In one 24 hour period she travelled 292 miles.

It was then announced that the *Chebucto* would take passengers to Australia. The newly announced “Gold Rush,” has made people very interested in this enterprise, but at least 50 people would be required to make the trip financially worthwhile. On July 1, the *Chebucto* left Halifax with 72 passengers.

An Act for founding a Lunatic Asylum in the province had passed the Nova Scotia Legislature, on April 8, 1852. This act provides for the appointment of three commissioners. They are to select a suitable site and then put up a building for the reception of lunatics and idiots. Also, they may add an institution for the reception, education, and instruction of the deaf and dumb with like powers for its managements.

In a report from England, it was announced that the largest of the Samual Cunard liners was launched from Steel's Yard on the Clyde River. She is called the, *Arabia*, and is 2,402 tons, with engines that can be worked up to 1,000 horse power. She is reported to be much sharper than the rest of his fleet of ocean steamers.

When the steam ship, *Buzzard*, came into Halifax harbour, it was driven on the Point Pleasant shoals. The next day it got off on the high tide level. She lost her, "fore foot," and some of her copper was rubbed off. The two Dartmouth ferry steamers and the Dockyard, *Hoy*, and about 100 men of the 97th Regiment, and a strong party of Artillery men rendered good service on the occasion. She would have to dump her cargo and the feeling was that, "Shame on the part of old Chebucto". Where is the drydock or Patent Slip for vessels needing repairs when they are driven ashore? It should have provided a drydock, or Patent Slip, a long time ago.

The British Admiralty announced it would have 19 vessels assigned for the protection of the Fisheries. The owners of the trading vessels along the coast communities wanted the same protection.

A letter signed by John Taylor, Shipmaster, on behalf of Eben Mosely, shipbuilder, Alexander Lyle, shipbuilder, and Samuel Thompson, Engineer, wrote to the editor of the, "Daily Sun," on July 20, 1852. He supported the steamship, *Sir John Harvey*, in respect to her engines and her equipment. This was to ascertain her strength and fitness for the purpose of which she was intended. They pronounced her to be a most superior faithfully built vessel, and in every respect qualified to carry freight, and passengers.

The Fire Man's Pic Nic will be held on the delightful grounds of John E. Fairbanks in Dartmouth. "Woodside" is a delightful retreat. There is not a more convenient spot for a "Gypsy" party within 20 miles of the city. Mr. Hasslein of the Masonic Hall is to provide the viands, and the splendid band of the 97th Regiment will accompany the party. A steamer will leave the Ferry Wharf at 10 a.m. and 2 p.m.

The Ferries started from Caldwell's Wharf at 10:30 a.m. In the

evening, after the day's celebration in Woodside, the party reassembled at the Masonic Hall where they danced until midnight.

On August 18, there was a Regatta planned. Commodore Mathew Perry arrived in Halifax harbour on board the, U.S.S. *Mississippi*. A large number of sail boats owned by local people, escorted her to the Queen's wharf. Commodore Perry then went aboard the *H.M.S. Cumberland*, the flag ship, and he was received with all honors.

When the *U.S.S. Mississippi* ran up the British ensign, she was saluted by a 21 gun salute. This was promptly responded by a 21 gun salute from Citadel Hill.

On August 30, it was reported that Captain Bayfield of the *H.M.S. Gulnore*, and his assistant, are assiduously in the survey of "old Chebucto" and its vicinity. The *H.M.S. Gulnore* was recently launched at Quebec. She is a fine schooner of about 200 tons. Captain Banfield is a highly distinguished Surveying Officer, particularly on the coasts of British North America.

An announcement was made by Messrs. Edward Albro and Company that they are putting up an efficient, "Nail Factory," on the Dartmouth side of the Harbour. This promises to furnish considerable employment to both boys and skilled workmen.

The Regatta was scheduled for September 15, has 13 events. The Ward Committee collected the Funds for this Regatta. The Army and Navy showed little, if any, interest in this annual aquatic sport.

A fireworks display was planned for the evening and this is in aid of the Provincial Industrial Exhibition.

A public meeting held in Dartmouth, appointed their own committee, to work with the Halifax Committee Management. This consisted of Edward H. Lowe, Charles W. Fairbanks, and Francis J. Albro. Another committee was selected to collect funds for the Regatta. This included Lewis P. Fairbanks, William Foster Jr., John C. Brown, Thomas A. Hyde and Paul Farrell.

The Regatta was held at George's Island. It started at 11 o'clock and the weather was most auspicious. It was called the, "Chebucto Regatta". Thousands of local people witnessed the events. The Government schooner, *Lady Vivian*, started the races all on the north side of the Island. There were a total of 19 events.

Number 1 - Fishing Whalers, 4 oars, by Fishermen, winner, *Maid of Erin*.
Number 2 - Fishing Flats, 2 pair of paddles by lads under 18, won by *Morning Star*.

Number 3 - First class fishing boats, won by A Gray's, *Morning Star*.

Number 4 - Gigs of 4 oars (open to the world), won by H. Mosely's, *Cygnets*, rowed against 6 other crews rowed by Fishermen. This was won by a crew from Dartmouth.

Number 5 - Second class fishing whalers, won by, *British Queen*.

Number 6 - Wherries pulled by Amateurs, won by the *Arrow* barely ahead of the *Lizzie*.

Number 7 - Bermudian Boats and Whalers, won by R. S. Marshal crew in the *Pilgrim*.

Number 8 - Second class Sailing Yachts and Boats, won by Marshal's, *Secret*, which was built upon the lines of the Yacht, *America*, (word famous).

Number 9 - First class Yachts, won by E. Mosely's, *Mystery*, from Dartmouth. There was only one other contestant, but it was nowhere in the race.

Number 10 - Gigs pulled by Mechanics, won by Mr. L. Findlay's, *E. G. Fuller*.

Number 11, Men of war Pinnaces, between 2 ships, the *H.M.S. Cumberland* and the *H.M.S. Sappho*, finally won by the former. The "tars" were cheered loudly by those in vessels and those on the shore.

Number 12, Keel Boats pulled by Amateurs with two pairs of paddles, won by the *Mary*, owned by Mr. A. McKinley.

Number 13, Men of war cutters, raced against time because there was only one entry. This was from the *H.M.S. Cumberland* in the Pinnaces race course, 2½ minutes faster.

Number 14, Canoes pulled by Indians, won by Mr. Morris.

Number 15, Gigs of 4 oars pulled by gentlemen amateurs. The prize was the Lady Le Merchant's Purse, won by *Electric*, owned by M. B. Almond. Lady Le Merchant was the wife of the Lt. Governor.

Number 16, Gigs of 4 oars pulled by the soldiers of the garrison, again won by the *Electric*, who were from the artillery. The others fouled at the start.

Number 17, open to all, won by Mr. McKinely's, *Mary*.

Number 18, Canoes pulled by Squaws, won by Fanny Stevens. The committee also awarded prizes to all who entered the race.

Number 19, Gigs and Punt Race. This event closed the sports of the day and excited a vast deal of merriment among the spectators. Public thanks were given to the 9 committee members, the 3 umpires, the master of the Flag Ship and Mr. J. B. Oxley, the Secretary of the Day, also Major Welsford of the 97th Regiment on the umpires vessel on the course.

On September 20, the editor of the, "Nova Scotian," wrote an article called the, "Burning Disgrace". This was in regard for the need for a "Dry Dock". He said, "it was a burning disgrace that we don't have a drydock in Halifax harbour. Since we have the best harbour in the world—a ship has to proceed to a distant port to have her bottom examined and repaired if necessary". A ship called the H.M. Steam Sloop, *Buzzard*, had to go all the way to Quebec to repair damage received near Halifax, on a trip from England.

A beautiful new Brigantine called the, *Mary Ann*, was built at Sheet Harbour. This was owned by Captain Henry Balcom, for the American trade. Competent judges have asserted she is the handsomest craft ever constructed in this province. It was 86 ft. on deck, 25 ft. beam, 11 ft. hold, and in every respect a handsome vessel.

Also on November 1, launched at Sheet Harbour, was a brigantine of 150 tons, called the *Fanny Heron*. The builder and owner and master was William Hall Jr. It was built for the Newfoundland market, to sell, if there was market there.

The new nail factory owned by Edward Albro and Company, near Turtle Grove in Dartmouth, turns out daily, one ton of nails of the first rate quality. It employs about a dozen men and boys.

New arrivals of recently constructed vessels to Halifax Harbour,

include a Brigantine, built at St. Mary's River for John H. McNab. She is about 100 tons and is to be used for the general freight business. Messrs. Creighton and Grassie had a vessel built and recently launched at Pugwash. She is called the, *Malaga*. She will be employed in the Mediterranean trade from Halifax.

Mr. Alexander Lyle of Dartmouth has been engaged to build a "Clipper Brig," for John Esson and Company, and Captain John Taylor of Halifax. This is also for the Mediterranean trade. Judging from her model, her sailing and carrying qualities will be of no ordinary character.

Messrs. Salter and Twining from Halifax had a new Brigantine called the, *Kuloota*, built in Shelburne. Her master, Captain John Lawson, will use her for the West Indies and the Polynesian Islands.

The Executive Committee of Mechanics in Halifax and Dartmouth, held a meeting at the office of C. W. Fairbanks. They nominated 150 mechanics to serve on 4 separate committees, who will forward displays of several productions at the Provincial Exhibition of 1853.

The ferry steamer, *Mic Mac*, has been fitted with new and enlarged boilers. These were imported from the Clyde River area. They were installed under the supervision of the Engineer Samuel Hustan who has worked on ferries for 20 years.

On December 13, the keel of a brig about 140 tons was laid in Dartmouth by Mr. Frederick Young, who was the foreman to Alexander Lyle. This was for the House of West in Halifax. The vessel to be constructed to combine profitable carrying, with prime sailing qualities.

Mr. Eben Moseley has draughted a new Barque, to be built at Bathurst for the firm of S. A. White Company.

Once again, there was a complaint voiced for the need of a Dry Dock in Halifax Harbour. There were many vessels in the harbour requiring repairs, but they lacked a dry dock, or a Marine Railway. These vessels will have to unload their cargoes to discover the defects that made them leak. It could be constructed at a trifling cost.

A plan was submitted by C. W. Fairbanks for a suitable dry dock, or Marine Railway.

An example is the ship, *Caroline*, that is discharging at Mill Cove in Dartmouth. She is leaking badly but will not put off all her cargo. Just enough to allow her to get to Cunard's Wharf. She will then, "Lone to," and then her bottom will be examined, and then caulked.

January 7, 1852 - John Keizer and Henrietta, sold to Joseph Keizer, for £7 pounds and 10 shillings, a 12 acre lot on the east side of Porter's Lake, next to lot number 4 on the road to Chezetcook Harbour.

January 22, 1852 - James Dares sold to James Innis for, £5 pounds, land at Porter's Lake, on the west side of Mill Cove, next to the land of James and Daniel Dares, then west to the Frenchman's grant, containing 100 acres.

March 1, 1852 - Executors of Samuel Albro, sold to William Bowers, for £57 pounds, lots 3, 4 and 5 of his real estate, next to the land of Barry Sullivan to the road.

March 25, 1852 - John and Rudolph Vieth sold to Alexander Kuhn, farmer, for £250 pounds, land in the Preston highway, formerly owned by John Stayner, 7 acres, also 62 acres of the grant to James Wakefield, except for 1 and acres for a burial ground, also 120 acres on the Dartmouth Road.

June 17, 1852 – George and Mary Ann Morash sold to James Fraser and James Welchman, for £150 pounds, land at Cole Harbour, at Green Bay, next to land of John Pence and east to land of Robert Moser.

June 25, 1852 – John Knock and James Knock, sold to George Morash, for 5 shillings, land at Cole Harbour that had been conveyed to Benjamin Elliot in 1849. George Morash also bought for £125 pounds from Benjamin Elliot, a 300 acre lot, at the entrance of smelt brook to the property of Leonard Morash and then to Joseph Bisset Line.

July 1, 1852 – Robert Noble, merchant, sold to Donald McDonald, farmer at a public auction, 2 lots, 90 acres and 131 acres, being part of the former estate of Benjamin Green at Lawrencetown.

July 6, 1852 – Samuel and Barbara Jenkins sold to James Reeves, for £150 pounds, a lot on the north side of Ochterloney St., 150 ft. east to Tremain St., to the house of Benjamin Elliot.

July 13, 1852 – William and Maria Ley, butcher, sold to David Falconer, distiller, for £300 pounds, lots number 2 and 8 of the letter ‘N,’ next to North St. and Ochterloney St.

July 17, 1852 – Patrick Power sold to Benjamin Elliot, for £15 pounds, being part of the former estate of Benjamin Green at Lawrencetown.

July 17, 1852 – Patrick Power sold to Benjamin Green for £15 pounds, land in South East Passage, lots 1, 2, 3, and 4 of the former land of Benjamin Horn, next to John McKenzie’s lot.

July 21, 1852 – Matilda and Ann Connor, sold to Walter Robb, for £50 pounds, property at the corner of King St. and Quarrel St.

July 25, 1852 – Edward and Margaret Lowe sold to James M. Chamberlain, for 5 shillings and their friendship, a lot next to lot number 14 on the east side of Lake Major, in the second division of farm lots in Preston, and 100 acres in the Musquodoboit grant to Theopolis Chamberlain in 1821.

July 27, 1852 – Adolphus Vieth sold to Michael Hurley, for £13 pounds, land on the Preston Road, about 10 acres.

August 20, 1852 – Stephen and Abigail Smith (blacksmith), sold to James Mould, for £120 pounds, lots in Preston on the main road to Chezetcook, totaling 108 acres, formerly owned by William Urquhart.

August 27, 1852 – James and Sarah Creighton, and Thoms Maynard sold to John Lennox, for £30 pounds, a lot, 120 ft. by 60 ft. on the road to

the steam boat lower ferry, next to Green Road and Bremner's lot.

September 7, 1852 – John and Anne Parker, sold to Francis Mumford, blacksmith, for £30 pounds, a lot on the east side of Wallace St., number 10 on plan letter 'H' to the burial ground.

September 9, 1852 – George Tobin, merchant, sold to William King, for £100 pounds, the lots 1 and 8 in letter 'A,' North St. and Ochterloney St.

September 9, 1852 – George Tobin sold this lot to William Skerry for £100 pounds.

September 14, 1852 – William and Isabella Bowers, sold to George Hebert Starr, for £900 pounds, lots 7 and 8 in letter 'I' on the west of King St.

September 18, 1852 – John and Hannah Green sold to Charles Conrod, mariner, for £165 pounds, two lots in Lawrencetown, 19¼ acres and 25 acres and a lot that divides the marsh land from the wood lot.

September 22, 1852 – Mary George, widow of John George, sold to Alexander Hutchinson, yeoman, for £180 pounds, 9 acres on the Dartmouth to Preston highway, also a 5 acre lot with a brook and marsh land next to the first lot.

October 13, 1852 – John and Mary Bishop, yeoman, sold to Henry Pryor, for £330 pounds, lot number 6 of letter 'F' on west side of Porter's Lake, 50 acres, and lot number 11 in letter 'F,' 100 acres and 3 lots next to Porter's Lake, also land in Rawdon, Hants County.

November 10, 1852 – John and Charlotte sold to William Crook, farmer, the heirs of William Crook Senior, who divided his land in two equal parts by John Myra and Samuel Crowell, a lot from Salmon River to the mills, 170 acres and 31½ acres to Lawrencetown harbour and several other lots that totalled 11 lots, including the east half of Gooseberry Island.

November 30, 1852 – John and Jane Bishop sold for one shilling, property to the Trustees of Porter's Lake school, which was part of lot number 6 of the letter 'F' of the Preston lots.

December 5, 1852 – The Trustees of Jane McGregor, sold to John Tapper, for £900 pounds, the lot number 5 in the Seth Coleman grant in 1796, next to the John Coleman lot to Ochterloney St. to Prince Edward St.

Deed - December 16, 1852 – John Tapper sold to William Lawson, for £275 pounds, lots number 7 and 8 in block letter 'U.V.' on North St. next to Benjamin Elliot, then to Water St.

December 23, 1852 – John Frost sold to Thomas Fraser for £20 pounds, a lot in the South East Passage, 5 acres, next to the shore line and the property of Isabella Horn, with the wharves, buildings, etc.

Provincial Statutes – Chapter 55 – An Act to Incorporate the Inland Navigation Company. There were 17 sections to this Act. Number 15 stated that the Canal, etc., may be taken by Government after 20 years.

The names of the members of Corporations were James F. Avery, Andrew McKinley, William Stairs, William B. Fairbanks, William Lawson, David Allison, Lawrence Hartshorne, Thomas Bolton, James Thompson, Charles W. Fairbanks, and George A. S. Crichton.

January 31. The match for the Gold Medal for Curling was won by the Dartmouth Club. The Steamboat Company for Dartmouth beat out the Halifax Club by 11 shots. This contest took 3½ hours and it was held on First Dartmouth Lake. Dartmouth scored 39 shots to Halifax 28 shots.

On January 25, Thomas Chappel, the son of the shipwright Chappel, fell from the bow of a schooner that belonged to Messrs. B. Weir and Company. The vessel had to be hauled up for repairs at the boat yard in Mill Cove. He landed on his neck and broke it, causing instant death.

The newspaper, “Yarmouth Herald,” in a spirited appeal to the people to get something for the coming New York Exhibitions, informs us that the “Screw Propellor” was originally invented by Captain John Patch from that town. He has recently made improvements on the Screw Propellor while in Boston. He suggested the original screw propellor would form a most interesting feature in the Chrystal Palace.

February 21, the group “Cottage of Contentment,” was performed at Dartmouth, to a crowded and delightful audience. The Juveniles we learn, acquitted themselves most creditably.

February 23, Statistics of Nova Scotia included the following facts: In 1827 the population was 276, 117. Of this, 54,778 were from Cape Breton. Of this number, 78,201 were married persons of both sexes, and this constituted of the entire population. The large proportion of married persons would speak much in favor of the moral and social condition of the inhabitants generally, and of their prosperous and happy state of society.

The relative number of both sexes, over 50 years of age are: males being 14,378 and the females numbered 14,223. The males between 20 and 30 years of age are 20,277 and the females 22,386. Of the population there are 230 deaf and dumb, and 136 blind people in Nova Scotia. There is no instruction for them. Some may be sent to the United States or be in ignorance and deprived of those advantages so widely diffused there.

Education is well attended in Nova Scotia. There are 1,096 schools and 31,354 scholars. The Religious denominations are as follows: Church of England - 36,480; Roman Catholic - 69,630; Kirk of Scotland - 18,860; Presbyterian Church of Nova Scotia - 28,760; Free Church - 26,280; Baptists - 42,240; Methodists - 23,590; Congregationalists - 293; Luthern - 408. The balance is made up of universal Sandemanian, Quakers and other denominations. There are 267 churches and 288 clerygmen.

There are 41,455 inhabited houses, with 45,541 families. There are 2,028 uninhabited houses. The value of real estate is \$32,203,692.

In 1851 there were 3,200 persons employed in manufacturing. There are 8,895 mechanics and 36,604 farmers.

The number of vessels employed in the fisheries in 1851 were, 812. They had an aggregate tonnage of 43,335 tons, navigated by 3,680 men. Other vessels included 5,164 with 67,131 men.

The value of leather manufactured for boots was \$220,500 and for shoes \$294,616. For Coal Mining there were raised 114,992 chaldrons which would equal 153,00 tons.

The value of imports was \$2,993,074 of which \$827,100 was from the Unites States. The exports were \$1,599,245 of which \$430,130 were to the United States. The other countries receiving Nova Scotia exports were Great Britain - \$65,730, British North America - \$115,275, British West Indes - \$658,697 and the Foreign West Indes - \$299,120, Spain - \$8,265, Brazil - \$8,930, St. Pierre - \$925, and Mauritius - \$12,155. Of the shipments to the United States, included codfish, alewives, herrings, mackeral and salmon.

March 9, 1853, there was a race around the world between the screw steamer, *Antelope*, and the New Brunswick built ship, the *Marco Polo*. The *Antelope* made one of the fastest passage on record between Rio de Janeiro and England. The race will be from Australia back to England, doubling both Capes.

The *Marco Polo* now has a world wide reputation for her extraordinary passage out to and from Australia to England. She has a deck length of 185 ft., there are 3 decks, and a beam of 38 ft., 30 ft. hold and registered 1,625 tons but a capacity of over 2,000 tons.

Other reports on marine activities said that the State of Maine expects to build vessels for 120,000 tons of shipping. This would be for the ship yards from Saco to Eastport.

Also it was reported that Donald McKay, the Nova Scotian builder now at East Boston, is building the, *Empress of the Seas*, for the California trade. It registered 2,200 tons with 3 decks and 240 ft. length and 43 ft. beam, 27ft hold and pine would be the masts and the bow sprit.

In an 1852 report of Nova Scotia, the Industry Branches, now include Foundries, Bucket factories, Tanneries, Cabinet makers, shoemakers, tailors and Piano Forte manufacturers.

Since 1825, both Dartmouth and Halifax have doubled this population.

The race to Australia began with the screw steamer *Antelope*, and the ship, *Earl of Charlemont*, and the *Marco Polo*. They all left on March 13 at the same time. Heavy bets were pending. The *Marco Polo* had 658 passengers and about \$400,000 specie on board. The builder, a Mr. Smith, now has orders from people in England for 10 to 12 ships of a similar design.

On April 4, a handsome Brigantine is now being built at Dartmouth by a Mr. Young. This is for Messrs. West of Halifax. It is expected to be launched in May.

In one of the newspapers, an article was printed that stated, “. . . our merchants would do well to consider the manifest and manifold advantageous of having their vessels constructed under their own eyes – then see every piece of plank, etc., and the promises for it to be very superior”.

Another report was published that was very encouraging. The brigantine, *Sebim*, formerly of Barrington, Nova Scotia, was purchased at Melbourne, Australia for £1,260 pounds sterling. The price paid in Halifax was only \$800 currency. The difficulty, however, is how to get to Australia because of the new Gold Rush there. The above vessel was only from 100 to 130 tons in size.

The Dartmouth Ferry announced there will be only one ferry in operation until May 1st. It was assumed that the second ferry required maintenance. This caused considerable dissatisfaction.

At the Provincial Parliament, the Inland Navigation Company received a Charter of Incorporation. The stock amounted to £5,000 pounds, now being subscribed. There were, as usual, great advantages predicted by joining up with the Basin of Mines with Halifax Harbour. This was supposed to transform Dartmouth into a thriving town by means of ship building, and as a depot for the various commodities spread over the region.

It also said Halifax would benefit, but, it also said it could scarcely be estimated until the work is accomplished. The author of the report also said, this would prove to be a wise prediction.

On April 18, 1853, there was an article in the, “Nova Scotian,” that was very beneficial to a future industry in Dartmouth, and not at the taxpayers of Nova Scotia’s expense. It stated, “. . . Ice has become an article of necessity in the summer season. Twenty years ago this industry was confined to the wealthy persons during the warm seasons. This year is a mild winter season and will cause a shortage in the United States. In New York City, only one third of last year’s supply compared with the year before, and that of inferior quality. Last year the New York ice companies housed 200,000 tons. This year it will fall short of 100,000

tons. So far the Knickerbocker Company has secured only 25,000 tons, against 100,000 tons last year.

The City of Baltimore has failed altogether and Philadelphia is little better off. In Boston the crop is decidedly short, also in the continent of Europe. The New York prices will double. A large family will pay 25 cents in previous years, to 37½ cents.

A large increase in demand is anticipated, regardless of the price. . . . Truly the Ice Trade promises to be a most lucrative business during the ensuing summer . . .

Regarding the Ice Trade in Boston, for the month of March: 727 tons were sent to Havanna, 250 tons sent to Matanzas, 130 tons to Gibralter, 255 tons to the Port of Spain, 317 tons to Kingston, Jamaica, 103 tons sent to Aspinwall, 74 tons sent to Nassau, for New Orleans there were 9,926 tons shipped, Mobile had 802 tons, Galveston had 425 tons, Charleston had 234 tons and Pensacola 100 tons. The total for the month of March was 13,346 tons.

The total tonnage for 1853 was 26,585, but for the same time in 1852, there were 30,459 tons.

On April 23, 1853, there was an article published called, our Shipping Interests . . . Several vessels are being launched at some of our outports. Pictou County appears to be taking the lead and several substantial vessels have come from New Glasgow, 3 or 4 were sold in both the South and East end of Boston, while they continued the coal trade between Boston and New Glasgow. With this the, “foreign freighting business,” was flourishing.

Several vessels were built at the western ports as well, and will be launched this month. At Cornwallis a new vessel as a new packet for the Boston line, will be launched. Also a brig of 150 tons will be launched by Mr. Bigelow.

The towns of Yarmouth, Liverpool, Lunenburg and Chester are building, and a Mr. Zwicker at Mahone Bay is constructing a

“sharpshooter” schooner of 85 tons for Captain James Laybold, from a model furnished by Mr. Zwicker. Her dimensions are 67½ ft. keel, 20½ ft. beam, 8 ft. hold and 85 ft. length on deck. This vessel is being built expressly for a mackerel catcher, and competent judges assert that she will be the handsomest and fastest craft ever constructed in the province. She will be ready next month.

As a footnote, the article said that a new Brig, for Mr. West, that is being built in Dartmouth, is now ready for launching.

On April 21, the Office of the Board of Works, advertised for a suitable site for a Lunatic Asylum. It had to have a good water supply, cultivated grounds of not less than 50 acres, trees, and had to front on water for the convenience of landing materials, etc.

On May 30, the Inland Navigation Company held a meeting at the Merchant’s Exchange Reading Room in Halifax. A committee was nominated to collect stock. There were 12 representatives from 6 wards in Halifax, and from Dartmouth, Mr. D. Faulkner, J. Burton, and J. Tempest were nominated.

This month there was an advertisement about a, “Rum Distillery,” in Dartmouth, called the, “Canal Distillery”. The stock would be from 14 to 30 percent over proof, and will sell at wholesale only at the lowest market price. The Halifax office was at Hunters Building on Hollis St. This distillery was owned by M.D. Falconer.

A new brig, called the *Pitho*, is being built at Dartmouth and will not be launched as was expected. This was due to the difficulty of getting workmen, who are now getting 6 or 8 pence per diem.

The schooners, *Dart*, and the *Jarius Hart*, have been chartered by the Admiral for the protection of the Fisheries. The sailing and sea going qualities of the *Dart* are altogether unexceptional

The fishing schooner, *Baronet*, just built in Lunenburg, arrived in Halifax to receive supplies for a fishing voyage. From Kelsom to “truck,” she does great credit to her builders and owners.

The trend for Nova Scotian shipbuilders to go now for schooners, was aptly demonstrated by the schooner, *Dart*. She is purchased by Mr. Collins and is tied up at his wharf. She was launched at Pugwash on May 23, at the shipyard of Mr. Joseph Jones. Her weight, 90 tons, the length of deck, 81 ft. with a 21 ft. beam and a 9ft, 3 inches hold.

On June 13, it was announced that a new Brig, built by Mr. Young for Mr. West, will be launched from his shipyard at Dartmouth. The article said, the launching will prove a benefit to the Ferry Steamers for the many viewers who will come to see this memorable launching, from Halifax and elsewhere.

A brick kiln, to be worked by a steam engine is being built at South East Passage, opposite Devils Island. This is for Messrs. Peters and Blaiklocks, the contractor for the new barracks at Fort Needham. They expect about 60 workmen to be full time workers there.

The Brig, *Pitho*, launched at Dartmouth, was christened by Mrs. West in front of a large audience from Halifax and Dartmouth. The name *Pitho* in heathen mythology, is "Goddess of Eloquence". The reported statement said, . . . "It is earnestly hoped that the merchants of Halifax will see the desirableness of having their vessels built in the vicinity of the city, where they can at all times exercise careful supervision over their construction . . ."

On June 27, the yacht, *Mayflower*, tied up at Pocket wharf of Messrs. Weir and Company. At least half of the city population came to see and visit this vessel, whose owner will have her go to England. On arrival, the owner will put up \$25,000 dollars to challenge any yacht in the world to a race. The *Mayflower* was built in New York by the same builders who designed and constructed the world famous yacht, *America*.

During the month of June, there were 5 new vessels launched in the province. This included 2 brigantines, 2 Brigs an a schooner.

The Annual Ploughing Match of the Halifax and Dartmouth Agriculture Societies was held at Willow Park in Halifax. This was open to all comers and a total of 14 entered. The winner was Thomas Hunter

from Windsor. The Dartmouth winners were A. Farquharson, who came in 4th, Alexander Khun, who placed 6th and George Bell who placed 7th. Also John Glascon, placed 9th.

On October 24, it was reported that the Peters and Blaiklocks Steam Brick Works at South East Passage, have turned out about 30,000 Bricks of excellent quality.

In an Editorial news item, it said that there never was a period when ships were in greater demand than at present. The ship builders everywhere are in fullest capacity. Property in ships is said to be paying 30 percent in the North of Europe.

The *Victoria*, a vessel rebuilt after being built by Bay Chaleur, 15 years ago, and owned by W. Pryor and Sons, has been handsomely and substantially rebuilt and newly topped by Mr. Young the Boat builder in Dartmouth. As a workman, Mr. Young need not be ashamed to have his productions submitted to the most rigid examination.

At the Cunard Wharf in Halifax, the American Bark, *Saragossa*, has been completely repaired. She took a hammering from a hurricane on September 8. The nearest port was Halifax. George Wilson did the carpenter work, George Butler made the spars, and George Flowers made the sails and, "by George," their work does them credit.

Mr. Eben Moseley, formerly of Halifax, now resides at La Have. He is about to build two clippers. One is a barque of about 315 tons for Mr. John Strachan, and the other is a ship of 750 tons for the merchant house of Barrs and Harris..

A report from the Admiralty Registry of Wrecks gave the following facts: In 1850, 681 ships wrecked – 784 lives lost; in 1851, 701 ships wrecked – 750 lives lost and in 1852, 1,100 ships wrecked – 900 lives lost.

On December 11, the *U.S.M.S. Humbolt*, was wrecked at the entrance to Halifax Harbour. She was 12 days out of South Hampton, England, and was getting short of coals when she struck the rocks, called the "Sisters," at Portugese Cove. She had received a pilot, but was in a dense fog and had reduced her speed to 4 knots when she struck the rocks. One of the

Dartmouth steamers, and a steamer called the, *Osprey*, went to her assistance.

All 90 passengers were safely landed by the ferry steamer, with mails and baggage also. The ferry returned to bring up the cargo and materials that could be saved from the wreck. This cargo was said to be worth £300,000 pounds sterling. The Captain is said to have a £10,000 pound interest in the ship. The American consul, Mr. R. W. Fraser, has been unrelenting in his efforts to save property from the wreck. The American steamer, *Marion*, is reported to be on its way with steam pumps, etc., to get the *Humbolt* afloat. The Dartmouth ferry continued to go back and forth with anything that could be saved from the wreckage.

However, on December 15, they had to abandon the vessel. A party of Royal Engineers tried to blow up the upper deck to get to the cargo below, but they failed to do so. The shore line was literally strewn with wrecked materials.

On December 18, a new Wesleyan Chappel was dedicated at Dartmouth. There was a service at 3 p.m. by the Reverend Dr. Ritchey, and Mr. William Bennett also addressed the congregation. In the evening service, Dr. MacLeod preached the service. The choir from the Brunswick St. Chappel in Halifax attended the afternoon service.

January 9, 1853 – The executors of Samuel Albro, sold to Edward Albro, the Albro Lakes and stream, called Mill Creek and the road following the river to the harbour to Mill St., to a Government Reserve called the Navy Watering Place. The price paid was £750 pounds.

March 8, 1853 – John Bauer, merchant, sold to Henry Wisdom, for £175 pounds, 100 acres near Salmon River in Preston, to the shore of East Lake, described in a grant to John Carter in 1852. Including all the mills, machinery, water courses, etc.

March 11, 1853 – Frederick Rumrell, cabinet maker, sold to Charles Rudolf, master mariner, for 5 shillings, a lot on Block House hill, part of the estate of Samuel Mitchell on King St., next to Frederick Rumrell and George Rumrell property, to the lot owned by Benjamin Elliot.

March 16, 1853 – Mary Stayner Allen, et al, sold to Adolph Gates and Joseph Rudolf, for £37 pounds, land on Block House hill, part of the estate of Samuel Mitchell on King St., next to Benjamin Elliot.

April 25, 1853 – James and Lawrence Murphy, brushmakers, sold to Ensebe Belfontain, for £209 pounds, property of the late Gerald Murphy at Chezetcook Harbour, east side, 80 acres between Lake Porter and the harbour.

April 20, 1853 – Nicholas Murphy, mariner, sold to Arthur Murphy, brushmaker, for £110 pounds, land on the Dartmouth to Preston Road, lots 6, 7 and number 4, next to the land of William Roome.

May 3, 1853 – The executors of Samuel Albro sold to David Thompson, for £10 pounds land on the west side of Porter's Lake, 100 acres, next to the Preston lots along the shore line, number 32, next to William Brown.

May 7, 1853 – Benjamin and Mary Ann Sellers (farmer) sold to George Sellers, farmer, for £50 pounds, lot number 1 in the first division of lot number 3 in Lawrencetown, 130 acres next to John Anderson also another lot, 22 acres near the Joseph Green lot.

May 15, 1853 – The executors of William Storey, sold to David Falconer, distiller, at a public auction, land near the Narrows, for £680 pounds formerly owned by Jonathan Tremain and the land grant to Samuel Starbuck, Timothy Folger and Samuel Starbuck Jr. in 1788. This lot had 15 acres.

May 31, 1853 – Sarah Bain, widow of John Bain, sold to Christopher Bowes, farmer, for £45 pounds, land on the Cole Harbour Road next to George Morash land, and McNabs farm.

June 23, 1853 – Executors of Samuel Albro sold to John Tempest for £140 pounds, the lot letter 'I' on the Albro estate near the main road leading to Sackville, 626 ft. by 1,120 ft., along a stone wall. Also sold to Tempest for £150 pounds, lots 'B,' 'C' and 'D' to the harbour.

June 23, 1853 – John and Eliza Tempest sold to Dominick Farrell, merchant, land on the east side of Halifax Harbour, near Allens Tan Yard, lot marked ‘D’ on Samuel Albro’s estate, 11 acres, 1 rod and 14 poles that bordered on the main road to Russel Lake, for £125 pounds.

June 25, 1853 – George Conrod Sr., and Elizabeth, sold to John Daley, yeoman, for £40 pounds, lot number 3 in Chezetcook, 206 acres, also a lot next to George Leslie and south of the land of Andrew Crawford and the lot of Nicholas Conrod.

June 30, 1853 – John Ross, shipwright, sold to James Findley, for £500 pounds a lot “A” in the Ross property, including a water lot in front of the Dartmouth Common, next to the Fairbanks property and McNab’s property and 100 ft. into the harbour, and land in the Town of Dartmouth, lot number 10 in the letter ‘R,’ on Water St. next to the widow Coleman, also Wellington Connors and south by Joseph Harris. Also property on the Truro Road, and land 3 acres, near Lake Thomas and land in Chester, in Lunenburg County.

July 3, 1853 – James Johnston sold to Andrew Shields for £8 pounds, a lot in front of the entrance to Shields property between the old road and the new road.

July 11, 1853 – Andrew and Isabel Shields sold to Andrew Trem for £1,100 pounds, the property called Mannor Hill on the road from Dartmouth to Cole Harbour and bounded on the Preston highway, about 300 acres.

August 8, 1853 – John Tapper sold to Richard Allen, tanner, for £300 pounds, a lot next to the Dartmouth Common, formerly owned by Samuel Albro and the former grant in 1797, to Joseph Davis and John Barker.

August 15, 1853 – William and Mary Roome sold to Daniel Jones, for £150 pounds, property on Dartmouth First Lake called Lake Banook, lots 9 and 4 and number 2 of the lots on the Preston Road.

This deed did not officially come through until March 27, 1874. Francis and Maria Kearney, yeoman, sold to Queen Victoria, and

represented by the Commissioners of Public Works and Mines, for the Province of Nova Scotia (required land for the Nova Scotia Hospital for the Insane, applied by petition to the Supreme Court via the Act of Lunatics, section 40, 41, 42, 43, 44 and 45), valued the property at \$4,000 and agreed to pay this to Francis and Marie Kearney, the land on the west side of the road leading to the South East Passage from Dartmouth, 3 and 3/10 acres, 660 ft. by 200 ft. by 690 ft. by 333 ft.

August 27, 1853 – James Bissett, farmer, sold to Charles Bissett, farmer, for 5 shillings, also love and affection, land at Cole Harbour, next to the property of John Craith to James Beck, to William Turner, to east boundary of the John Craith lot, being 275 acres.

October 7, 1853 – Robert Boak Jr., administrator, sold to John Esson for £17 pounds, 10 shillings at a public auction on the west side of Porter's Lake, called lot number 9 of the letter 'F,' 50 acres.

October 8, 1853 – James McNab, Receiver General, sold to James Marshal, inn keeper, a lot held in trust by James McNab for the Shubenacadie canal Co., sold for 10 shillings, parcels of land in Dartmouth to land at Lake William to Lake Charles on the river between these two lakes (2 lots).

November 1, 1853 – Henry and Elizabeth Mott sold to Thomas Mott, for 5 shillings and love and affection, land at the South East Passage road, next to John Prince, 1½ acres, and buildings.

November 18, 1853 – Samuel Cunard sold to Patrick Corbit for £140 pounds, the property on Prince Edward St., on the west side.

November 17, 1853 – The executors of John Murphy, James Synott and John Jenkins sold to Francis Young, for £150 pounds at a public auction, the lot number 5 in the letter 'R' on Prince Edward St., lot size 30 ft. by 120 ft.

November 29, 1853 – William and Anne Hunter, gentleman, sold to William McAgy, for £160 pounds, water lots on the east side of Halifax

Harbour, lots 13, 14 and 15, about 40 ft. from the public Dock, west by 200 ft. and east by 100 ft. Lot 14 has 200 ft. from the high water mark by 100 ft. These water lots had been granted to Alexander Lyle in 1842. Lyle then sold these to Hunter in 1842.

December 5, 1853 – Edward and Isabell Palmer sold to Henry Glendenning for £210 pounds, a lot on the west side of Canal St., to the beach, along the shore for 90 ft. by 148 ft. by 97 ft. by 245 ft. by 510 ft., being lots 19 and 20 on Jonathan Tremain's estate, marked 'A'.

December 10, 1853 – Lawrence Lawlor sold to John Thornham, a lot on the east side of the Main road from Preston to Dartmouth, being lot number 4, next to a 60 acre lot, and east by lot number 6 owned by Samuel Roast, about 30 acres.

December 14, 1853 – Samuel Cunard sold to Thomas Davidson, for £130 pounds, a lot in the block letter 'K,' on the west side of Prince Edward St., adjoining Patrick Corbit and next to John Richardson.

December 30, 1853 – John and Richard Allen, tanner, sold to Lawson, who then sold to Lamont, a miller, land on the Preston road, next to Lake Lamont and Lake Topsail, at a public auction on August 22, 1853 for £420 pounds, part of the original grant to King and Wisdom at the outlet of a lake, about 5 acres.

House of Assembly Acts passed, pertaining to Dartmouth and the immediate district.

Chapter 5: An Act to establish a Normal School. Section 6 of this Act, stated that common schools may be used as model schools for the practice of the art of teaching.

Chapter 71: An Act to incorporate the Halifax Marine Railway Company. This was for the purpose of erecting, and employing a patent slip, or other marine railway in the city of Halifax, or its vicinity, for facilitating the repair of vessels.

With regards to storms, such as the Hurricane and Gale of 1813, the Harbour Masters presented a report on anchorage. There should be adequate room for wharves to prevent grinding each vessel to pieces, etc. It also stated that Halifax was the cheapest port to visit in the whole commercial world, as to the preservation of property. Such damages in storms is ruinous to shipping of a country and we must always prepare for storms. The cables for anchors must be adequate, with proper size and length. Vessels must not anchor or moor too close to each other or to the shore line and allow these anchors to, “come home”.

On January 29, the Inland Navigation Company held a meeting at the Mechanics Hall, in the Reading Room. James Avery was called to the chair, and Mr. Samuel C. Gray was appointed Secretary. The Chairman, Charles W. Fairbanks answered questions from the floor.

A resolution was passed appointing the Chairman and Mr. William F. Stairs of Halifax, and John Burton of Dartmouth as a committee, to collect the first installment of the stock subscribed for in accordance with the terms of the Act of Incorporation. James Johnston was requested to act as Secretary . . . The sum of £25,000 pounds was involved and £5,000 pounds to be made payable in stocks. This would only be payable when the sections were completed between Lake Charles and Halifax harbour.

An article on Ship Building at Musquodoboit Harbour was written, a company is looking for shareholders to invest in this enterprise. A very large number of vessels will be required during this year to meet the exigencies of the foreign and coasting trade of the province.

These vessels must be built within our borders. The article complained about our sending out naval timber, such as “Ships Knees” in vast quantities, to the Americans and this would result in a disadvantage to ourselves.

The company wants to build ships of 60 to 150 tons or thereabouts. At nearly all the principle ports in the province, ship building is being prosecuted with vigor; and the improvement in model and finish has been truly wonderful.

Saw mills are now plentiful and available.

On January 11, Mr. Henry Mosely delivered an excellent lecture at the Mechanics Institute on, “Shipbuilding”.

An article in the Eastern Chronicle said that there were 44 vessels with an aggregate tonnage of 10,500 tons were built and registered in Pictou county during the past year. Over the last year, 33 vessels were built by Captain McKenzie of New Glasgow and Messrs. Crear of Pictou.

Another article in, “Shipping News,” stated, Mr. Eben Mosely has been commissioned to build a, “clipper brig,” at La Have, for Messrs. Creighton and Grassie, for the Malega Trade by August 1st.

The Halifax Mechanics Institute announced that James Foreman, Civil Engineer, has consented to give instruction to the apprentice classes in, practical geometry. This would be for upholsterers, joiners, carpenters and shipwrights. This is of the first importance.

A report from Wallace, Nova Scotia, in Cumberland County, stated that during the year 1853 there were 10 vessels built, 2 barques and 8 Brigs, by a Mr. C. C. Jordeson, for Mr. Brown and Company. This is a branch of the “House,” in London, England. These vessels sold for about

£20,000 pounds sterling. Added to this value was another £10,000 pounds sterling for the, “deals” or cut logs, that were sent to London with these vessels.

Mr. Jordeson also built for Brown and Company, 2 vessels in Wallace. One on the Gulf shore near Pugwash and one at River Philip. Other builders included one by Mr. David Davidson, one by Mr. Stephen Fulton, one by Messrs. Morrison and Nicholson, one by Mr. Scott and Brothers, one by Robert Purvis for Carr and Company, one by Alan McDonald and one for Messrs. Harrison and Patrequin.

The winter so far this year, had little snow and this made it hard to get the timber out of the forests.

On many occasions vessels were built then sent to Halifax to be sold at private sales or public auctions. The Halifax merchants would finance these vessels, either for their business or for selling them at a substantial profit.

In a report from Yarmouth, it stated there were 220 vessels belonging to that port, exclusive of those owned in Argyle. At present they are building 10 barques, 8 brigs, 3 brigantines and 3 schooners. This is exclusive of vessels under 100 tons. The supposed cost of those now building is £110,000 pounds sterling.

An editorial stated that the number of inhabitants in the British North American Provinces is 2,662,692. The value of exports is £5,720,000 pounds sterling. The tonnage of shipping in any given year was about 112,879. The aggregate tonnage of vessels owned and registered in the provinces, exceed half a million. There are only 2 countries in the world that exceeds this, those being the United States and England.

An article was published that gave foresight and wisdom of Samuel Cunard. This was brought to the surface when it was proven that last year, 1853, there were conveyed between the United States and England by Cunard steam ships, 4,600,000 letters and 1,380,000 newspapers.

On March 13, Messrs. Almon, Hare and Company, are contracting with Mr. Young at Dartmouth, for the construction of a clipper schooner of 70 foot keel, 20 foot beam, and 10 foot hold to replace the vessel, *New Lancelot*, which was wrecked during the great gale of December 24th. The vessel was then sold for the benefit of the underwriters.

On March 13, the House of Assembly resolved itself into a committee on the Shubenacadie Canal Bill. The issue was the ownership of the property involved. The application by this company was to give them the property and they would construct the canal.

If the work wasn't going on, then the property should revert back to the Government. Mr. Sinnot had a claim to the property, as did Mr. Fairbanks, who sold to the Government for £1,300 pounds. Another opinion was that the Canal would not pay if a railway was constructed, and now there was a very good prospect for doing so.

Another argument was that the work, as it is now, was useless unless the mill property was sold.

A report on, "Ship timber," mentioned how the North American "Hacmatac," now ranks with British oak as the best ship building material. This was so classified at Lloyd's of London. Hacmatac built vessels are selling as much as £2 pounds sterling per ton more than other vessels. Too much of this timber is being sold to the United States.

The largest and finest Hacmatac timber in North America is lying strewn about our forests and rotting because the trees were cut down only for one root, and 8 to 10 feet of trunk to make a, "ship knee," for the shipbuilding industry abroad.

This was worthy of the Legislature. They recommended an export duty on Hacmatac timber. The effect could make Nova Scotia the, "workshop" of builders and ship owners of other countries.

Appointed to the Grand Jury from Dartmouth were, John Allen, farmer; Robert Albro, farmer; John Farquharson, farmer and Mr. Alexander Bissett, yeoman, from Cole Harbour.

On March 27, 1854, an inquest was held regarding the body of a male child, supposed to be 48 hours old, found in the lock of the canal at Dartmouth. The child had a stone fastened around his neck. The Jury gave a verdict of wilful murder by persons unknown.

On March 30, tenders to have the projected Lunatic Asylum built at Dartmouth were called for. This is from the Office of the Board of Works, and they will receive tenders until Friday, June 30, 1854. This would be on land near Dartmouth and opposite the city of Halifax. The bid that may be accepted will be required to enter into a Bond with two eligible securities, for the performance of their contracts.

A report on April 24, stated that the number of vessels at the present time, building on the La Have River, exceeds 60. Among those there is a special barque for John Strachan, and a, "clipper brig," reported to be the sharpest vessel ever built in Nova Scotia, for the merchant house of Creighton and Grassie.

May 15, the newspaper, "Nova Scotian," reported that the *Humber*, built by Barnet in Windsor, Hants County, arrived in Halifax after passage from Liverpool, England, in only 23 days. This, by the odds, was the best westerly run so far this season.

The annual meeting of the Halifax Agriculture Society was held and new officers were nominated and elected. Also the Society voted 7 pounds, 10 shillings for the purpose of holding a Ploughing Match in connection with the Dartmouth Agricultural Society next autumn.

A report from Quebec said it is expected that new ships built at Quebec, and about to sail to England, will bring £14 pounds to £15 pounds per ton. Just a few years ago they could only get between 7 and 8 pounds per ton.

In the first week of June, there were 6 vessels launched in this province. In England, at Woolwich Yard, the *Royal Albert*, 131 guns, a screw propelled 3 decker, was launched on June 13. This is the largest ship in the world. She was christened by Queen Victoria and the Royal Family.

There was a now a notable difference between paddle steamers and screw steamers. There are 3 schooners now being used by the Government for the protection of the Fisheries. The naval forces here are using 6 vessels: 1 sloop, 1 paddle steamer, 1 Canadian steamer and 3 government schooners.

The new Lunatic Asylum at Dartmouth plans, were open for inspection at the Office of the Public Works, at the Provincial Library. It is to be built on property adjoining, "Woodside," and was recently purchased from Mrs. McMain. It has 70 acres.

Along with the 6 new vessels being built around the province, a new barque is being built at the Richmond Yard. The frame is exclusively of haematack timber.

Reports from Dartmouth include the following: The Dartmouth Canal is to be pushed forward with vigor during the present year. It is to be commenced with as little delay as possible.

The Dartmouth Ferry Commission have decided to place one of their Steamers on the Sackville route. The usual attractions are expected to be liberally patronized by the Public.

On July 12, the public was invited to the, "Rural Fete," announced by the Ladies of St. James Church in Dartmouth, this was to be at Dartmouth Cove between 4 and 9:30 p.m. The band of the 72nd Highlanders will be led by Major Sharp. The proceeds went to the church. It was held on the property of John P. Mott. The tables were bountifully supplied with the luxuries of the season and bouquets of flowers. This did credit to the tastes of the ladies who made the selection of this part of our noble harbour . . .

The Cunard Company announced the launching of a new screw steamer. This was the, *Jura*. It was launched at Clyde Bank from the ship yard of Messrs. Thompson. This was intended for the line between Liverpool, England, and New York. This is the largest vessel in the fleet. It is 300 ft. long, breadth 37 ft., depth 29 ft. and burden of 2,200 tons. The engines have 450 horse power. The screw propellor is three bladed and

is expected to propel the *Jura* at 12 knots per hour. The same builders have also contracted to build for the Cunards, a vessel double the size of the *Jura*.

Also being built for the Cunards, is a vessel on the Clyde River at the ship yard of Mr. Napier. It will be upwards of 4,000 tons burden. This will ensure a breadth of beam of greater proportional stability and capacity than any vessel ever built on the Clyde River.

On August 6, in Dartmouth, the children of the Universalist Sabbath School, held their re-union at the beautiful grove near the residence of Mr. John Wolfe. There were almost 200 children there for the amusements, luncheons, and a sumptuous supper. A sunny faced maiden of 13 summers, read a lengthy recitation that had been written by a lady, and spoken with much feeling and great effect . . .

The shipping news reported there were more ships arrived in Halifax Harbour for the month of July, than in the previous 32 years. They also expected 30 "sail" to arrive before the end of July.

August 9, the Dartmouth Ferry Boat, *Boxer*, broke her paddle wheel while crossing the harbour. This would mean calling off the trips to Sackville for at least 2 weeks. On the down trips from Sackville, there were 900 passengers on, the day the *Boxer* broke her paddle.

In another report from Sackville, it said there was a new clipper barque being built there. It will be a superior vessel and it was announced that a number of hands are wanted to work at that ship yard where she is being built.

Also in the Halifax harbour area, there are 2 new ships being built. The, *Circassion*, at the head of Bedford Basin, and the *Omar Packa*, at the Richmond Yard at the north end of Halifax.

A report from England said that the Eastern Steam Navigation Co. has announced they will have the greatest steamer in the world in 12 months. A rail road has been laid down the entire length of her way to facilitate the conveyance of the materials from the factory to the different

parts of the vessel. The dimensions are, tonnage 22,000, length 680 ft., breadth 83 ft., depth 58 ft., burthen 10,000 tons, power of engine, screw and paddle 2,600 horse power.

The Hull is made entirely of iron. It has 10 separate water tight compartments, each being 60 feet in length. This would enable her to take out sufficient fuel for a voyage to Australia and back to England without stopping.

On September 11, a meeting was held at the Province Building for the planning of the upcoming regatta. There was a commitment of management nominated with the understanding they act with the Gentlemen appointed by the Dartmouth people, and the representatives of the United States.

The Dartmouth Committee consisted of L. Hartshorne, Edward Lowe, William Foster, F. Albro, L. Fairbanks, J. W. Turner, W. Johnston, John Tempest, John Burton, J. H. Mott, F. Elliott and D. Farrell.

The following week the Regatta Committee held a meeting at the Institute Hall in Dartmouth. The gathering was large and respectable and the proceedings were characterized by great unanimity. Mr. John Esson was called to the chair by acclamation, and W. Foster Jr. was secretary.

The chairman rose and stated M. D. Falconer had authorized him to subscribe £10 pounds, and he would also contribute that much to have a, "race gig," built in Dartmouth, and be pulled by the crews from Dartmouth at the Regatta. This was received by three cheers, then committees were appointed to select a builder and then procure crews etc.

Mr. George Connors has been engaged to build the, "new gig," and judging from his well known reputation, the gig will render a good account of herself at the, "Industrial Exhibition Regatta".

This regatta would be held on Tuesday, October 10, and it would be part of the Provincial Industrial Exhibition that would run from Thursday, October 5 to Saturday, October 14.

The focal point is George's Island and the Admiral has kindly placed H.M. *Cutter*, and the H.M. *Nettly* at the disposal of the committee of management. The courses are marked out for spectators and the sailing craft will be started, "head to wind, with their sails set . . ."

John P. Mott advertised his "Fernwood Cottage," for sale. This was 4 acres next to John E. Fairbanks, from the road to the South East Passage to the water's edge. The "cottage" has 6 well finished rooms, kitchen, pantry, cellar, large garden and a never failing well of water.

For the regatta, one of the Dartmouth steamers carried passengers to George's Island and also to Halifax to George's Island. This was under the patronage of their Excellencies, Lt. Governor Le Merchant, and the Naval Commander in Chief, and the General Commanding.

On the day of the races there were thousands of visitors on George's Island. There were 16 events before the day's end.

1st event, Fishing Whalers of 4 oars; 2nd Fishing flats; 3rd First class Fishing Boats; 4th Fishing Whalers; 5th Keel Boats pulled by amateurs - 6 men of war galleys 4, 5 and 6 oars; 7th four oared Gigs pulled by mechanics; 8th First class pleasure boats, 9th Barges, Pinnacles and cutters; 10th Gigs of 4 oars, open to the world; 11th Gigs of 4 oars, Gentlemen Amateurs.

12th Gig of 4 oars pulled by amateurs under 20 years of age. This race was won by a Dartmouth boat called *Bella*. The prize was £16 pounds.

13th men of war barges; 14th Small medians and other decked boats – but it was postponed until the following Saturday; 15th event, Ballest Boats; 16th event, Grand beaten Handicap, of all the men of war boats pulled in previous races.

Canoes - Indians - winner was Peter Luc. Squaws race won by Mary Thomas.

The following Wednesday there was a Gig Race. This was won by the *Alert*, owned by James Pryor. The second prize was won by the Gig,

Ketch Harbour, and the 3rd prize went to Eban Moseley's, *Lady LeMerchant*. This was owned by the North End Boat Club.

On October 16, a very fine Brig called the *Fawn* was launched from Mr. Chappels ship yard in Dartmouth. This was owned by Messrs. G and A Mitchell of Halifax. She measured 132 tons, length 104 ft., breadth 22½ ft. and depth 11½ ft. Launched without incident. She will be commanded by Captain John Pugh who had commanded the brig *Loyalist*.

On October 23, Sunday, there were 2 sporting races between the six oared Gigs. This was for \$60 a side, meaning side bets. The race was from O'Connors Wharf, around George's Island, then back to the starting line.

The first race was won by the, *Troubler*, over the *Disowned*. The second race was between Mr. Findley's, *E.G. Fuller*, and the Dartmouth boat, *Electra*. The former won the race. The crews of the *Troubler*, and the *Disowned* were composed of coopers (barrel makers).

Another gig race, rowed by young Amateurs, was held from the starting line, up to and around the H.M. *Pyramus* and back. This was between R. Lawson's, *Lone Star*, formerly the *Lawrence Hartshorne*, and the *Pyramus*. The *Lone Star* won the race easily.

November 6, the annual Ploughing Match, under the auspices of the Dartmouth and Halifax Agriculture Societies, was held this year on the peninsula of Halifax. The first prize went to Charles Bissett of Dartmouth, and the 5th prize went to Mr. Huskins of Dartmouth.

January 25, 1854 – John and Eliza Tempest sold to Joseph Austen, Gentleman, for £150 pounds, a lot in the letter 'I,' 27¾ perches, in the north range next to the Dartmouth Common and next to Frederick Major. This lot had been granted to William Henderson.

February 13, 1854 – Andrew and Isabella Shields sold to David Faulkner, distiller, for £303 pounds, 6 shillings and 8 pence, land on the south side of the road, Ochterloney St. to Truro, with buildings, etc.

March 4, 1854 – Andrew Shiels sold to John Watt, for £340 pounds, a lot where the roads part for Preston and Lawrencetown, formerly owned by Josiah Richardson.

March 13, 1854 – Robert Noble sold to Daniel Mongrave, farmer at Lawrencetown, for £300 pounds, part of the estate of Joseph Green with marsh land and lots number 13 and 12, next to the property of Charlotte Green, about 18 acres and another 100 acres in the second division, buildings included with property east of Anne Green.

March 18, 1854 – Lawrence and Abigail Hartshorne, sold to David Faulkner, distiller, for £50 pounds, a lot on the north side of the road to the harbour and the west side conveyed to the Shubenacadie Canal by letter ‘A’.

April 10, 1854 – Henry and Phoebe Grew sold to Robert Fretwell, Gentleman, for £200 pounds, land on the highway from Dartmouth to Cole Harbour between Oat Hill lake and Penhorn lake, marked “B” to the Preston Road, 300 acres.

April 25, 1854 – John and Johanna Lanigan sold to James Cochran, for £200 pounds, formerly conveyed from James Griffen, the lot number 11, 200 ft. to the harbour, on Water St. Also lots on the Dartmouth Common from the Trustees, Fairbanks, Mott and Foster, for 999 years to Richard Best, and assigned to William Hunter, who assigned it to John Cassin then to James Griffen, lots 16, 17 and 18 on the Common.

Deed – May 6, 1854 – Peter Bona sold to George Colford for £5 pounds and 10 shillings, a lot on the East side of Chezetcook Harbour, 2½ acres, bounded by the land of Andrew Crawford and the marsh lot of Gabriel Belfontain then south to the marsh land of Michael Pettipas to Grady’s Point.

May 13, 1854 – Arthur and Mary Murray sold to Thomas Laidlaw, for £40 pounds, a lot next to lot number 5 on the Truro Road, next to lot number 4, owned by Nicholas Murphy. Also the same day Alexander and Harriet James sold to Patrick Orson, carpenter, for £150 pounds, a lot on the corner of East St. and Ochterloney St., with buildings, etc.

May 13, 1854 – Henry Donaldson sold to Alexander Stephan for £150 pounds the lot number 6 of the letter ‘I’ on Ochterloney St., and another lot on the south side of Ochterloney St.

May 15, 1854 – George Conrod sold to John Conrod, for £5 pounds, a lot on the west side of Chezetcook Harbour, also a lot on Little Island, lot number 5 and $\frac{1}{4}$ part of the marsh lot and lots 3, 6, 17 and half of lot 13 on the Big island.

May 20, 1854 – the executors of Samuel Archibald sold to Donald McDonald, for £500 pounds, a 55 acre lot, called the Abiteaux farm, dyked land, and 56 acres of upland lot number 6, and the wood lot number 1 with 100 acres and lot number 10 with the marsh lot, 84 acres also land conveyed by John Hawthorne and Margaret Howe, called lot ‘E,’ and number 5 of lot number 8.

May 25, 1854 – Lawrence Hartshorne sold to Hugh Hartshorne for £187 pounds, land on the south side of Lake Banook, formerly purchased by William Donaldson next to the Preston Road, 6 acres and 8 perches, also land next to Creighton property and the water lot, containing 7 acres and 4 perches.

June 10, 1854 – the High Sheriff, John J. Sawyer, sold to Dominick Farrell for £21 pounds, 12 shillings and 6 pence (the cost of the law suit against William Lovett, sold at public auction), the property on the north side of Quarrel St., then 60 ft. on the corner of Fitzwilliam and Wentworth St. to the Tremain lot, 122 ft., being lot number 4 laid out to W. H. Rudolf, according to a plan made by Charles F. Fairbanks.

June 12, 1854 – George Conrod Sr. sold to George Jr., James and Gasper Conrod, all heirs of the late Gasper Conrod, for £3 pounds, land on the harbour shore of Chezetcook to Lake Porter to the Mathew Conrod line, and a lot in Little island and lots 2, 5, 6 and 19 on Big island.

June 19, 1854 – Dominick Farrell sold to David Falconer, for £75 pounds, a water lot in Dartmouth, next to the late William Storey on the north side of Lyle St. to the public dock for 300 ft. by 300 ft. by 150 ft.

June 26, 1854 – the executors of Elizabeth Robertson sold to William J. Almon for £1,000 pounds, water lots in Dartmouth, lot number 5 of letter ‘W,’ fronting on Water St. and lot number 6 and the water lot that extended 400 ft. into the harbour.

June 16, 1854 – the executors of Peter McNab, sold to Samuel Gray for £3,100 pounds, the island called McNabs Island, and was formerly called Cornwallis Island, and granted in 1783.

July 1, 1854 – John and Charlotte Myra sold two lots to David Conrod, lot number 12 in the second division of Lawrencetown and lot number 10 bounded by Porter’s Lake.

July 5, 1854 – John Tempest sold to William Tapper for £150 pounds, a lot bounded on the north by Quarrel St., south by a lot owned by Christian Bartling heirs the John Bartling heirs and the heirs of Catherine Reeves and west by the heirs of Sophia Connor. This lot was intended for Susanna Moreland in the estate of Christian Bartling and then deeded to James W. Munroe, then to James Webb, and then to John Tempest in 1848.

July 8, 1854 – William and Elizabeth Almon, sold to James F. Avery and Samuel White, merchants, for £1,150 pounds, lot number 5 in letter ‘W,’ on Water St., also lot number 6 in letter ‘N,’ also the water lot in front of lot number 5. This was 400 ft. by 120 ft.

July 8, 1854 – Patrick Moran and Sarah (carpenter) sold to David Faulkner, for £2,150 pounds, 3 lots. The first lot number 12 next to Alexander Lyle lot. The second a lot on the Dartmouth Common next to Fairbanks St. and the third lot next to Lyle St. and Fairbanks St.

July 10, 1854 – Joseph and Elizabeth Osborne sold to James Fraser, et al, for £60 pounds, a lot in Cow Bay.

July 10, 1854 – John and Amelia Ritchie sold to William Drake, cordwainer, for £300 pounds, a lot in letter ‘R,’ bounded on the west by Henry Glendenning, south by John Richardson and east by Prince Edward St., west by a lot owned by Francis Young.

July 10, 1854 – John Robinson and John Young, sold to William Sawyer for £12 pounds, land on the west side of Chezetcook Harbour, 40 acres, to the property of John Murphy and sons to the main road to Porter's Lake.

July 20, 1854 – Thomas and Anna Smith, sold to Hugh Hartshorne, for £30 pounds, the lot number 2 in letter 'X' in Dartmouth, bounded on North St. containing 6 perches.

July 24, 1854 – George Moor sold to Frederick Bossom, Grocer, for £1 pound, 5 shillings, a lot in Preston, bounded on land of H. Williams and east by land of David Williams and west by a river.

July 27, 1854 – Philip Browne and James Davis sold to J. B. D. McNab, for £250 pounds, the land formerly occupied by Christian Bose then purchased by James Creighton, 50 acres on the Dartmouth to Preston Road, starting at Folly Bridge.

August 19, 1854 – Peter and Annie McNab sold to Roderick Hugonin for £500 pounds, land on the west side of McNabs Island on the road leading through the island, 25 acres, now called Harrigans Cove.

September 2, 1854 – Harriett Lawlor sold to William Lawlor for £15 pounds a lot in Cole Harbour, 200 acres next to Smelt Brook to the sea shore, 200 acres.

September 8, 1854 – Peter McNab sold to John Gibson and Charles Dickson, for £50 pounds, a lot, $\frac{3}{4}$ of an acre on the west shore, also a right and privilege for John Gibson and Charles Dickson and their heirs, etc., and other members of an Association called the, "Quoit Club," and their guests and servants. This lot called the Quoit Club, had 1 acre, 2 rods and 15 perches. The measurement was 264 ft. by 154 ft. by 150 ft. by 150 ft.

September 22, 1854 – John E. Fairbanks sold to William Johns, iron founder, and William Anderson, cabinet maker, for £500 pounds, a water lot in Dartmouth from the Ferry to the South East Passage Battery, 10 acres near the property of James W. Johnston and property of Fairbanks, also a water lot along the shore.

September 22, 1854 – Arthur and Mary Murphy, master mason, sold to Peter Laidlaw, yeoman, for £165 pounds, the lot number 6 and 7 on the Preston road.

September 23, 1854 – The administrators of John and Sarah Allen, tanner, sold to Joseph Smith for £23 pounds and 15 shillings, land in Preston on the east of Long Lake, being lot 16 in the letter ‘B’.

September 23, 1854 – William Lawlor sold to Gabriel Hall for £10 pounds, 250 acres, lots 9, 5, 15, 17 and 18 which was part of his grant in 1818, with William Annaud and George Simpson.

September 28, 1854 – George and Lucinda Turner sold to Peter Kuhn for £300 pounds, a lot on the corner of Wentworth and Quarrel St. that was bounded by William and Martin Black and next to Alexander James’ lot.

Deed – September 2, 1854 – Benjamin Bissett sold to Nathaniel Russell for £30 pounds, a lot owned by George Bissett to Cole Harbour on the south line of George Boss land to the lake.

October 2, 1854 – John P. and Isabell Mott, sold to William Stairs for £600 pounds, land on the road from Dartmouth to Eastern Passage. This was next to Johnston’s and Fairbanks land to the harbour. This lot had been conveyed to Henry Mott in 1847.

October 6, 1854 – Dominick and Mary Farrell sold to William Jones, Brewer, for £175 pounds, a lot on the corner of Quarrel St. and Wentworth St., next to Tremain’s lot and lot number 1 laid out to William Rudolf.

October 11, 1854 – Hugh and Margaret Jane Hartshorne, and John Valley, teacher in Dartmouth, sold to Barry Sullivan, for £94 pounds, a lot opposite Jamieson’s mills. This had been conveyed to John Tempest from John Small in 1848, next to William Brodie’s lot to Mill St.

October 27, 1854 – Mather Des Brissey sold to Dominick Farrell for £219 pounds, land on the north side of Portland St., which was part of the estate of Christian Bartlin.

November 9, 1854 – William and Sarah Jane MacAgy sold to David Falconer, distiller, for £15 pounds, 4 water lots in front of the Dartmouth Common, lots 13, 14, 15 and 16, and 200 ft. into the harbour, to the public dock at Lyle St.

November 13, 1854 – Dominick Farrell sold to John Sheeping, carpenter, for £110 pounds, property on the north side of Quarrell St. to Fitzwilliam St., and Wentworth St. to the Tremain lot, being lot number 4 in the William Rudolf Square.

December 7, 1854 – George Conrod sold to Andrew Conrod, for £3 pounds, land in Chezetcook, on the west side of the harbour, 40 acres, and lot number 1 on the small island and a 3 acre lot, also 4 lots on the Big island.

Deed – December 7, 1854 – the executors of William Storey, merchant, and Philip Setson, sold to Andrew Conrod, for £40 pounds at public auction, 5 acres at the Chezetcook harbour entrance and Storey Island.

Deed – December 13, 1854 – David and Barbara Covey sold to Richard Innes for £90 pounds, land on the west side of Porter's Lake. It had belonged to Christopher Publicover from Nufus Fairbanks in 1839, being the north part of lot number 11 in the second division of Lawrencetown called the Maryville Farm, owned by Rufus Fairbanks, with the exception of the land of Gerald Murphy and wife Mary, in 1813.

December 23, 1854 – George Conrod sold to Matthew Conrod, for £5 pounds, land on the west side of Chezetcook Harbour, they were heirs of the late Casper Conrod, also Island lot numbers 14, 4, 10 and 6, and land at the north end of the harbour to Porter's Lake.

December 23, 1854 – John Connor sold to John Connor Jr. and William Connor for £300 pounds, land on the east side of Lake Charles, lots 3, 4 and 5, for 160 acres, sold by Henry Donaldson to John Tapper in 1835, also land that had been conveyed by John Fisher to John Tapper in 1835, also land next to James Miller, and land bordering on Hants County at Shubenacadie Lake, also land on the west side of Lake Charles, also land next to the property of the late John Skerry.

A report from East Boston stated that Mr. Donald McKay, the Nova Scotian shipbuilder, launched a beautiful Clipper ship of 3,000 tons. She was named the, *McKay*, and will run in the "Black Ball Line". This is between Liverpool, England and Australia. Also the report added that Mr. McKay is about to lay down two ships of 2,000 tons each, by way of amusing himself for the winter.

Another overseas report said that the Shipwrights have gone on strike in the whole northeast coast of England. There was little, if any, prospects of a termination of the strike.

In New Orleans, all the ship carpenters went on strike in a body, on account of their employers attempting to reduce their wages to 2½ dollars per day, and wanting to lengthen the days labor by an hour and a half.

On January 15, 1855, an article was published called the, "Hard Times". It stated, all around us, East, West, North and South, there is a wide spread cry of "hard times". An artificial value had for a good while, attached to everything which could not last.

The price of labour and of nearly all the necessaries of life suddenly rose to double and even triple their previous value, without any sufficient reason.

The shipbuilding interest has suffered immensely. A few months ago ships could not be built fast enough to supply the demand. Now it is exceedingly difficult to sell them at any but ruinous prices . . .

On January 19, a violent gale of wind, with snow and rain, raged on Halifax Harbour. The tide, forced into the harbour by this gale, rose higher than many many years past.

On Water St. and Hollis St., a great number of cellars were flooded and damaged and considerable properties were damaged as well as destroyed. The steam ferry from Dartmouth could not get across the harbour until after 11 o'clock a.m. Vessels were sunk, and those tied at

the wharf were badly damaged. The wharves were also very badly damaged.

The Admiralty reported that there are now 142 vessels of war that are propelled by steam power, afloat and in commission.

On January 24, the Curlers opened their winter campaign for the first time this season on the Dartmouth Lakes.

On January 30, a petition was sent to His Worship, the mayor and city council of Halifax, for the north end of the city of Halifax to secure a communication, by means of a ferry steamer between the north end of Dartmouth and Halifax. The Railway operations in the north end of Halifax cannot fail to enhance the value of property and add to the population.

On January 22, 1855, a public meeting was held at Dartmouth to raise contributions for the, "Patriotic Fund". H. Y. Mott was called to the chair to be chairman. Mr. W. Johnston acted as Secretary. A work committee was then appointed for the appeal to the public.

On February 6, a meeting was held in Dartmouth at the Hall of the Mechanics Institute. This was to consider the increase made by the Steam Boat Company in fares of ticket holders. Also, they called upon the Secretary to read the requisition for the meeting addressed to the Justice of the Peace, Mr. Henry Y. Mott. The chairman and Messrs. Charles Robson, Jonathan Elliott, Nathaniel Russell, Joseph Austin, George Shields and others, addressed this meeting. The Committee felt that increased fares and prices will have a negative effect on real estate.

The article on February 19, stated . . . "the time has now fully arrived when an important change should be effected, for the people will no longer submit to oppression . . ."

On February 26, Mr. Henry Elliot gave three lectures on the various methods used in heating and ventilating buildings, by different nations, and the improvement from time to time, made by each. Diagrams and models are used to help explain the lecture.

March 1, a public meeting was held in Dartmouth, at the Temperance Hall, to consider the expediency of incorporating the Township. The chair was held by H. Y. Mott and M. B. DesBrissey was the Secretary. Several speakers were in support and some in opposition. There were only a few who raised their hands in support, when the vote was taken. The vast majority voted against it.

In March it was announced that Messrs. Mosely would be paid to build a new Revenue Cutter for £6.10 (pounds and shillings) per ton. The vessel would weigh 222 tons. Carpenters measurement was that the cost would be £1,443 pounds for hull, joiners work, spars, etc., all complete, except for rigging and sails.

Mr. Alexander Lyle's tender was for £8 pounds, 4 shillings per ton at 195 tons at King's measurement. This would be £1,608 pounds 14 shillings.

On March 12, it was reported that upwards of 50,000 bricks have been made at the site of the Lunatic Asylum in Dartmouth. Mr. Robert Davis, the builder, pronounces them excellent.

On March 7, Mr. C. W. Connors has just laid the keel of a second "Clipper Brig," at the head of the Bedford Basin. This is for Captain Tuzo and another party in Halifax. She will be about 200 tons and is to be used in the Mediterranean Trade. Also on the stocks, in Cornwallis, Mr. Connors has a schooner of 150 tons, ready for launching. This will be a Packet, to be used between Canning in King's County and Boston, Massachusetts.

On March 10, at the House of Assembly, the Honorable Mr. Johnston moved to take up the Bill for giving the Sessions power to appoint Constables to keep the Peace, etc. He explained that though the bill was a general one, it was peculiarly necessary for the preservation of the public peace and morality in Dartmouth, especially on the Sabbath when that town was subject to an influx of visitors. The Bill passed and after the passage of some other important bills, the Committee rose, and the Bills were reported.

On May 16, the first ground was broken for the new Lunatics Asylum in the presence of the Commissioners and Messrs. Chambers, the Architect, and Robert Davis, the builder. The site chosen is one of the most eligible for that purpose on the Dartmouth side of the harbour.

A report from New Bedford, Massachusetts said, that a record breaking whaling voyage on a single cruize, was made by the whale ship, *George Washington*. She arrived at New Bedford after a three year cruize that started in 1851. She went to the Ochotsk Sea. She brought back 7,000 barrels of whale oil and 75 barrels of sperm oil. A portion of that oil was sent back to New Bedford during the three year voyage.

The proprietors of the Dartmouth Foundry wish to thank the public for the patronage they received as manufacturers. They will continue to receive orders for steam engines, either manufacturing or for marine purposes, also, anything in the Foundry or the Engineering business etc. This was signed by Mr. Greig and Mr. Muir.

On July 4, it was reported that one of the Dartmouth Ferry Steamers will be placed on the route between Halifax and Sackville. This would take place about the middle of July ensuing.

(Note) at the "Fernwood" in Dartmouth, George Troop married Margaret Morrow.

At Quebec city it was announced that the first, Canadian, man of war ship, called the *La Canadian*, was launched there. It was built by Mr. T.C. Lee, an eminent shipwright. This was the first armed vessel constructed at the expense of the Government, and actually the pioneer of the future Canadian Navy. She is employed in the protection of the Fisheries. She is rigged as a 2 masted schooner with 4 guns. She combines the lines of a yacht with the suitability of a stout man of war. The forecastle can accommodate 24 men, the length was 93 feet, breadth 23 feet and depth of hold 10 feet. The height of the main mast is 78 feet with a 22 inch diameter.

On July 30, Admiral Fanshaw gave permission to admit persons to the Dockyard, to view the Regatta, in answer to the request from the

Regatta Committee. Also a note was that the Mayor of Halifax wanted the Regatta Day to become an annual holiday.

The Regatta was held on August 14. There would be 20 races provided for.

On the day of the Regatta there were 6,000 people in attendance. Also, hundreds of people visited the flagships, *H.M.S. Boscawen*, 70 guns, and the *H.M.S. Hermes*, and the Transport ship, *Emma Eugiene*. The Cutter, *Nastly*, was placed at the disposal of the committee by Admiral Fanshawe.

1st race was number one Fishing Flats, 2 pair of paddles (4 contestants)

2nd race was Fishing Whalers of 4 oars pulled by Fishermen, cancelled by committee

3rd race was Fishing Flats, 5 boats competed

4th race was First class pleasure boats. This was the “race of the day,” all handled their boats in ship shape style. The first prize was \$50.00.

5th race was Man of War Galleys, Gigs and Cutters, called a capital race

6th race was Small Keel Boats, 2 pair of paddles pulled by amateur Gentlemen, not contested. Only one entrant, Mr. Connors boat, *Lady LeMerchant*, \$25.00

7th race was 4 oared Gigs, pulled by mechanics, boats were fouled and disputed

8th race was First class Fishing Sail Boats, very close and exciting, prize \$50.00

9th race was Gigs of four oars, open to all, prize was the Corporation Plate and \$30.00

10 race was Barges manned by Marines and Pinnaces by Seamen, 12 oars, won by seamen

11th race was Gigs of 4 oars pulled by Gentlemen Amateurs, won by William Esson’s *Dartmouth, Belle*, prize \$40.00

12th race was Small Boats, 2 pair of paddles, open to all. Then the “Punt Chase” took place for 15 minutes. This was great amusement to all spectators. The contestants were ducked and half drowned, but a “Jolly tar” carried off the prize of \$4.00

- 13th race was Man of War launches, a glorious race, prize \$25.00
- 14th race was Gigs of 4 oars, pulled by Garrison soldiers, won by *Dartmouth Belle*
- 15th race was Small medians and other pleasure boats, raced against time
- 16th race was Ballest Boats, a fine race, very close finish, prizes \$12.00, \$6.00 and \$4.00
- 17th race was Jolly Boats and Dingies, a “bunkum” contest, prize \$8.00 and \$4.00
- 18th race was Canoes by Indians, very interesting and exciting race, as usual
- 19th race was Canoes by Squaws, all the competitors were awarded prizes
- 20th race was the Grand Beaton Handicap, voided for a “Pig Race”. After many failures a sailor from the *H.M.S. Boxcawen* carried off the prize, a fine porker.

At the at the end of the day a fire works display took place on the Provincial schooner, *Lady Vivian*, moored at the Queens wharf. Special thanks were given to Mr. Brodie, the master of the *H.M.S. Bascawen*, whose active exertions were conspicuous throughout the day.

The disputed contest that was pulled by Mechanics in Gigs was raced on August 21. There were four contestants and the winner, *Cygnets*, beat out the *Flirt*, by only half a boat length. She won the “Railway’s Contractors Purse,” and \$30.00 which was added by the Regatta Committee.

At the Richmond Ship Yard in north end of Halifax, Mr. Miller launched a barque called the, *Saxon*. She was all coppered before launching. She had 2 decks, and is intended for a trading vessel. This took place on September 24.

On September 5, a meeting in the Mechanics Institute of Dartmouth was held, regarding the facts on the origin and progress of, “Normal Schools,” in Europe and America. The system of Education in Nova Scotia was discussed. It was determined that a Normal School would serve the Education needs for Teacher Training.

It was previously proposed to open a Normal School in Truro about the first week in November. This would include a model School and a model Farm. It was felt that the Legislature should pass a bill to carry out the "Assessment Principle".

At Bedford Basin, at the Ship yard of Mr. Connors, the brig, *Arab*, was launched. Margaret Esson christened the vessel. This vessel was 83 ft. long, beam 23½ ft., the hold 10 ft. 6 inches, the tonnage was 220 old measurement, but 120 in the new. She was built of hachmatack and southern pine, then heavily coppered. Owned by Messrs. Esson, Boak and Company.

As the new vessel was being towed by the steamer, "*MicMac*", to the wharf of her new owners, three cheers were given to the new barque on the stocks, *Saxon*, as she passed the Richmond Yard. The workmen then returned the three cheers to the steamer *Arab*.

In Dartmouth, Mr. John Esson, illuminated his house, along with others, to celebrate the Victory at Sebastopol in the Crimean War. There were numerous houses lit up in Halifax as well. In front of Esson's house was a raging bonfire. During the evening there were hordes of people patrolling the St.s. The blinds and curtains of houses were removed so that people could see the lanterns and candles. The last time such a celebration took place was 40 years ago. Mr John Esson was a member of the Provincial House of Assembly. Also the *H.M.S. Boscowen* was lit up to assist in the celebration, also a salute was fired from her 70 guns armament.

The annual Ploughing Match, under the auspices of the Halifax Dartmouth Agriculture Societies was held on October 24 at an old homestead near the North West Arm. A total of 11 ploughs competed. The 2nd place winner was Charles Bissett from Dartmouth and 3rd prize to John Morash, while 6th prize went to John Gaston from Dartmouth.

During the month of September, there were several vessels sold in Liverpool, England, that were built in Nova Scotia. They included the, *Elizabeth Brown*, 104 tons, built in Parrsboro in 1855, sold for £630 pounds; the, *George*, 75 tons, built at Pugwash in 1852, sold for £525

pounds; the *Commodore*, 92 tons, built at Halifax in 1849, sold for £520 pounds; *Historia*, 443 tons, built at Tatamagouche in 1852, Class A, sold for £2,700 pounds, coppered in 1854; *Anger*, 584 tons, built in Newport in 1843, sold for £2,500 pounds, “yellow metalized”; *Arabat*, 234 tons, built at Tatamagouche in 1855, Class 4, sold for £1,450 pounds and also the *Tweed*, 92 tons, built in Nova Scotia in 1841, and sold for £500 pounds.

The Normal School planned to formerly open on November 14, and a number of candidates have presented their claims to several school boards for admission. These Boards are entitled to send students to this Normal Training School at Truro.

One student to every £100 pounds of the Public Funds are at the disposal of the Commissioners. This would be part of the Education Grant. The travelling expenses were 3 pence per mile, and one paid by the Board. On obtaining a certificate of Class B at the end of the first year, will be entitled to a scholarship of £5 pounds.

A report from Boston said, . . . “The American Clipper Ship, *Abbot Lawrence*, 1,600 tons recently launched at East Boston and built by Donald McKay, the Nova Scotian, has been sold for \$61.00 per ton or \$97,600.00.”

This was almost equal to the American Steamship, *Confucius*, which was sold to the Chinese government for \$99,000. It is payable in 6 months installments.

On November 29, a Clipper barque called the, *General Simpson*, of 400 tons was launched at the ship yard of Joseph Jones of Pugwash.

From the ship yard of C. W. Connors at Cornwallis, a Clipper built Schooner called the, *Alma*, 72 ft. length, breadth 23 ft., depth 9 ft. 6 inches and poop deck 30 ft. length. She will serve as a Packet between Canning and Boston.

On November 20, the launching of the, *Avesotta*, a handsome Clipper Brig, built by Connors at Sackville, was launched. There were hundreds

of visitors, and an extra train took passengers from Halifax to see the launching at 3:30 p.m.

In Dartmouth, the Provincial Secretary announced that Dr. Shreve collected £8-18-10 in aid of the Patriotic Fund.

More launchings took place before the end of the year 1855. This included the, *Sebastopol*, of 992 tons at New Glasgow, along with the, *Black Watch*, of 480 tons. Both were owned by George McKenzie, M.P.P. Both are first class ships, built with southern pine and Juniper. In Queens County at Herring Cove, a new Barque was launched called the, *Joseph Dexter*, at the ship yard of Joseph Dexter. She is over 200 tons, new measure, and pronounced the finest proportioned and strongest vessel ever built there.

At Tusket, the *Harriet Cann* was launched. She was built by Mr. Benjamin Richards for Lyman Cann Senior.

On December 2, one of the Dartmouth Steamers was called upon to rescue the schooner, *Tradesman*, from Prince Edward Island. The cargo was produce. She went ashore on Saturday evening at the entrance to South East Passage. The schooner had lost her chains and anchors.

Deed – January 30, 1855 – William and Francis Lawson sold to Joseph Smith, farmer, for £50 pounds, a lot in Preston on the west side of Lake Major and 10 other lots with it in the same area, for a total of 915 acres.

January 26, 1855 – Agnes Innis, widow of James Innis, Peter Olgilvie, et al, Elizabeth Innis, Jane Innis, spinster, and the heirs of James Innis, at Porter's Lake, sold to Richard Innis, for £34 pounds, the block letter 'E,' and share of letter 'C' and letter 'F,' the farm lot of James Innis and part of the first division of the farm lots at Preston, to the farm lot 'D,' also farm lot in letter 'I' lot number 41 in Preston, second division of farm lots in letter 'D'. This was signed by Agnes Innis, William Innis, Ellen Innis, James Innis and Peter Innis.

On January 29, James Innis, et al, sold to Robert Innis, Jane and Robert Graham, for £60 pounds, the north portion of the farm lot owned by James Innis. This was part of the first division of farm lots in letter 'F' in Preston, on the road to Musquodoboit Harbour, also part of the second division of letter 'D' and lot number 41, and part of the letter 'E,' also part of letter 'D'. This was witnessed by James Innis, Richard Innis, Joseph Graham and Jane Graham.

February 22, 1855 – Edward and Bridgett Richard (carpenter) sold to Paul Farrell, Grocer, for £236 pounds, a lot on the south east corner of Henry Richard to Thomas Boggs property then 35 ft. to James Stanford lot, then west for 35 ft.

March 15, 1855 – George and Margaret Morash and Jacob and Harriet Morash sold to Benson Smithers for £25 pounds, a lot next to Wentworth Hill in Preston, next to lot number 14, to Long Lake, 50 acres, being part of a Grant from Government to Daniel Lawlor in 1818.

March 22, 1855 – William Young to William Crook, at a public auction, for £40 pounds, a 400 acre lot marked 'A' that had been granted to Josiah Richardson Sr. in 1818, on the east side of the road to Dartmouth from Preston.

March 28, 1855 – William and Amelia Caroline Sterns sold to Daniel Moser for £575 pounds, a 40 acre lot in Cow Bay including a large water lot formerly owned by Frederick Major.

March 31, 1855 – James G.A. and Sarah Creighton, et al, and George B. Creighton sold to John P. Mott, for £60 pounds, a property on the road leading to the Steam Boat Wharf, on both sides of the road.

April 7, 1855 – John Smith sold to his brother Dennis Smith, for £28 pounds, a lot in Chezetcook, 100 acres, bounded on the north by Andrew Meagher, and east by George Bayer lot, and south by Mary Hatfield and west by the harbour and the passage to the Watering Place.

April 23, 1855 – James and Louise Johnston sold to James Jr., for £100 pounds, part of the Mount Amelia property on the road to Creighton ferry.

April 28, 1855 – George Savage, a man of color, and Jane, sold to Bendson Smothers, a man of color, for 5 shillings, a lot in Preston in letter ‘C,’ that had been originally granted to Thomas Settle, now owned by Thomas Robertson, 10 acres, originally purchased from William Philips in 1831.

May 4, 1855 – William Phillips sold to George Savage, et al, including Bendson Smothers, for £40 pounds, 20 acres on the east side of the Cole Harbour Road next to the lot in letter ‘C’.

May 21, 1855 – John Parker, sold to George Jackson, carpenter, for 5 shillings, half of lot number 3 in letter ‘H,’ at the corner of Ochterloney and Wentworth St., 120 ft. by 40 ft. The same lot that was conveyed by Benjamin Elliot from Patrick Fitzgerald in 1834.

May 24, 1855 – Patrick and Sarah Moran, master carpenter, sold to David Falconer, distiller, for £145 pounds, land on the corner of East St. and Ochterloney St.

May 25, 1855 – Samuel Cunard sold to George Hunt and John Hunt Sr., for £150 pounds, part of the real estate of Lawrence Hartshorne, on the road to Cole Harbour next to Mrs. Godfrey’s lot, then 120 ft. to the land of Samuel Cunard.

May 26, 1855 – John Harris sold to Andrew Tullock, for £160 pounds, the lot number 1 in letter ‘C’ in Preston town lots, 3 acres and 14 acres in Salmon River, also lot number 48 in Preston, 100 acres, also several other lots, including 225 acres that had been conveyed by John Harris from Lamina Money in 1841.

June 1, 1855 – James and Rebecca Tremain sold to John Brodie, yeoman, for £57 pounds, a lot 60 ft. by 120 ft. in block letter ‘X,’ at the corner of Prince Edward St. and Church St., with buildings, etc.

June 1, 1855 – Dominick Farrell sold to Edward H. Lowe, for £200 pounds, a lot on Princess Charlotte St. to the lot owned by Philip Brown, over to the lot owned by William Hunter.

June 12, 1855 – William Scallon, Gentleman, sold to Hannah Lennington, spinster, for £200 pounds, lots in Dartmouth, between William Scallon and Nicholas Murphy, lot 8 and 9 on the Truro Road.

June 12, 1855 – James and Louise Johnston sold to Allen Frazier, cordwainer, for £27 pounds, a small lot on Cole Harbour Road, next to the Lennox farm and then to Gaston's farm, 1½ acres.

June 18, 1855 – Benjamin Horn and Mary, sold to James Burns, yeoman, for £3 pounds, a lot opposite Boloss Island (Devils Island) on the east side of South East Passage.

June 18, 1855 – George and Mary Ann Jackson, carpenter, sold to Paul Farrell, trader, for £45 pounds, lot number 6 in letter 'I' at the corner of Ochterloney St. and west side of Wentworth St.

June 21, 1855 – Matilda and Ann Connors sold to George Shields, for £40 pounds, a lot on the west side of King St., next to the Hartshorne property then to the Hunter property.

June 26, 1855 – Edward and Margaret Lowe, Gentleman, sold to Michael Hurley, butcher, for £260 pounds, land on Princess Charlotte St. to the east boundary of Philip Browne's lot, then to land of William Hunter.

July 23, 1855 – Charles Bissett and Elizabeth, sold to John Giles, for £20 pounds, land on the west side of Cole Harbour, next to Forsyth's Grant then to the lake over to Tobias Miller's lot, now owned by William Baker to Cole Harbour Lake, 40 acres.

July 30, 1855 – Walter Robb and Ann (Grocer), sold to Dominick Farrell, merchant, for £25 pounds, 3 lots in Dartmouth, one on the south side of Quarrell St., next to the Charles Allen lot, over to James Webb's lot, then to the heirs of Philip Walker's lot. Also a lot on the north side of Portland St. next to David Brenner, then east to George Connors' land, then to property of Caleb Walker to Portland St., also land in Preston, part of the real estate of Sophia Bartlin, who gave it to her daughter Sophia Bartlin, who later married Patrick Connors, who was the mother of Wellington Connors.

August 31, 1855 – Henry Cain sold to Joseph Smith, for £7 pounds, 12 shillings and 6 pence, 175 acres near Long Lake in Preston on the east side of Lake Major.

September 20, 1855 – Sophia Cleary, widow, sold to Frederick Oakley, yeoman, for £10 pounds, the marsh lot on the west side of the road leading from Dartmouth to Devils Island, bounded on the main road and the sea shore and tide water, including all buildings.

September 20, 1855 – Frederick and Isabella Oakley sold to Thomas Fraser, for £20 pounds, lot number 7 on the Horne property. She was an heir to Edward Horne.

October 3, 1855 – George Conrod sold to Peter Conrod, for £6 pounds, several lots in the Chezetcook harbour area, up to John Gatez property, and one half of the grist mill and one fourth of the saw mill, etc.

October 3, 1855 – George Conrod sold to Nicholas Conrod, for £7 pounds, several lots in the Chezetcook area, up to Lawrence Conrod's lot.

November 1, 1855 – Mary Miller, widow, sold for £500 pounds to John Fuller, lots in Dartmouth that had been conveyed by John Davidson Hawthorne to Thomas Miller, the late husband of Mary Miller, 4 lots.

November 7, 1855 – Margaret Brown, widow, sold to Donald McLennon for £50 pounds, property on South St., and on the Truro Road, next to Thomas Jeffrey, about 375 acres, including mills and property in Halifax as well as land on Water St. in Dartmouth near Donald McLennon's property.

November 9, 1855 – Joseph Morreau sold to Anthony Beal for £25 pounds, 5 acres on the east side of Lake Major, next to Hotza Gross and Essau Jenny's property.

December 10, 1855 – Beamish Murdock sold to James Donaldson, for £5 pounds and John Essau, the block bounded by King St., South St., and Prince Edward St., also a lot containing 47 perches, bounded by the water lot of Mrs. Donaldson and 400 ft. into the harbour and next to Samuel Cunard's property.

December 12, 1855 – Michael and Esther Pettipas sold to Charles Pettipas for £5 pounds, a lot at the head of Chezetcook, next to Charles Grady's land then to Bonang's land then to John Warner's lot, about 30 rods in length and 6 rods wide.

December 15, 1855 – David and Edward Grahame, et al, sold to James Clark for £45 pounds, 120 acres on the west side of Porter's Lake, which had formerly been granted to James Grahame, et al.

December 17, 1855 – Thomas Davidson, and Christie Ann (carpenter), sold to James Rhind, grocer, for £50 pounds, a lot in letter 'R' on the east side of Prince Edward St. This property had been sold by Samuel Cunard to Thomas Davidson in 1853.

December 11, 1855 – David Frost sold to Samuel Cooper, for £176 pounds 10 shillings, 52 acres next to the land of J. Richardson and the ferry property of J. Creighton.

December 18, 1855 – John Conrod Senior to David Conrod, for the consideration of a good and proper maintenance for the term of his natural life and at death, a decent burial by David Conrod, 9 lots, containing 50 acres in the sea shore, marsh land and property up to Porter's Lake.

December 21, 1855 – John E. Fairbanks sold to Benjamin Dorey, for £180 pounds, 52 acres in the mill lot and upper mill dam of Porter's Lake.

Chapter 11 – an Act for the municipal Government of Townships. This included 24 sections that provided the structure for governing each township.

Once again the “Ice Trade,” began to receive local attention. The first cargo of ice exported from the United States was from Boston in 1805, by Frederick Tudor. It was shipped to the West Indies, but did not prove successful. It wasn’t until 1833 that Tudor realized a profit from this business. In 1832, he was the only person in the business, and he shipped from Boston, 4,352 tons of ice. Last year he sent out 156,540 tons. The ice crop in the vicinity amounts to 285,000 tons. In Home Pond, Boston, the first ice of the season was cut on January 10. It was 13 inches thick.

On April 7, a report stated that the Lt. Governor was so well pleased with the Hogs raised by Mr. Glendenning of Dartmouth, that he has ordered him an animal or two of the pure breed variety from the Provincial Penitentiary. His Excellency thus shows that he is aware of the fact that it is by individual exertion alone that the breed of animals, etc., can be improved and the material prosperity of the Province promoted.

Another report said that, . . . “preparations are in progress for establishing a Ferry station in the North End of the city, by the Dartmouth Steam Boat Company”.

The Dartmouth Canal Company is now a prominent topic for discussion. The Shubenacadie Canal Company was purchased by the Provincial Government in 1851. The lands and property of that derelict Company were conveyed to a body that wanted to unite Halifax Harbour with Minas Basin. The property thus conveyed by the Provincial Government, to the Inland Navigation Company, was estimated to be worth, £6,426 pounds, 105 shillings and 6 pence. But the Legislature and Government, wanting every reasonable facility, relinquished their claim for £2,000 pounds, which was paid to the Provincial Treasury.

But a condition of the sale said that if after 20 years the Canal was not complete and in operation, then the estate so conveyed, should revert back to the Province.

The Inland Navigation Company commenced operations, with a Capital stock of £30,000 pounds, but only £18,000 pounds has been, so far, subscribed and paid up.

The Engineers estimate was £15,000 pounds. At close of the last season, about £18,000 pounds was expended on the works, when it was found that additional funds of an equal amount must be found, or it would be brought to a dead lock.

The shareholders then sought relief from the Legislature during the present session. Their petition was referred to a select committee. They reported in favor of returning the Company the £2,000 paid by them, into the Provincial Treasury, and also in favor of converting the reserved rights of the public in the canal property, into a "deed in fee simple". The majority voted against this becoming private property of individuals, at the expense of the Province. That is why the majority voted against the wholesale and absolute transfer of the property. On March 31, 1856, there were two resolutions passed in the House of Assembly on this matter.

A report said on April 14, that Dartmouth has the only pottery manufactory in the Province. This is under the supervision of Mr. T. Joyce. It is a better product than those imported from other countries, especially the vases.

Mr. Greigs Foundry, for making nails, has four different nail making machines. Also they can turn out anything from a nail to a steam engine. Mr. Elliot is the manager, also, in another building they make shooks, and hogheads and a steam engine for sawing staves which are shaved, bundled and filled.

There are three different "Tanneries" that belong to Messrs. Stanford, Turner and Elliot, that make leather goods enough for the trade of the best quality.

There is also a, "match making" industry, that uses pine and birmstone to make these, "Lucifers," or matches. This belongs to Mr. Weir who supplies the country with his matches.

Also there is the manufactory of H. Y. Mott and Sons, who is also in connection with Mr. Joyce, the proprietor of the Pottery.

In the northern limits we find Mr. Albro's nail factory, Mr. Allen's tannery, and Mr. Marvin's Block Factory.

The report also said the homes of Dartmouth are universally small, neat, convenient and comfortable, "a place agreeable for summer residences and escape city life and dust, etc. . . . A summer walk along the way, or roads is extremely pleasant and health giving".

There are now four churches, 3 Protestant and 1 Catholic. The Mechanics Institute is a very fine building and a credit to its inhabitants . . . "we say – go on and prosper".

On June 9 it was announced that the cornerstone of the Provincial Lunatic Asylum will be laid.

The sale of the Albro estate in Dartmouth on the 28th of June, offers a capital opportunity for purchasers to suit themselves.

The Presbyterian Bazaar by the Ladies of Dartmouth, in aid of the fund for their church was a signal success. They raised £70 pounds at the Mechanics Institute. It was tastefully decorated with flags of many allied countries.

The newspaper, "Recorder" said the American Engineer, W.H. Talcott recently engaged by the Inland Navigation Company, to inspect and report upon the works, has finished his inspection. The work was performed in an excellent manner. We understand that in a week the Navigation will open for Canal boats from Horn's at the foot of Grand Lake, to Marshall's, a distance of 18 miles. Talcott was the speaker at the Masonic Hall, and gave a satisfactory report about the, "Inland Navigation Company".

In June a report said, that Mr. Young of Dartmouth is finishing the new Brig recently launched at Cole Harbour. There are several alterations and additions required for the completion of this fine vessel.

Another report said that the new arrangement of a North and South ferry between Halifax and Dartmouth is working admirably, and is hoped that all concerned are now content.

On June 20, the Regatta was planned. This time the rowers from St. John will compete. The St. John gig beat Boston and New York crews in matches or regattas in the States. Revenge is sought by our competitors. The race will be for \$1,000.00 a side.

The Halifax boat to be issued is called the, Quick Step, and is constructed by James Pryor of Halifax.

Lt. Governor Cornwallis arrived in Halifax on June 8, the next day he laid the cornerstone for the Nova Scotia Lunatic Asylum in Dartmouth.

At a meeting held in the Union School House on Cornwallis St. in Halifax, it was moved and seconded to have a green market in the neighborhood of the North Ferry. This was owned by the Dartmouth Steam Boat Company. Also a vote of thanks was given to the Dartmouth Steam Boat Company for the efficient ferry operation placed in this vicinity.

In the month of June, a report was given by W.H. Talcott on the Inland Navigation Company, to the shareholders. He said he approved the plan by Fairbanks. He favored the plan of inclined planes that were adopted for overcoming elevations. These planes worked in England and in the United States.

The Morris Canal in New Jersey is 102 miles long. The trade is about 600,00 tons per annum and the elevations of nearly 1,700 feet of rise. All that is overcome by 23 incline planes and 24 light locks. The greatest elevation overcome by any one plane is 100 feet. (This takes less than 5 minutes) the speed is faster than on the level of the Canal. The planes are operated by water power, which will be the same as here.

The boat to be used will be 66 ft. in length and 16½ ft. in width. The draught of water is 4 feet. It will displace 3,630 cubic feet of water, equal to 100 gross tons. The boat is estimated to be of 25 tons and carry a cargo of 75 tons.

The car for carrying the boat over the plane is estimated to weight 27 tons, making the total weight to be moved at 127 tons.

The inclined plane in Dartmouth is to have an inclination of 1 in 22, and the one at Porto Bello, 1 in 16. The preponderance of trade will be up to Porto Bello and the down to the Dartmouth Plane.

The next discussion was the strength of ropes necessary for use on the planes. Wire ropes have been in use on the Morris Canal for more than eight years, and probably will last longer.

The form of rail used on the Morris Canal is believed to be the best for our works. It is three inches broad on the bearing surface and weighs 76 pounds per yard.

The estimates for the inclined planes have been based on the adoption of ropes 1¾ inches in diameter and a rail of 76 pounds per yard, and the use of the same kind of water wheel as that used on the Morris Canal, called a "Scotch Motar".

The overall cost estimates were \$69,000.00 or £17,250.0.0 (pounds). He also recommended a tug boat (steamer) at the further cost of from £500 pounds to £750 pounds.

In the newspaper there was an extensive article on the unlimited amount of timber, lumber, wood, gypsum, limestone, brick, clay and sand on the banks of the Shubenacadie River. Also there are extensive quarries of granite.

At Sheet Harbour, a vessel called the, *Hero of Kars*, was launched at the ship yard of Alexander Fraser, length 64 ft., breadth 22½ ft. and depth of hold 8 ft. 7 inches. The builder was Nathaniel McKeil who formerly lived in Pictou.

The residents of Dartmouth were shocked when it was reported that the cornerstone for the Lunatic Asylum was vandalized. It was then thrown in a ditch under the site. The vandals took the coins that had been deposited therein. It is hoped the vandals will be discovered, then

whipped by every man in the community, to scourge them out of the country.

On June 26, the regatta took place on Halifax Harbour. The race was between the St. John crew and the Halifax crew. The Nova Scotians were victorious. The weather was favorable. It started at 10 o'clock. The Dockyard was open to the public by Rear Admiral Arthur Fanshaw. There were thousands in attendance at the Dockyard and Observatory Hill. The harbour was "studded" with small and large boats and shipping vessels. The band played on the *H.M.S. Boscawen*. One judge from Halifax and another from St. John.

The Halifax crew won by only 9 seconds. The gig they used was called the, *Quick Step*. The St. John boat was unnamed. It was 39 ft. long and the Halifax boat was 29 ft. long. The Halifax crew consisted of Tom Beazley, bow oar, Dick Beazley and Fitzgerald, mid ship, and Holland was the oar stroke.

The Halifax boat had a slight lead to George's Island and it won the overall 5½ mile race by 4 to 5 lengths. It was the fastest time on record. One report said the time 32 minutes and 14 seconds was the fastest race on record and it was the best race that ever took place in the whole wide world. Large sums of money were won and lost on side bets.

James Pryor built the, *Quick Step*, and all Nova Scotians owe him thanks. The editor of the Chronicle was quoted to say, . . . "we should challenge the world for a boat race, then follow it up on all the great parts of Europe and America".

James Pryor built a boat for the Charles River Regatta in Boston. It was called the, *Troubler*. He sold it to a crew, who changed the name to, *Triton*. It won the race.

An article in the "Nova Scotian" paper supported the remarks in the "Chronicle," and extended an invitation to St. John, Boston, New York and any other city of the Union. Each would subscribe \$1,000 and deposit the money in the hands of a worthy stakeholder, and, "have a jolly good 4-oared gig race for the purse, . . . what say our aquatic friends?"

On August 3, a party of 20 seamen from the *H.M.S. Bisilisk*, a 6-gun steam sloop, came to Dartmouth first lake for a swim. One of them, Edmund Keene, was said to be the best swimmer on the ship. He swam out to cross the lake but was seized with a cramp. He immediately sank in the deep part of the lake. His friends tried to save him but couldn't reach him. His body was recovered and the coroner's verdict was accidental death.

The Inland Navigation Company had a notice published. This was to raise £15,000 pounds to complete their works to open the Navigation from Halifax Harbour to the Basin of Minas. The Interest rate would be 6 percent, redeemable in 7 to 10 years. No tender to be received for a less sum of £500 pounds. The amount taken will not exceed the sum of £15,090. The security will be their property and works in payment for such bonds.

The Brig, *Rover*, launched a few months ago by Frank Young in Dartmouth, has returned after a voyage to the West Indies and New York. Her performance was satisfactory to her owners, Messrs. G. and A. Mitchell and Company, and all concerned.

A new schooner was built and launched at the head of Bedford Basin that had been aided by the improved Jack screws, lately imported by the Railroad Commissioners. The launch was held up by some accident on the way.

At Cole Harbour a new brig was launched, then towed to Dartmouth to be completed by Mr. Frank Young. After that she will go to Black's wharf to be fully rigged.

The Chronicle reported that Messrs. Mott had an acre and a half of a field of Oats in Dartmouth. The stalks are 6 feet in height and beautifully filled.

This year the Regatta was started in Pictou and in Charlottetown. For Pictou a 4-oared Gig, a sister boat to Mr. Pryor's, *Quick Step*, that had beat the crack crew from St. John, had been purchased. Several other boats of various classes have been collected as well.

The Regatta at Charlottetown was attended by half that province.

In the town of Chester, Nova Scotia, there were several regattas planned and held. This included Sailing Boats, whalers, Flats and 2 Gigs built in Chester for this regatta, were to be contended for the Purse made up by the ladies.

On September 4, the Regatta took place. One stipulation was that the entry boats had to be built in the country. There were 7 races and a large number of spectators came from Halifax. The best race was the sail boats, 13 started, and the best were from Lunenburg.

On September 22, it was resolved in a meeting at the Province Building to have a regatta in Halifax. It was also resolved that the citizens of Dartmouth be invited.

The superintendent, Mr. Robert Chambers of the Nova Scotia Asylum, announced that 600,000 bricks had been laid by the builder and crews of Mr. Robert Davis. There were 115 rooms, with halls and corridors that cover a space of 33,000 ft., the length 600 ft. and the width 40 to 45 ft. The bell course of cut granite in front of pressed brick with granite facings. The Chairman of the Board of Works is the Honorable Hugh Bell.

An article in the "Nova Scotian," September 29, stated that a telegraph dispatch from Boston, to the Superintendent of the Merchant's Exchange Rooms in Halifax, announced that the Boat Race on the Charles River between St. John, New Brunswick, and the New York Boats, resulted in St. John winning by 1 minute and 5 seconds. "The result of this long talked of race, virtually decides the question (if there ever had been any) that Halifax is premier of aquatic sports on this continent, probably in the whole world . . ."

It was announced that a Gig race between Dartmouth and the South End Mechanics will be held. The prize will be \$120.00 the race would start from the Receiving ship, *Pyramus*, around George's Island and then back to the *Pyramus*. This was acceptable to the Dartmouth Boys. The umpires were chosen and a great deal of interest was fostered.

The Provincial Secretary's Office announced on October 30, 1856, that the Trustees of the Dartmouth Common, Messrs. David Falconer, Jonathan Elliott and Paul Farrell have resigned.

It was announced that six new ships were being launched in the province, one at Sheet Harbour, one at Pictou, one at Liverpool, one at Little River and one at Malignant Cove.

At Liverpool, Great Britain, there were 13 Canadian vessels sold in October. Of this number, 5 of them were built in Nova Scotia.

The cricket match between Halifax and Dartmouth, was won by Halifax at 215 runs to 129 runs.

In a news item, Messrs. Mitchell's Brig, *Rover*, built by Frank Young at Dartmouth, is the very best ship out of this port.

Messrs. Black and Company have offered for sale, a new brig built at Lawrencetown, then finished in Dartmouth by Mr. Frank Young. She only needs to be inspected to be approved of.

Messrs. Mott's Pottery factory at Dartmouth is now in full blast and all concerned may depend upon it, that home manufactured products are infinitely superior to imported articles. The proprietor is Mr. T.A. Joyce.

There were four new vessels launched this month, including a new Brigantine from Pope's Harbour. This was built for Messrs. Esson, Boak and Company. She has since sailed to the West Indies with a cargo of fish, etc.

January 21, 1856 – John Veith, Gentleman, sold to Alex Kuhn, farmer, for £8 pounds and 10 shillings, 3 acres in Dartmouth, now occupied by James Green, on the south side of the new road. This is Letter 'A' of the plan made by Alexander Campbell in 1852.

January 22, 1856 – Drury Pace sold to Francis LeCain for a mortgage of £120 pounds, land in Chezetcook next to land of John Pettipas, et al, and Jonah Waterman, 345 acres. This is the former grant to Drury Place in 1815, but mortgaged to Nicholas Cain in 1828.

March 11, 1856 – Scott and Charlotte Tremain sold to Hugh Hartshorne, for £30 pounds, a lot on the south side of First Dartmouth Lake, called letters ‘A’ and ‘T,’ next to the Creighton estate, with a water lot.

March 13, 1856 – Joseph and Catherine Bisset sold to John Costly, et al, for £50 pounds, a 50 acre farm lot in Cole Harbour near the Beamish Lake.

March 19, 1856 – John and Sarah Shafer sold to Duncan Waddell and Robert Waddell, for £25 pounds, a 150 acre property on the east side of Bedford Basin. This was formerly granted to Thomas Davie and William Allen in 1818.

March 19, 1856 – John and Mary Ann Allen (Tanner), sold to Sarah Allen, et al, spinsters, for 5 shillings and love and affection, etc., land on the north side of the Preston Road, being one acre and a quarter of an acre, near the cross road, where the late Margaret Floyer once lived.

March 19, 1856 – The executors of John Allen sold to John Bauer, Halifax merchant, who was the highest bidder at a public auction, for £76 pounds and 8 shillings, lots in Preston that totalled 1,430 acres.

March 29, 1856 – W. H. and Anna Harrington sold to William Lawson, for £1,100 pounds, a total of 7 lots with 1,280 acres in the Preston township area, on the former Maroon land, to the middle Lake and the mill lot on Salmon River

March 31, 1856 – Thomas Desbrissay, M.D., sold to Charles Allen, carpenter, for £400 pounds, land on the Highway in Dartmouth next to Ann Connors over to John Bartlin’s lot to Elizabeth Walker’s lot then to the highway, called lot number 6.

April 3, 1856 – The executors of Lawrence Hartshorne sold to Reverend Charles Inglis, the dwelling house of Lawrence Hartshorne for 10 shillings, also land in Parrsboro, and land near the First Lake of Dartmouth. The Commissioners were Charles and Hannah Ingles, also included was land on the road to Truro. Also the Reverend Charles Inglis

sold to the attorney for Hugh Hartshorne, for £30 pounds, lot number 11, marked 'H.I.' at First Dartmouth Lake.

April 12, 1856 – Emily Allen sold to Mary Stayner Allen and Augusta Allen, spinsters, for £40 pounds, a lot on Block House Hill, formerly owned by Charles Rudolf and Adolphus Gaetz and Joseph Rudolf, located next to the property of Benjamin Elliot near King St.

April 26, 1856 – Donald McDonald and Elizabeth (Tanner), sold to Christian Nogle, for £150 pounds at a public auction, land in Lawrencetown, 132 acres, and another lot, 90 acres called a wood lot that had been assigned to James Clark.

May 3, 1856 – Michael and Mary Anne Hurley (butcher), sold to Stephen York, farmer, for £30 pounds, a 5 acre lot on the Preston road.

May 3, 1856 – Michael Hurley sold to William Smith, butcher, for £300 pounds, a property on Princess Charlotte St., next to the lot of Philip Brown and William Hunter.

May 8, 1856 – William Bauld and John Gibson sold to William Elliot, tallow chandler, for £500 pounds, a lot on Ochterloney St. to the lot of John Elliot and Michael Dunn.

May 9, 1856 – George Fisher and Mary Ann sold to James Reeves, for £100 pounds, a lot on the east side of Lake Charles next to the John Connors lot, 69 and $\frac{3}{4}$ acres.

May 20, 1856 – Patrick and Margaret Fuller sold to Ebenezer Isenor, for £600 pounds, to David Isenor, formerly of Lunenburg, a farm lot on the south side of the Cole Harbour Road, next to John Gaston's land and the MacDonald's lower dam to the mill lot, to Russell's Lake, 216 acres.

May 29, 1856 – The Executors of Enos Morehead, shipwright, and Susan, his wife, sold to Michael Hurley at a public auction, for £7 pounds, the lot number 5 in the Bartlin estate, 25 acres, next to Dartmouth First Lake.

May 31, 1856 – John Stevens sold to Joseph Wetzell, for £500 pounds, the lot on the Cole Harbour to Dartmouth road, this included half of the Intervale held in common with Wetzell and Stevens.

June 6, 1856 – James Reeves sold to Thomas Fisher, for £150 pounds, land on the east side of Lake Charles, 60 acres, being half the lot sold by William Henry Reeves.

June 14, 1856 – The executors of Lawrence Hartshorne sold to Henry Pryor, for 5 shillings, a water lot on the south side of First Lake in Dartmouth, which was property once owned by James Creighton.

June 14, 1856 – Robert Bremner, cooper, sold to John Bremner, farmer, for £6 pounds, his share of his father's land in Lawrencetown.

June 14, 1856 – Benjamin Bremner sold to John Bremner, for £6 pounds, a lot in Lawrencetown next to John Hawkins' land and Donald McDonald's property. In a separate deal, Philip Bremner, et al, sold to John Bremner, for £6 pounds, 100 acres near the East River.

June 30, 1856 – Archibald Scott sold to George Wilson, shipwright, for £230 pounds, lot number 10 in letter 'R' near Water St., near the property of Joseph Harris.

July 5, 1856 – John and Janet Duffus sold to Patrick Brennan, yeoman, for £60 pounds, half of lot number 22 in Preston, next to Hannah Crawford.

July 28, 1856 – George Shields and Charlotte (grocer) sold to John D. Misner, cabinet maker, for £55 pounds, a lot on the west side of King St., next to the Hartshorne property and the William Hunter property.

August 6, 1856 – The executors of Samuel Albro sold to Dominick Farrell, as the highest bidder at a public auction, for £50 pounds, land on the road to Sackville next to William Bowers, also a lot 27 acres that had been conveyed to William Cunard marked 'O'.

September 27, 1856 – James and Catherine Horn sold to Richard Blunden, for £15 pounds, lot number 2 in the South East Passage. He then sold this lot to John Duffs for £60 pounds.

October 1, 1856 – Charles Kellum and Sarah (laborer) sold to Jamie Grant, for £100 pounds, 200 acres in Preston, 3 lots.

October 4, 1856 – Edward and Bridget Richards, carpenter, sold to Alexander Richards, for £10 pounds, a lot on the St. leading to the canal.

October 11, 1856 – Joseph Moran sold to Gross Hotza, for £25 pounds, 50 acres on the east side of Lake Major.

October 18, 1856 – The heirs of John Cogil sold to William Baker, land on the east side of Eastern Passage lake for 5 shillings, then £500 pounds for the land between Russell's Lake then to a small lake that empties into Halifax Harbour.

November 5, 1856 – Christian Loy sold to Gasper Grahams, for £55 pounds, an island and beach, called Grahame's Island and lot number 11 in Lawrencetown, 50 acres.

November 11, 1856 – The executors of Samuel Albro sold to Henry Hill at a public auction, for £17 pounds 10 shillings, property on the road to Sackville, 17½ acres on the lot marked 'R'.

November 15, 1856 – Alexander Hawkins, carpenter, sold to James Hawkins, lot number 6 on the homestead of the late James Hawkins.

Deed – November 18, 1856 – Elias and Elizabeth Horn, mariner, sold to Elias Horn Jr., for £40 pounds, land in Eastern Passage from the still water to Bisset's west line.

December 26, 1856 – Richard Walker, carpenter, sold to William Walker, carpenter, for £38 pounds, 13 shillings and 4 pence, the lot number 3 of the Christian Bartlin estate, on the Preston Road from Dartmouth First Lake.

November 27, 1856 – Patrick and Jane Murphy sold to Peter Laidlaw, for £167 pounds and 10 shillings, two lots near Dartmouth First Lake.

December 18, 1856 – Alex and Christiana Cruickshank sold to James Arnold, for £120 pounds, 5 acres of lot number 8 on the south side of the Cole Harbour Road, next to the farm of Philip Brown.

December 27, 1856 – Charles Bissett and Hannah (yeoman) sold 375 acres at Cole Harbour, to James Frederick Bissett for 5 shillings.

December 27, 1856 – James Frederick Bissett sold to Edmund Bissett for 5 shillings, 260 acres up to the Caldwell Road and Cole Harbour Road.

December 27, 1856 – James Bissett sold the Charles Bissett for 5 shillings about 130 acres along the Cole Harbour Road to Caldwell Road to William Turner land then to John Craith's land.

December 29, 1856 – Patrick and Jane Murphy, sold to Peter Laidlaw, £167 pounds, 10 shillings, land at Dartmouth First Lake being lots 1 and 2 that bordered on the Preston Road.

An Act to amend the Act respecting the Fire engines at Dartmouth.

On January 6, the Mayor of Halifax, at the Temperance Hall, presented to James Pryor, a silver plate award for designing and building a "Gig" that enabled our, "oarsmen," to beat the St. John Club, at the great race of June 26, 1856. This secured the championship of the continent. A long speech was made by Joseph Howe as a tribute. Also mentioned was the annual Oxford to Cambridge races, that train daily on the River Thames.

In January an article was published about the, "Ice Trade". It mentioned how few persons in this province are aware of the extent and value of the ice trade in the Northern parts of the neighboring Republic. This product is sold to Southern states, and the West Indies, where it meets with ready sale at remunerating prices. All attempts hithertofore made in this province to make the, "ice," traffic profitable, have singularly failed. The prospects of a short ice crop in the United States for this year should be an inducement to try the trade again.

An article from the, "Curlers Chronicle," said the ice on the first Dartmouth lake is in very good condition this winter. This allowed the, "curlers," some excellent sport.

On January 26, the Halifax Club competed against the "Thistle Club" in Dartmouth for the "District Medal". After a spirited contest, it was won by the Dartmouth Club.

After that, the Thistle Club held a contest among its own members for a local medal. This was won by C. W. Dickson. There were also other private matches and it seems to be revised as a winter sport.

On February 7, the large store owned by the Honorable J.E. Fairbanks and occupied by Lewis Fairbanks, was totally consumed by fire. The Dartmouth Fire Brigade saved the next door premises of Stairs, Son, and Morrow, under the command of Captain Samuel Fountain. They drew water by hoses from the Harbour. This was the work of our incendiary. A large amount of property was destroyed.

During a winter storm, the slip for the Halifax North End Ferry was badly damaged. The north ferry between Dartmouth and Halifax will not resume until the following Spring.

On March 16, the "Nova Scotian" reported that there is a disposition on the part of the good folks at Dartmouth to apply to the Legislature for an Act of Incorporation (for that rapidly rising village).

The Curling Match for the, "Drummond Stones," was played on the first lake at Dartmouth. Mr. J. McNab won for the third time, but not consecutively.

A rowing match is planned between St. John, New Brunswick, and Halifax in May or June. The stakes will be from £1,000 pounds to £4,000 pounds a side. The distance 6 or 12 miles at the option of the challenging party. The Halifax oarsmen, with characteristic modesty, leave all the preliminaries to their opponents, also challenge the competitors of the world for aquatic supremacy.

In a report from New Glasgow, the "Pictou Chronicle," said there are now 10 vessels in the course of construction. They are of smaller tonnage and none of them exceed 400 tons. The problem is trying to launch large ships in shallow water. The Government Dredge boat has improved the depth of the river below the town but a good deal must be done before the desired depth will be obtained. Another grant of £1,000 pounds from the Legislature would make the river navigable for all ships required to be taken down from the area, with their cargoes still on board.

In April, at the annual meeting of the Inland Navigation Company, a favorable report was given to the Shareholders. The works are in a forward state to operate when the ice is cleared out. A canal boat will pass uninterruptedly from Marshall's in Lake Charles, to the Basin on Minas (about 57 miles). The steamer, being built for this service on the lakes is almost ready for launching.

A report said that there were ice problems, embargoes, frozen harbours, in the United States harbours at Boston, New York, and as far south as Charleston. Halifax was open, which was a great advantage over other harbours.

The Commissariat published a notice for Tenders to supply fresh beef from April 1, 1857 to March 31, 1858. This was for the Naval Hospital.

This year the death of Captain Thomas Maynard was reported. He was 88 and had served in the navy for 75 years. During his career he had served as a midshipman on the 36 gun, *Amphion*. It was blown up in Plymouth after he left to serve on the old, *Centurion*, of 50 guns. This famous ship, in which Lord Anson had circumnavigated the globe. Captain Maynard brought the *Centurion* to Halifax and after many years was broken up at the Halifax Dockyard. Captain Maynard held the situation of Commissioner of Light Houses, with Samuel Cunard, for many years. He was also High Sheriff for the County of Halifax. Maynards Lake was named after this man.

The new Brig, about 200 tons, was launched last fall at Cole Harbour, then finished by Frank Young of Dartmouth, was purchased by a Mr. Mulhall of Liverpool, then named the, *J.W. Johnston*.

The Halifax Yacht Club started to offer, "Challenge Cups" for regattas. The first yacht for this club was the, *Vice Commodore*, 22 tons and built by Messrs. Moseley at LeHave. They also finished the brigs, *Eclipse* and the *Beauty*, and are located at the wharf of J.G.A. Creighton and Company. This was the start of the yacht building business.

On May 26, the mayor of Portland, Maine, sent an invitation to the Halifax oarsmen for a, friendly match in Portland Harbour.

The mayor of Halifax, Mayor Scott, then contacted James Pryor who was the proprietor of the Halifax racing boat. He informed Scott of the upcoming race with the St. John, New Brunswick, crew. Pryor also recommended all five cities, Portland, Boston, New York, St. John and Halifax, row in the race together. The only result of this request was the great boat race between St. John and Halifax would take place in Halifax Harbour. The stakes were from £1,500 pounds to £2,000 pounds a side.

It was reported that there were 90 members of the Halifax Yacht Club, with 20 yachts. In New York there were 400 members and 46 yachts.

On June 8 the yacht club had a regatta. The first race was for the first class yachts and had 9 entries. There were 8 yachts for the 2nd class race. A cup would be awarded for the winning crew of each race.

The Boat race between Halifax and St. John was scheduled for July 23. The stakes are \$1,200.00 a side, and Halifax agreed to pay the St. John men \$75.00 for expenses.

In June the new steam vessel, *Avery*, lately launched for the Inland Navigation Company is receiving her machinery near Marshall's. She is expected to start her trial trip to the Basin of Minas.

The day of the race, the St. John crew wouldn't start the race, because they said the weather was too severe. They turned back to the Dockyard and put their boat in the boat house. It weighed 130 pounds. The Halifax crew in the, *Wide Awake*, rowed over the course in the rough weather in 23 minutes and 59 seconds. This was without shipping any water. The Halifax crew then offered to rescue the St. John crew if they capsized or took in too much water, but they still refused.

That afternoon there was a regatta of 10 events. The Halifax crew consisted of Tom Beazley in bow, Nick Fitzgerald and Charley Martin amidships, and Tom Hayes at the stroke.

In the 6th race, Gigs of 4 oars, pulled by amateurs, 3 started and it was won by the Dartmouth crew in the, *Lawrence Hartshorne*, owned by F. Elliot.

In July, Captain Matthew McKenna was dismissed from the office of Superintendent of Light Houses of Nova Scotia. He was also the Superintendent of the Humane Establishment at Sable Island. He was replaced by Mr. William Condon.

On August 12, plans were made of the regatta between Halifax and the St. John crew. The stakes were \$1,200.00 and this was handed over to James Pryor. Each party would bore their own expenses. The, *Wide Awake*, was purchased by Mr. James Pryor or £15 pounds. The St. John crew will use their boat called the, *Neptune*. The crews would contest the championship of North America. It was between Gigs of 4 oars.

On August 10, the *Wide Awake*, while practicing on the harbour near George's Island, ran into a drifting log. The damage was not expected to interfere with the race on the 12th.

On that day, the harbour was crammed with spectators and boats of every description. The flag ships were *H.M.S. Inders* and *H.M.S. Pyramus*. The race started at exactly 11 o'clock. The end result was that Halifax lost the race by one second. It was the closest race on record. The Halifax crew had to use a substitute due to an accident the night before. Also on two occasions the Halifax crew got off course.

There were 40 yachts entered in the Yacht Club's annual Picnic on McNabs Island. The picnic started at 11 o'clock and lasted until 8 o'clock that evening.

The Dartmouth Steam Boat Company had their vessels fully employed during the season, in putting people in the north and south ferries. The parties in charge have done the whole to the satisfaction of the public. "We are proud to state that the company in questions has always done its work well . . ." quoted from the "Nova Scotian".

On August 27, one of the wheels for the inclined plane of the Inland Navigation Company Works at Dartmouth, was cast. This wheel was 12½ feet in diameter, and weighed 4 tons. The proprietor, Mr. Thomas Mitchell, deserves infinite credit. Also Dr. Avery, the advocate of the company, and George H. Starr and others, were present at the operation. Two other wheels of equal diameter and weight will be cast later.

The steam vessel, *Avery*, made an excursion on Grand Lake. Then the party returned to Dartmouth. They proceeded then to Halifax.

The ponderous wheels and other machinery were cast at the Chebucto Foundry for the Dartmouth Inland Company. They were then sent over to Dartmouth by the Ferry steamers.

The steamer, *Avery*, passed from Marshall's through the Lakes and into the Shubenacadie River. It was expected to arrive at Windsor on September 30, however, it was not the intention of the party to go to

Windsor. It was a trial run through the entire length of the upper portion of the Canal. It was a "signal success".

On September 21, Mr. Glendenning of Dartmouth, cut a second crop of clover on his 2 acre field near the Grist mill at the cove. The height of the grass being just short of 2 feet showed the saying, "Let our farmers take notice and govern themselves accordingly".

October 10, it was reported that the people of Dartmouth are about to make an effort to secure the advantages of a good education for their children. The Trustees, N. Russell, A. Stephen and T.A. Hyde were appointed to carry out the project. They have the entire confidence of those whom they represent. They have secured the services of M.J.W. Miller, the only individual who has yet received a first class Grammar School Diploma, and Miss Georgina Carlisle, as Teachers. It is hoped that the Dartmouth Academy will be ready for the reception of pupils on the ensuing November 2nd. The Academy will be conducted entirely on what is usually denominated as the "Natural System".

The Ploughing Match of the Halifax and Dartmouth Agriculture Societies was held at Clifford's farm in Dartmouth. The judges were John Richardson and A. Farquharson. There were nine ploughs entered. The first prize went to H. Giles of Dartmouth, prize number 5 to J. Hoskins, 6th to J. Morash and 7th to C. Bissett of Dartmouth.

On the night of November 21, at 12:30, a fire started at Stanford's Tannery in Dartmouth. It immediately lit up the entire village. The fire bells rang out. The Firemen and the military started up their engines and the Halifax firemen and military headed to the ferry. Others assembled at the market House to render assistance, but there was no conveyance to cross the harbour. The gas at the, "Slip Head" was lit, horns were blown, but the firemen and military waited in vain. No steamer was dispatched to the city side. After waiting an hour, until the fire had burnt itself out, the engines were wheeled up to their several stations, and the crowds of people dispersed to their homes.

This was, "dereliction of duty," somewhere on the occasion. Captain Caldwell and some of his men crossed over in small boats and gave

efficient aid. The owner of the tannery, Mr. Stanford, had insurance for £1,500 pounds, but he lost nearly £6,000 pounds. The Dartmouth Engine Company did good service.

The same thing happened in 1844, but the Halifax Fire Department and the 2nd Battalion of the Rifle Brigade went over and helped put out the fire. It is the prevailing opinion that one of the Ferry steamers should stay on the Halifax side overnight to offer assistance as soon as possible, in case of emergency.

Mr. John Esson moved from his summer home, called "Balmoral" in Dartmouth, to Hollis St. in Halifax.

The Inland Navigation Company, between Dartmouth and the Minas Basin is expected to be ready for traffic in the Spring.

January 5, 1857 – Alexander Kuhn and Jane, sold to Nathaniel Russel, Tinsmith, for £337 pounds, 10 shillings, property next to the Tinsmith shop on Portland and Hartshorne St., next to the property of Captain Whitten.

January 9, 1857 – John and Maria Tapper (yeoman) sold to William Lawson, for 5 shillings and part of the premises of the Susan Bartling estate, in letter 'C,' next to John Skerry's land and on the east by Theophilous Greenwood on Quarrel St., 90 ft. by 120 ft.

January 22, 1857 – James Moull sold to Gasper Conrod, for £120 pounds, lots one and two in section 'B,' 'D' and 'C' in Preston, about 108 acres.

January 26, 1857 – James and Isobel Creighton, et al, sold to John William Bishop, for £150 pounds, property on the south corner of the Stamford property, along a stone wall for 150 feet.

February 16, 1857 – William Smith sold to Thomas Elliot, carpenter, for 5 shillings, half of lot number 8 in the letter 'T,' next to the property of Alexander Lyle and west by Water St., also lot number 7 in the letter 'U' and lot number 11, about 20 acres or more.

March 2, 1857 – Nathaniel Russel, Tinsmith, sold to Charles Bissett, for £50 pounds, land in Cole Harbour, near the Cole Harbour Lake.

March 3, 1857 – John and Wentworth Hawkins, carpenter, sold to George Hawkins, for £525 pounds, lot 3 and 4 at the South East Passage, 56½ acres that fronted on the shoreline. This was half of the Hawkins estate.

March 21, 1857 – The Executors of Jonathan Tremain sold to James Tremain, land in Dartmouth, for £10 pounds. Located on a road leading from the Dartmouth Common to Wolfe's property, being part of Abbeyville and marked number 22 on the plan of division of Tremain's estate, containing 5 acres, with houses, stables, outhouses, etc.

March 21, 1857 – James and Rebecca Tremain sold to Patrick Lahey, for £75 pounds, land on the road leading from the Dartmouth Common to Wolfe's farm called Abbeyville and marked 22 on a plan.

April 6, 1857 – William and Marie Hunter sold to James Bowes, for £540 pounds, the property on the west side of King St., to the corner of Princess Charlotte St.

April 23, 1857 – The Trustees of Henry William Scott sold to Hugh Hartshorne, for £30 pounds, the lot number 2 near Dartmouth First Lake.

April 25, 1857 – John Parker sold to Thomas Merson, for £100 pounds, land in Lawrencetown called Monovan's Hill, part of the estate of Benjamin Green, marked 'A,' number 10, containing 30 acres.

April 27, 1857 – George and June Hiltz and Michael Hiltz, farmer, sold to John Hiltz Jr., for £100 pounds, property in Lawrencetown, including the marsh lot to Benjamin Seller's land, about 137 acres and lots number 2 and 3 on Fox Island, about 16 acres.

April 30, 1857 – Samuel Cunard sold to John Leslie, for £175 pounds, land on the north side of the Road to Cole Harbour, being part of the estate of Lawrence Hartshorne who sold this to Alexander Lyle in 1839, then it was conveyed to Samuel Cunard in 1851.

May 2, 1857 – Halifax Steam Boat Company sold to Dominick Farrell, for £350 pounds, the former owner Robert Jackson's property on the west side of Water St. and Quarrel St. to Portland St.

May 11, 1857 – Executors of Jane McGriger sold to William Murphy, a building lot in the square letter 'O,' formerly owned by William Reeves, next to the John Grahame lot, then to Quarrel St. for 120 ft. to John Skerry's property.

May 13, 1857 – James Simon Gatez, fisherman, sold to Martin Gatez, Leonard Gatez and Peter Gatez, for £86 pounds, 540 acres, including Lake Chezetcook and the brook that emptied into Petpeswick Lake, with marsh land, etc.

May 19, 1857 – Joseph Hawkins sold to John Sellers and William Sellers, lot number 5 of the former estate of Joseph Gerrish in Lawrencetown, containing 890 acres.

May 27, 1857 – James Hennessy sold to Jeremiah Donohue, Grocer, for £600 pounds, a lot on the corner of King St. and Ochterloney St., next to the Patrick Hogan lot.

May 30, 1857 – Matilda and Ann Connor, sold to Charles Allen, carpenter, for £55 pounds, property on the south side of Quarrell St., 32 ft. by 123 ft.

June 4, 1857 – Charles Lapiere sold to George Bonang, for natural affection, the lot number 18 on the east side of the Chezetcook harbour, next to Charles Dolfy, then south by Simon Bonang, east by Bayer's land and west by salt water marsh, 60 acres.

June 6, 1857 – George Thompson and Eunice sold to James Thompson, for £170 pounds, the lot number 9 of George Connors' land, 30 ft. by 123 ft. James Thompson then sold the lot to George Wells for £225 pounds.

June 9, 1857 – Mary Wolfe sold to Thomas Belfountain and Charles Belfountain, for £19 pounds, a 120 acre lot on the west side of Chezetcook Harbour.

June 9, 1857 – John Steeping and Christy Anne (joiner), sold to Dominick Farrell, for £35 pounds, land marked ‘A’ on the new road from Dartmouth to Sackville, 600 acres. This had been granted to Josiah Richardson in 1818.

July 4, 1857 – The executors of Samuel Albro sold to Francis Hall, for £40 pounds, two water lots at the Narrows, marked 19 and 20 on the east side of Halifax Harbour. Francis Hall then sold these lots to Robert Albro for £40 pounds.

July 4, 1857 – Oliver and Catherine Pettipas sold to John Richards, for £12 pounds, a lot on the east side of Chezetcook Harbour.

July 24, 1857 – John Duffus and Janet sold to Prosper Murphy, for £120 pounds, a lot on the Preston to Musquodoboit road near Porter’s Lake, 200 acres, and another lot of 800 acres. This was part of the grant to Samuel Hart in 1800.

Deed – July 27, 1857 – John D. Hawthorne sold to Joseph Moore, for £50 pounds, part of the lot granted to Seth Coleman in 1820, then sold to John David Hawthorne in 1821, called lot number 200 on Coleman St. and Water St.

August 1, 1857 – Prosper Lapierre and George Lapierre sold to Thomas Gatez, for £8 pounds 10 shillings and 6 pence, a lot on the west side of the Chezetcook Harbour, 90 ft. by 132 ft., near the marsh land to Berry point, to the gully.

August 6, 1857 – Alexander Richards sold to Edward Richards, for 300 pounds, a lot near Canal St. and Thomas Boggs Property.

August 24, 1857 – John and Mary Brodie sold to James Johnston Jr., for repayment of a previous loan of £30 pounds, 6 shillings and 3 pence, a lot in the letter ‘X’ near Prince Edward St. and Church St.

September 3, 1857 – James and Margaret Clark (cooper) sold to Charles Belfontain, Moses Belfontain, Alexander Belfontain and Gregory LaPierre, Brick makers, for £45 pounds, a 120 acres lot next to John Grahame.

September 12, 1857 – Samuel And Elizabeth Tufts (carpenter), sold to Samuel Nash, for £50 pounds, land at the Dartmouth Narrows on the road to Sackville next to the Mary Holland lot.

September 21, 1857 – William Johns, iron founder, et al, sold to J.W. Johnston Jr., for £458 pounds, land and water lot from the Dartmouth South Ferry lot to the west side of the land owned by the Honorable James W. Johnston, 10 acres, with a harbour lot of 300 ft.

September 24, 1857 – John and Louisa Carter sold to Alexander Stephen, trader, for £65 pounds, the lot number 6 of the letter ‘I’ near Ochterloney and Wentworth St.

October 9, 1857 – James and Jane Smith and James Watt sold to George Adams, for £300 pounds, a lot 120 ft. by 60 ft. on the corner of Ochterloney and Wentworth St.s.

October 10, 1857 – John Walker sold to Rose Walker, widow of the late William Walker, for 5 shillings and love and affection, etc., all the real estate of William Walker.

October 10, 1857 – James and Martha Ormon sold to William Anderson, et al, for £40 pounds, land on the east side of Porter’s Lake, 11 acres, 15 rods.

November 5, 1857 – Robert and Rachel Thompson sold to William Murray, for £125 pounds, a lot in Dartmouth on Prince Edward St. and the lot next to the lot, formerly conveyed to Thompson from Henry Clarke in 1841.

November 21, 1857 – William Frances Lawson sold to John Cross of Preston, for £600 pounds, 6 lots for a total of 274 acres. This included Maroon land (formerly) the mill pond, next to Allen’s Tan yard and land on the Dartmouth to Preston Road, and land on the east shore of Middle Lake.

November 23, 1857 – William and Margaret Munnivan sold to David Munnivan, for £80 pounds, 200 acres in Lawrencetown, next to the

Lawrencetown River, east to Gondola Cove. Part of the estate of Francis Story in 1814.

November 23, 1857 – Henry Lawson sold to Alexander Shaw, for £75 pounds, part of lot number 6 in Lawrencetown, 200 acres, next to Richard Gammon, north by Munnivan land and south by Donald MacDonald.

Deed – November 24, 1857 – William Lawson sold to Margaret York, for an undisclosed sum of money, a lot in the letter ‘O’ of Dartmouth, formerly conveyed by William Reeves to Jane McGregor in 1823, on Quarrel St., formerly owned by William Messurvey, then to Charles Allen next to John Skerry’s land.

November 25, 1857 – Mary Robinson sold to Joseph Robins and James Isles, for £10 pounds, lot number 23 of the Jonathan Tremain property in Dartmouth. This lot was deeded to William Wilson from Jonathan Tremain in 1830.

December 11, 1857 – Paul DeYoung sold to Ellen Reinhart, land on the west side of the road to Cow Bay, for £40 pounds, also land on the east side of the main road to Michael Power’s land.

December 29, 1857 – Martin Black and Fannie sold to William Brodie, for £165 pounds, land, being the cleared field on the estate of Samuel Albro, marked ‘L,’ about 13 acres on the road opposite Jamieson’s Mills, to property letters ‘H’ and ‘I’.

It was announced that the Windsor Railroad is expected to open on January 18.

In another report, it was rumored that Mr. Stanford, whose Tannery was destroyed by fire, has purchased the land on which the old "Three Mile House," (Ward's) formerly stood. This would be to start another tannery. The frame is already erected and more buildings will follow in the Spring.

The economy of the province is steadily improving. The number of vessels employed in carrying lumber to the Clyde River, to build ships, was in 1844 – 88 vessels. In 1857 there were 284 vessels carrying lumber.

On February 15, there were three houses on Lawlors Island that were burnt to the ground. The families were left destitute.

Ice cutting is at length progressing most favorably in various parts of the United States.

A curling match was held on the Dartmouth Lakes, between Halifax and Dartmouth's, "Thistle Club". This was for charity for a distressed brother. The stakes were £5 pounds a side. The match was won by the Thistle Club by a majority of 9 shots.

In February, it was rumored that an attempt will be made to revive the Seal Fishery out of the port of Halifax.

On April 12, a report was given on the Inland Navigation Company by the Engineer, C. W. Fairbanks, showing the past, present and future of the work (project). The sum of £35,000 pounds has been expended and £7,000 pounds more is required to complete the incline plane at Dartmouth, and erect a stop gate, if such should be hereafter required. The Chairman, Dr. Avery, spoke hopefully of that line, and advantages to other parts of the province. He also enumerated the property owned by the company and improvements along the line.

The Officers elected for the year were J.F. Avery (President), W. Stairs and Dr. L. Cogswell (Directors), Samuel Gray (Secretary), J.G.A. Creighton and George Mitchell (Auditors).

In April, there was a report of a beautiful modeled Schooner of 50 tons, being completed at Frank Young's old ship yard, north of the steam ferry wharf in Dartmouth. This vessel has been ordered by the Dockyard department for surveying service on these coasts under the command of that distinguished Surveying Officer, Captain Shortland, who will be provided with a much larger vessel which has been chartered in New Brunswick for the same service. Mr. John McPherson is the builder, and weather permitting, will be launched in May.

George Connors, the boat builder from Dartmouth, built a boat for the Baltimore Club. This was shipped on board the, *Eastern State*, for Boston . . . "It is hoped that this truly novel article of export will soon become a staple".

During the month of June, Scarlet Fever was prevalent in the City of Halifax. On June 8, the city of Halifax celebrated its 109 birthday. There were parades and yacht races for the First and Second Class Challenge Cups at the Halifax Yacht Club.

In the evening there was a, "Ball," hosted by the Earl and Countess of Mulgrave, at the Government House. Dancing commenced at 9:30 and continued for some time, under the inspiration of the lovers of "terpsichore."

Also in June, several shareholders of the Inland Navigation Company and their friends went through the Dartmouth Lakes to Shubenacadie in the steamer, *Avery*.

The newspaper, "Sun," reported that damage was done on a portion of the Canal near Faulkner's Turpentine Distillery in Dartmouth (near the present Banook Canoe Club). The damage was about £100 pounds. This damage was occasioned by the embankment not being able to resist the pressure of water on the dam.

At a meeting in the Merchant's Exchange of the Inland Navigation Company, Mr. Laurie gave his report. What is required to complete the canal would be another £15,000 pounds. The shareholders agreed to borrow and give the entire property in security. The three new directors, Mr. W. Cunard, P.C. Hill and G. Mitchell were elected, who, with Messrs. Stairs and Avery, form the Directory.

The Dartmouth Academy, which was established a year ago to provide a first class school, has attained a good degree of success and is worthy of public notice. The citizens, after due consideration, appointed a Board of Trustees to provide a suitable building and the most competent teachers. These Trustees engaged Mr. Miller to have the senior class, and a Miss Carlisle for the Junior class. The two departments number about 120 scholars, of whom were present for the day of review and their first public examination.

The teachers were from the Normal School at Truro and carried out the system of education and instruction established by Dr. Forester in that school.

The classes were reviewed in Grammar, Geography, History, Reading and Mental Arithmetic. At the conclusion, the pupils presented their respective teachers with valuable tokens of confidence and esteem.

Now that the Dartmouth Academy is a fixed fact, the citizens must feel their responsibility and erect a building more suitable to their wants, than what they now occupy. This would be an example to other parts of the Province.

A rowing "Gig" race was held on Halifax Harbour between the North End and South End of Halifax. They finished the race at 45 seconds faster than the St. John, New Brunswick, crew the previous year. The South End won in a new boat built by 2 young mechanics.

On September 8, a regatta was planned for the Halifax Harbour championship. To be eligible there were 6 rules to follow.

This month was the anniversary of the fall of Sebastopol. People

came to Halifax from all around the Province, by rail, from Kings County and Hants Counties. The city declared a holiday and the turn out was the best ever. The ferry steamboats were filled with passengers and constantly went up and down the harbour.

A regatta was held for a total of 19 events. The highlight was the Champion Belt and prize of \$24.00. It was won by the, *Emerald*, built by Francis Ryan and pulled by Bernard Gallagher from Ketch Harbour.

There were 7 boats in the race. Mr. Chavallier awarded the prize on his steam yacht, and Lady Stewart presented a wreath of laurels who complimented him in the name of Nova Scotia.

An article in the Journal says the Dartmouth Marine Railway will be ready for business in a fortnight. For this great consideration to the shipping interests, the community will be indebted to the enterprise and public spirit of a comparative stranger, A.F. Pillsbury, the American Counsel at this port.

It was announced in December that the Provincial Hospital for the Insane would be open for the reception of patients as of January 1, 1859.

Another newspaper, the "Journal," urges the necessity of introducing a Steam Tug Boat for the use of Shipping Interests. The wonder is that with so large a mercantile Marine, we should have had one long ago.

The subject of controversy seemed to dominate the local newspapers this time. The issue centered around the controversy between Protestantism and the Church of Rome. Some Newspapers carried the issue on a weekly basis. Some newspapers seemed to favor one group over others, and it only led to a lot of controversy. An example of this needless controversy was in an article published by the, "Nova Scotian". It said, an inhabitant of Dartmouth requests us to correct an error of the press, contained in his letter published in our fifth page. He is made to say, that one of the Romish schools in Dartmouth is, "legally" receiving public money. For legally read, "illegally". Neither of these schools ever had Trustees appointed as the law demands. The Commissioners ought surely to have been satisfied with the perpetration of one such illegal grant in the small village of Dartmouth.

January 14, 1858 – James and Louise Johnston sold to William McDonald of McNabs Island, farmer, for £270 pounds, for a lot on west side of Russell Lake.

January 21, 1858 – William and Ann Rudolf sold to John Fay, for £250 pounds, a lot on Block House Hill at the corner of King St. and Church St., also several lots in the city of Halifax.

January 23, 1858 – Christian and Mary Bowes, et ux, sold to James Doyle, for £80 pounds, a 125 acre lot on the road to Cole Harbour next to property of Nathaniel Russel and east on the land of John Craig.

February 6, 1858 – Jacob and Morash sold to George Morash, for £30 pounds, the lot number 3 in Cole Harbour, on the north side of the Main Road to Dartmouth, 50 acres.

March 2, 1858 – Charles Cox, yeoman, sold to Daniel Jones, for £292 pounds, 10 shillings, land at the foot of first Dartmouth Lake, being lot number 3 and part of lot number 2 next to John Murphy land and William Scallon land.

March 6, 1858 – Henry and Elizabeth Mott sold to Charles F. Mott, for 5 shillings, 1¼ acres on the Eastern Passage Road, next to W.J. Starr.

March 27, 1858 – The executors of Jane McGregor sold to John Graham, for £70 pounds, a part of a building lot in letter ‘O,’ 120 ft. by 120 ft.

April 7, 1858 – Jacob and Sarah Ann Neiforth, and Dennis Smith, sold to Andrew Crawford, for £10 pounds, a total of 250 acres from 2 lots near Lawrencetown and the west side of Porter’s Lake.

April 13, 1858 – John Fairbanks sold to Thomas Elliot, a water lot, for £16 pounds, called a wharf lot marked ‘C’ in front of the town, 400 ft. by 60 ft., formerly granted to Edward Wallace in 1830.

May 8, 1858 – Margaret and Meribah Allen, sold to Henry Watt, for £50 pounds, a lot on the south side of Quarrell St., next to the land of Alan McDonald to the property of Mr. MacHague, 60 ft. by 40 ft.

June 18, 1858 – Chancery Deed - J.W. Nutting, at a public auction, sold for £125 pounds, land in South East Passage, 35 acres, formerly owned by Joseph Horn, then conveyed to William Horn Senior, next to Andrew Horn's lot, for the benefit of Edward Trider's children, John Trider, Edward Trider Junior, James Trider, Elizabeth Ann Trider, Rachele Trider and Elizabeth Trider.

June 23, 1858 – Sarah Coleman, widow, John Elliott and wife Sarah (tanner), and James Coleman and wife Harriet (carpenter), and Dewitt Coleman, of Ravenina Ohio, and wife Elizabeth, and John McNab of St. Margaret's Bay, and wife Mary (trader), and Ann Coleman, and Margaret Coleman of Dartmouth, spinsters, sold to James E. Lawlor, trader, for £70 pounds, land in letter 'H' lot number 3 on Ochterloney St. to Wentworth St. up to lot number 2, 40 ft. by 120 ft.

July 6, 1858 – John Chamberlain sold to William Crook for £25 pounds, a lot on Ochterloney St., east of Anderson's lot and the John Shortille lot, 40 ft. by 120 ft.

July 6, 1858 – Samuel Albro and Edward Lowe sold to William Crook, a lot in the Block letter 'A,' for the parsonage of Dartmouth, for £20 pounds, next to lot number 2 which was sold to James Shortill to the burying ground, to the land of Thomas Boggs, then to the lot of Dennis Connor up to Robert McNealy's lot. Also on this day, William Crooks, and Margaret sold to Henry Elliot, carpenter, the same lot for £75 pounds.

July 10, 1858 – The executors of Samuel Albro sold to Dennis Boland, for £8 pounds, a total of 4 acres on the land next to Barry Sullivan, and a new road near the land of James Kenny, for 550 feet, to the mill and the mill dam on the west side of the that lot.

July 10, 1858 – James Kenny sold to Dennis Boland for £150 pounds, a lot next to the Dartmouth Common then north to the corner of James Synott property, 4 acres.

July 14, 1858 – Peter Kuhn sold to John B. Elliot for £410 pounds, a lot on the corner of Wentworth and Quarrel St., next to William Black, then to Alexander James, 59 ft. by 112 ft.

July 26, 1858 – William and Anne Young, sold to James S. Kenny for £100 pounds, a lot on the north side of Quarrel St. and the corner of Wentworth St. and Fitzwilliam St., being lot number 3 in the block of lots laid out to William H. Rudolf.

July 29, 1858 – John Fay and Emily, sold to John P. Mott, merchant, for £35 pounds, a lot on Block House Hill at the corner of King St. and Church St., next to the James Elliot property. Also on this date, Matilda and Ann Connors sold to Charles Allen, carpenter, for £55 pounds, a lot on Quarrel St. and King St., 123 ft. by 32 ft.

August 3, 1858 – William and Amelia Sterns, sold to Lawrence Buckirith, for £950 pounds, a part of the estate of James Creighton, near the south ferry wharf, up to lot ‘H,’ 27 acres to the Eastern Passage Road.

August 3, 1858 – William Sterns sold to Lawrence Van Buskirk, Doctor of Medicine, for £950 pounds, 97 acres of the estate of James Creighton on the old ferry road.

August 28, 1858 – William and Margaret Crook sold to John Wiseman, for £110 pounds, the lot number 6 in Lawrencetown on the west side of the Lawrencetown River, known as Dower’s lot to the Myra Road.

Deed – September 4, 1858 – William Luke sold to John Cleary for £300 pounds, about 340 acres on the east side of Bedford Basin next to the land granted to Elizabeth Colstame up to the land granted to George Hoffman in 1765. This lot was granted to Michael Story in 1819.

October 2, 1858 – Charles and Charlotte Morris, sold to Peter Myette and the heirs of Joan Belfontaine; Alexander Belfontain, George Myette, Garner Clergie, Mary Bunvill, John Lapierre and Joseph Lapierre (a grant made in 1793), for £100 pounds, 1,100 acres on the north part of Lawrencetown near the head of Chezetcook Harbour.

October 4, 1858 – John and Ellen Stevens, sold to William Keizer, farmer, for £260 pounds, 2 lots, one 48 acres and the other 25 acres on the road leading from Dartmouth to Cole Harbour.

October 5, 1858 – Thomas Boggs sold to Albert Pilsbury for £25 pounds, a lot in Dartmouth, next to his property, 45 ft. by 20 ft. by 45 ft. by 20 ft.

October 8, 1858 – Jacob and Sarah Ann Neiforth, et al, sold to Andrew Crawford and Archibald Crawford, 500 acres on the west side of Porter's Lake, for 20 shillings.

October 11, 1858 – John and Johanna Duggan sold to Thomas Laidlaw, farmer, for £50 pounds, a lot near first Dartmouth Lake. On October 19, Laidlaw sold this lot to Edward Howland for £56 pounds.

October 12, 1858 – George and Elizabeth Ormon, sold to William Cullymore, for £10 pounds, 4 acres on land on the north side of Porter's Lake.

October 12, 1858 – William and Margaret Sutherland sold to James Findley, for £60 pounds, a water lot in front of the Dartmouth Common, being lot 'A' in the grant to John Ross in 1841.

October 13, 1858 – The executors of Jonathan Tremain sold to Thomas Hyde, for £60 pounds, lot number 5 in letter 'I' in Dartmouth.

October 16, 1858 – Thomas and Mary Hyde (grocer) sold to Alexander Stevens, for £91 pounds, the number 5 of the letter 'T,' which was the lot conveyed by Michael Houseal to Jonathan Tremain in 1800.

The lot number 6 in letter 'T' was sold on October 18, to John Whidden, carpenter, from Alexander and Mary Ann Stevens (grocer) next to Rudolf's property, 60 ft. by 30 ft. by 60 ft.

October 20, 1858 – Esther Innis sold to Francis Mumford, Blacksmith, for £60 pounds, land on the east side of the Musquodoboit River, 35 acres, also a lot on the west side of Porter's Lake, next to the land of Robert Innis.

October 30, 1858 – Charles Lapierre sold to Charles Bonang and Simon Bonang, for 5 shillings, a lot on the west side of Chezetcook

Harbour bounded on the north by William Pettipas, south by the land of Luke Myatt, and east by a salt water marsh.

November 6, 1858 – Eliza Jones, et al, widow, sold to Henry Horn, for £100 pounds, land in Dartmouth on the road to the Steam Boat Ferry to the lower ferry, 114 ft. from the center of Green Road. The lot was a parallelogram 60 ft. by 120 ft. by 60 ft. by 120 ft.

Deed – November 13, 1858 – Benjamin and Mary Horn sold to Louis De Young for £28 pounds and 10 shillings, a lot containing 27½ acres, opposite Devils Island, next to Philip Caypot land to Edward Powers lot.

November 29, 1858 – Charles and Christina Lapierre sold to Oliver Pettipas, for £30 pounds, 171 acres next to the land of Peter Ferguson and over to John Smith property, on the east side of Chezetcook Harbour.

December 30, 1858 – Alexander and Margaret Shaw (tanner) sold to Jacob Slephing, farmer, for £30 pounds, part of the lot number 6 on the west side of Lawrencetown River, 30 acres. Also another part of lot number 6 for an additional £20 pounds.

December 31, 1858 – John and Mary Ann Evans, sold to Benson Smithers for one pound, land in Preston, on the road leading to the Musquodoboit Harbour, next to Benson Smithers lot, being one acre. John Evans had purchased this lot from Sabastian Richards.

Provincial Acts – March 23 – A committee in the House of Assembly allowed a Bill to pass that gave the Roman Catholics land on the Dartmouth Common, not exceeding 2 acres for a burial ground.

January 24, 1859, a report from Scotland stated Mr. Hastie and Company have generously donated 40 volumes of books to the Hospital for the Insane at Dartmouth, for the nucleus of a library for that institution.

At a meeting of the rateable inhabitants of Dartmouth for the appointment of Trustees of Schools for the District were E. H. Lowe, P. Farrell, and N. Russell, were chosen. They are to be Trustees of all the Schools in the District.

At a curling match on First Dartmouth Lake, Halifax beat Dartmouth at 27 to 22.

On March 2, the trading schooner, *Esquimaux*, caught fire at O'Connor's wharf. She was laden with tea, pork and flour. She burnt to the waters edge and the cargo was destroyed. The Dartmouth Steamer, with firemen and fire engines, was quickly on the scene, and was able to save only a trace of the cargo. The vessel had been insured for £600 pounds and well covered by a New York Insurance Office.

The people of Pictou are agitating for a Marine Railway at that port. The Engineer, Hiram Smith, who constructed the Marine Railway at Dartmouth, has lately visited Pictou and estimated the work will promise a handsome return to Capitalists who may embark on that enterprise.

A Provincial election was called for the middle of May. The nomination for Government from Dartmouth are H.A. Gladwin and D. Falconer. The Attorney General and the Provincial Secretary attended this nomination with a bodyguard of the, "Children of the Church," from Halifax.

An article in the, "Nova Scotian," paid homage to shipbuilding in the province. It said, "It is gratifying to observe the large accession of casters

which now crowd our wharves, arrived last week. Over one hundred of these fine vessels have come from the west ward, and a large proportion from Lunenburg County. The people of this fine County seem to possess peculiar talents for shipbuilding, as well as the management of their vessels after they have been built.”

We heard a gentleman, holding a high official position, and representing one of the largest maritime countries in the world, and practically experienced in such matters, remark that the Lunenburg people handled their vessels in better style than any other man who had come under his observation. We have observed amongst the fleet of arrivals, several new craft, beautifully fitted and prepared for fishing, one in particular, built by Mr. William Morash of the Lunenburg town.

She is a schooner of 44 tons, and is the first vessel that this young man has built and for beauty of model and finish, is not to be surpassed. We understand this vessel is to be named the, *Ben Wier*, in compliment to that Gentleman, who is one of the candidates for the representation of the flourishing and prosperous County of Lunenburg.

In the Provincial election, John Esson and William Annand were elected to represent Eastern Halifax, which included Dartmouth. They were candidates for the, “Opposition Party.” This party actually took the majority of seats and will form the new Government in Nova Scotia.

The Challenge Cup Yacht race was held on the harbour on June 8, 1859. There were 8 yachts contending for the prize. The winner was the yacht, *Foam*, 8½ tons. It was a sloop built by Messrs. Mosely of La Have, “deservedly celebrated builders”.

The Annual Sculler Race was to be held under the Auspices of the Halifax Yacht Club. This race had two divisions. The Blues and White and this was for the championship of, *Old Chebucto*. There were 4 entries in each division. The winner was the, *Lady Stewart*, built of tin by John Roderick in his shop on Upper Water St. The winner oarsman was George Lovett. Mr. Roderick promises to build a better and bigger craft for the next regatta, at his own expense. The scull was 25 ft. long and weighed 40 pounds.

A meeting of the Inland Navigation Company published a notice of a meeting to consider the affairs of that company and the best ways to obtain funds to finish the works and liquidate the outstanding claims.

On July 27, the death of Mary N. McNab was reported. She was the daughter of the late James Coleman. She was 27 years old. On July 28, her son, William McNab, aged 9 weeks, died.

On August 18, an attempt was made to take up the ship, *Peerless*, at the Dartmouth Marine Slip. This resulted in failure. The chain broke again when the ship was a short distance of the assigned position. She only receded for 15 feet. Two men were hurt, one of them seriously. The cargo of the *Peerless* was then discharged (over 3 tons) and it was expected the vessel would be taken up in the cradle.

A small pox epidemic is raging in St. John, New Brunswick. Also cases were reported in Truro, Nova Scotia.

In August, the Annual Hodge Podge of the Halifax Yacht Club was held on the grounds of Mr. John P. Mott of Dartmouth. It had been postponed from the previous day. There were many people, and a large turnout of members from Halifax. All the guests and members enjoyed themselves, "right merrily".

The ship, *Peerless*, has at length been finally taken up to her berth on the Marine Railway. She is now high and dry, and in position to undergo the necessary repairs.

A new Establishment was erected in Dartmouth by Mr. Francis Mumford. This is for the manufacture of edge tools of all types. Although it is in its infancy, this enterprise bids fair to occupy an important position in the manufactures of the country.

The engine used by him was made by a Mr. Mitchell of the Chebucto Foundry, and reflects much credit upon the builder. Mr. Mumford's articles are of a superior description, and need but the test to be appreciated. The second story of this building is occupied by Mr. William Dunn, who is the proprietor of a new match factory. The

increasing orders for this article is sufficient proof of his proficiency in the business. There are similar enterprises and have only been in operation for 3 months.

A report was sent to Nova Scotia from the National Life Boat Institution, under the Board of Trade. There are 82 Life Boat stations in England. A wreck chart for the British Isles was made for 1858, by the Board of Trade.

The tonnage lost was 4,558,730 tons. The crews totalled 30,000 men and boys, both British and Foreign ships and crews. There were 354 total wrecks and 50 sank by collisions making the total at 404. The stranded vessels totalled 515, collisions were 251, and the over all total was 11,790. There were 1,895 people involved, 340 people lost and 1,550 people were rescued. Canada would soon follow.

The Dartmouth Engine Company was presented with a complimentary letter, with £5 pounds, by MacLean, Campbell and Company, in consideration of the valuable services rendered at the fire on the 9th of September.

In October, the *Peerless* is expected to be launched, after undergoing a thorough repair on the Dartmouth Marine Slip. However, the H.M. Steamer, *Gladiator*, broke two hawsers in ineffectual attempts to get her off the slip.

The first marine railway in the world was built this year in Dartmouth by Horace Irving Crandall. It had a capacity of 200 tons, with a cradle 100 feet long and 34 feet wide. It was operated at first by horsepower. Almost immediately, a larger Railway of 800 tons was started along side the smaller one. An innovation that used a 3 way track; a heavy track in the center and 2 side tracks at 22 feet apart. This was a first with a 3 way track. This also was designed and built by Mr. Crandall.

On February 17, 1859, a Petition was presented to the House of Assembly by Jonathan Elliot, who was at that time a Trustee of the Dartmouth Common, and others, against another grant of common land to the Roman Catholic Church. This petition read as follows . . .

“To the Honorable House of Assembly for the Province of Nova Scotia . . . the Petition of the undersigned humbly showeth that a petition has been presented to your Honorable House, praying for additional allotment of land from the Dartmouth Common to the Roman Catholic body for a burial ground – that they are already in possession of a burial ground which was given to them from the Common several years ago, without expense, at which time they made their selection of such part of the Common as they saw fit, and chose a piece about an acre and a half, of that portion of the Common nearest the town and therefore most valuable, and refused to take a piece of land more distant from the town . . .

“That about 2 acres and $\frac{3}{4}$ of the Common has been appropriated by Acts of the Legislature for a public burial ground for all denominations and no part thereof has been given to any particular Sect, except the Roman Catholics, and your petitioners humbly conceive that the granting of 2 separate tracts of Public land to one Religious Denomination will be insidious and unjust to others, and will be the means of reducing the Public property and giving one or the other of the lots so granted to the Roman Catholics body as a site for the erection of buildings for religious purposes connected with this Body, at the public expense and if such grants be passed, other denominations will immediately apply to your Honorable House for Grants for like purpose and petitioners will ever pray . . .

“Signed . . . Jonathan Elliot, Trustee of the Dartmouth Common; Charles Allen, George Shiels, Rick McLean, James E. Lawlor, William Elliot, N. Russell, A. A. Hyde, James Bowes, Henry Elliot, J. Burton, John Parker, John Elliot, Alex Stephen, Henry Watt, George Adams, John Whidden, William Bowers, Charles Robson”.

The Legislature referred the matter to a committee of three men, to examine and report, with amendments or otherwise.

Their report, number 45, mentioned the new Trustees were appointed by authorizing new Trustees, and since then the management and control of the Common has been in other hands. The Common at that time was estimated to contain 170 acres in an uncultivated state.

The report further stated, . . . about 24 years ago a small portion of common sea shore was enclosed by the Roman Catholics, and since then used by themselves and Indians as a burial ground, and is now unfit for further use. In the year 1842 an additional space of 2 acres were set off for cemetery purposes. The committee are of the opinion that it was unwise to permit any portion of the Dartmouth Common to have been set apart as a burial ground to any class, such being, as your committee believe, a departure from the original intentions of the grant, and different from the uses to which the common was intended to be applied . . . But the committee can see no just reasons for refusing the request of the present applicants and recommend that a portion of the Common, not exceeding two acres, lying northward of and adjoining the public burial ground, already laid off, be allotted in accordance with the prayers of the petitioners . . .”

On April 15, 1859, the Lt. Governor, for some reason, assented to the Bill that was called, “An Act relating to the Roman Catholic Cemetery at Dartmouth.”

There were no further petitions by the various religious groups in Dartmouth to have their own private burial grounds. One religious group had two private cemeteries and all the others had to share the one burial ground for the general public.

Over the years, in time, any hard feelings between the various religious groups seemed to fade away over this issue.

The intent of the common grant was not to establish private religious burial grounds for any one denomination over the others. This is a typical example of land abuse of common grants that is still going on.

January 6, 1859 – James Ormon sold to Thomas Ormon Jr., carpenter, for £55 pounds, part of the estate of Samuel Albro, on the east side of the road from Dartmouth to Sackville, in the letter ‘Q,’ with 18 acres.

January 21, 1859 – Ebenezer and Sarah Eisner gave to David Eisner (tenents in common) on a farm near Russel Lake, the lot number 2 of the letter ‘B,’ near Gaston’s and McNab’s land.

January 27, 1859 – Barbara Miller sold to John Reeves, et al, for £2 pounds, land on the west side of the Dartmouth to Truro Road, along the Alexander Stewart lot, for 3½ acres for church purposes of a certain Religious Society of Christian people, Calvinist Baptist Church.

February 9, 1859 – James Johnston, Bootmaker, sold to James Synott, mason, for £75 pounds, lot number 36 on the Dartmouth Common.

February 10, 1859 – Richard and Martha Hare sold to Victoria, Mary Ann and Sarah, unmarried daughters of James Black, for 10 shillings, the water lot number 3 in Dartmouth in front of the Common, next to lot number 2, owned by John E. Fairbanks and James McNab, for 200 ft. into the harbour, next to the south east side of the public dock near Mott St. (This had been granted to David Hare in 1842.)

March 21, 1859 – Joseph and Elizabeth Osborne sold to David Osborne, for £5 pounds, land in Cow Bay.

March 25, 1859 – William and John Campbell sold to Simon Peters, for £200 pounds, land at South East Passage, next to Thomas Donaldson land, now in possession of William Campbell and John Campbell, from the sea shore and water lot, 96 rods by 340 rods. Simon and Eliza Jane Peters, contractor and architect, then sold this lot to William Hare for £1,500 pounds.

March 25, 1859 – George Pettipas, et al, sold to Michael O’Neil, shoe maker, for £6 pounds, lots that included a marsh lot next to George Mannett’s property up to Charles Belfontain and their share of an island.

April 8, 1859 – Alexander and Mary Ann Stephen, sold to Frances Mumford for £50 pounds, land in Dartmouth, letter ‘T,’ lot number 5, on Wentworth St., 60 ft. by 40 ft.

April 15, 1859 – Francis and Mirium Agnes Schrage, sold to Michael Hurley, butcher, for £100 pounds, land formerly owned by Christian and John Bartlin, lot number 1 near the bridge on first Dartmouth lake, next to the land of Hartshorne and Creighton.

July 9, 1859 – James G. A. Creighton and wife Anne, sold to Robert Innis Sr., yeoman, for £50 pounds, land in Dartmouth next to Hamilton's stone wall, then along the road to Burtons for 140 ft., then south for 120 ft., then west for 120 ft., then 50 ft. from Hamilton's wall for 120 ft.

July 12, 1859 – William and May Wisdom sold to Charles Lamont, for £15 pounds, a lot on the Preston Road, that was formerly owned by John Wisdom, up to the edge of a meadow, then to Allen's land to a brook, 3 acres.

July 13, 1859 – James Trider, who was a minor in 1857, from Eastern Passage, now an adult farmer, sold to John Duggan, for 10 shillings, a lot in Halifax.

July 15, 1859 – William Pryor sold to William Pryor Jr., for 5 shillings, land in Preston next to John Greenwood's lot, next to a mill lot, to the mill pond, 50 acres, called lot 'E' of the Maroon lands.

July 16, 1859 – Henry and Margery Leslie sold to George Sellers for £60 pounds, the lot number 10 in Lawrencetown, on the east side of the river and marsh, next to lot number 9. This was part of a lot from his late father John George Leslie of Three Fathom Harbour.

August 5, 1859 – J. G. A. and Sarah Creighton sold to Edward Bell, yeoman, for £30 pounds, a lot from Johnston's bridge over the brook for 360 ft., and the lot was 60 ft. by 120 ft. by 60 ft. by 120 ft.

September 9, 1859 – John Lennox Jr. and Helen Maria (Miller) sold to John Brown, Grocer, for £175 pounds, the land on the road leading from the Steam Boat Ferry to the lower ferry near Green Road, next to Daniel Bremner.

October 29, 1859 – Rachel Clark, Samuel Roan and wife Harriet, sold to John Thompson, for £6 pounds, 2 lots, 8 and 9 of the letter 'D' in Preston, on the west side of O'Brien St., near Partridge River in Preston.

November 1, 1859 – Lawrence Hartshorne sold to the Commissioners of Streets in Dartmouth, John Parker, John Bishop and

Paul Farrell, for 10 shillings, land called the continuation of Fitzwilliam St. on the south side of the Dartmouth Common, starting at Church St. along the south side of the Dartmouth Common.

November 28, 1859 – Albert Pillsbury sold to Benjamin Wier, John Wylde and Levi Hart, merchants, on March 26, 1859. They recovered judgement in the Supreme Court against Albert Pillsbury for £1,253 pounds, 19 shillings and 6 pence.

Albert Pillsbury owned a marine slip in Dartmouth and land on the north side of South St., 429 ft. to the shore of the Common, then along the east side of Prince Edward St., to Thomas Boggs lot, with the machinery and appliances thereto connected with the Marine Slip Railway, thereon erected.

December 3, 1859 – Benjamin Dares and Ann Carolina, sold to John Crowell for £10 pounds, part of lot number 6 in Lawrencetown which was one third part of John Conrod's property, and bounded on the sea shore.

December 7, 1859 – William Tapper, et al, sold to James Turner, for £150 pounds, a lot in Dartmouth, which was part of the estate of Christian Bartlin and heirs of John Bartlin and the heirs of Catherine Reeves, on Quarrel St. The lot was 120 ft. by 30 ft., next to Sophia Connor's lot, formerly owned by Susannah Moreland.

December 7, 1859 – James and Ann Webb (shoemaker), sold to James W. Turner, tanner, for £200 pounds, a lot on Quarrel St. (This formerly owned by Susannah Moreland.)

In January the Union School (for colored children) in Dartmouth, taught by Mr. Symonds, was examined on a Friday evening. The pupils gave evidence of much intelligence and proficiency.

The Harmonic Society gave a concert at the Provincial Asylum for the Insane, under the Direction of M. C. W. Carey. One of the Dartmouth Steam ferries picked up a large crowd at the Queen's wharf and then took them over to the Asylum. There they were received by Dr. DeWolfe and his wife. The crowd was entertained with a bountiful repast. Then they were taken to the upper gallery after the patients were seated. The Honorable Mr. Young moved for a vote of thanks to the society.

In February, at a meeting of the Nova Scotia Literary and Scientific Society, Professor Sliefelham of King's College, read a paper on the Saxons of Germany. Then William Pryor read some documents on the early settlement of Dartmouth. Both readings were highly spoken of and appreciated.

In February, a case of small pox was reported in Dartmouth.

The vessel, *Peerless*, which caused so much trouble at the Marine Railway in Dartmouth, has recently put into the Island of St. Thomas and very much water logged. She was 45 days out of Halifax Harbour and was to go to Liverpool eventually.

The Chebucto Foundry that was recently destroyed by fire, is being rebuilt and is expected to be, "in full blast," again.

Mrs. Dritton on Quarrel St., next to the old house of Mrs. Jane McGregor, advertised for a few respectable boarders. This was only a 2 minute walk from the Steam Boat Ferry Wharf.

Shipbuilding in New York is reported to be in a more depressed condition at the present time, than any former period within the last 30 years.

A human foot was found near Fort Clearance in the possession of dogs. It was only 24 hours since it was taken by the dogs from a victim. It was thought to be immersed in water for only a few hours. It was also thought to belong to a woman about 20 years old. By coincidence a few days ago a lady's boot was found on the Common and this was advertised locally.

A parade was held on the Dartmouth Common. There were 5 companies under the leadership of Lt. Rede. The companies were, the Scottish Volunteers, Chebucto Grays, Mayflower Rifles, Halifax Rifles and the Irish Volunteers. Since the militia was formed in Nova Scotia, the Dartmouth companies always trained on the Dartmouth Common. The militia and eventually the Reserve Army, used the Dartmouth Common for their training and parading functions. This was similar to the Halifax Common being used for both the Regular Army units, Artillery, militia and later the Reserve Army.

A report from St. John, New Brunswick, said that Small Pox still continues. There are now 30 to 40 cases being reported every week.

For local marine concerns, a total of \$12,000 was raised to get a tug boat for Halifax Harbour.

The repairs on the Marine Railway at Dartmouth were completed in June of this year. The owners have now made arrangements to build another one as soon as possible.

In July, there were 2 vessels taken up on the Marine Railway at Dartmouth. These are the first since the Yard was repaired, and those interested in the shipping of this Port, will be glad to learn that the, "slip," now works smoothly and well, without any difficulty.

During the Regatta, while the Prince is visiting Halifax, a race between St. John, New Brunswick, and a Halifax team will take place. The Regatta Committee had a meeting and proposed that among the races there will be a prize for a Provincial, and one for a city prize. The Provincial prize is to be contended for by decked fishing and coastal vessels, and the city prize by, "four oared Gigs," and the race will be open to the world.

The prize for the first class yacht race would be presented to the Institution for Deaf and Dumb. The prize for the second class yacht race would be presented to the Institution for Aged Females. The prize for the canoe races are to be much larger than in previous regattas.

The Regatta took place under the auspices of the, "Halifax Yacht Club," during the visit of H. R. H. the Prince of Wales. There were 14 members of the Committee of Management and 3 Patrons of the Club that included the Earl of Mulgrave, the Lt. Governor, the Rear Admiral, Sir Alexander Milne, who was the Naval Commander in Chief, and His Worship the Mayor of Halifax.

Along with the 25 races for the Regatta, there is also an Admiral's Programme, and this would coordinate activities with the above mentioned Executive Managing Committee.

On July 30, the Prince of Wales arrived in Halifax on the *H.M.S. Hero*, along with the *H.M.S. Ariade* and the *H.M.S. Flying Fish*. A salute was fired from the Citadel at 7 o'clock a.m. This was followed by many salutes being fired from Battery after Battery as the ships moved up the harbour.

The steamers, *Eastern State*, the *Doring*, and the *Neptune*, were crowded with ladies and gentlemen and a large number of yachts. All were gaily decorated and they accompanied the ships of the Royal Fleet to their moorings.

As early as it was there were thousands of people that attended this panorama. From that moment on there was one formal reception after another by the Navy, Army and the civilian population from all parts of the Province.

There were parades all over the city as the people flocked to see His Royal Highness Edward Albert, the Prince of Wales. This was followed by Fire Works at night, and several formal Balls and gatherings. This was truly one of the most memorable occasions in the History of Halifax Harbour.

One outstanding feature was a stage that was erected on Parade Square at the head of George St. It was 25 feet high and it held 400 children. They were all neatly attired and they sang an Anthem, and then two other verses that were written for this occasion. From there they proceeded to Government House. The cortege included members of the House of Assembly, the City Mayor and Alderman, eleven different societies, the Militia, the Army, the Navy along with the private staff of the Prince of Wales.

There were planned celebrations for almost a week. The Regatta took place as planned on Wednesday, and the next day His Royal Highness left the city by rail for Windsor, en route to St. John, New Brunswick.

In Dartmouth the news was bad because the home of Captain Southall was totally destroyed by fire. The family was left homeless.

At the boat yard of Joseph Kaye, at Richmond, a ship was launched and it was called the, Grace A Kaye. It was built by John MacPherson and his brother.

The editor of the, "Nova Scotian," said, he hopes the blocks may soon support another keel, as our harbour affords facilities for ship building, which, in the improved state of the market, should be taken advantage of . . .

At the wharf of Mr. B. Weir and Company, there was a notice published that there were three new vessels for sale. One was a Brig of 316 tons also a schooner of 146 tons, and a smaller schooner of 65 tons. The policy was that many vessels that were built around the province for the Halifax merchants, when completed would come to Halifax for final fittings for overseas use. From Halifax they would be sold, or filled with cargo, for the merchants, and sent to any part of the world. In the West Indies, or in Great Britain they would often be sold, cargo and all, to be used for overseas trading purposes on a permanent basis.

This year the Halifax Yacht Club held their annual Hodge Podge, at the lower Ferry in Dartmouth. The boats of the club assembled at Queen's Wharf to convey the members and guests to Dartmouth.

In October, the steamer, *Lord Seaforth*, which during the summer sailed between Arichat and Pictou, was taken up on the new Marine Railway in Dartmouth. This was for repairs. She is expected to return to Pictou in a few days then resume her route in November.

A small pox epidemic in Chezetcook was so numerous that people like Mr. John Esson sent down a supply of wines and other comforts for their use. Such acts of kindness and charity are deserving of all praise.

On December 27, Mr. John E. Fairbanks died at the age of 68.

January 3, 1860 – John and Catherine Tufts sold to John Gates, for £350 pounds, a 600 acre lot at the corner of George Creighton's 80 acre lot, to the land held by the Inland Navigation Company, also 6 acres that bordered on the Henry Keeler lot.

January 16, 1860 – Richard Innis sold to James Clark, the south half of lot number 11 in the second division of Lawrencetown, being on the west side of Porter's Lake. This lot was conveyed to Richard Innis from David Covey in 1854.

January 20, 1860 – John and Elenor Jamieson (miller) sold to Thomas Mott, merchant, for £150 pounds, that part of the narrows, that had formerly been granted to William Foster and James Moore in 1822. Also a lot near Albro's Tan Yard, also property conveyed to Jamieson from Mary Albro's property.

January 31, 1860 – Patrick Cochran sold to Donald McLaren, for £10 pounds, the estate of Dennis Deloughry in Preston, 210 acres next to the lot number 5 owned by Thomas Roman, to lots, 1, 2 and 3, to the line of Lawrencetown, to the property of John Miller.

February 17, 1860 – John Cleary sold to Duncan Waddel for £290 pounds, 340 acres on the east side of Bedford Basin, next to the land granted to Elizabeth Colstan, to the land granted to John Hoffman in 1765, to the grant of Josiah Milleken. This lot, that was sold to Waddel, had been granted to Marshal Storey in 1819.

March 4, 1860 – William and Margaret Baker, sold to John Whynott and Benjamin Whynott, of Cole Harbour, for £60 pounds, part of the estate of John Cogill next to Joseph Bissett's lot, to the John Giles lot, then over to the Thomas Crowell property.

March 10, 1860 – Francis Albro sold to Edward Lowe, for £50 pounds, land on the east side of the narrows, 2 water lots, extending into the harbour for 200 ft. and on land, 50 ft. by 100 ft.

March 21, 1860 – Benjamin Wier and the Trustees for Albert Pillsbury, sold to Charles Wylde, land with the Marine Railway in 1859, the selling price was £3,750 pounds, including the water lot on the north side of South St., to the shore of the Dartmouth Common, and along Prince Edward St., to the property of Thomas Boggs that was granted in 1811. Also a lot bounded on the above, including all the houses, outhouses, buildings, marine railway, machinery tools, etc. (It should be noted that on February 14, a Deed of Conformation was granted by Albert Pillsbury to Charles Wylde, et al.)

March 22, 1860 – Robert Fraser sold to William and Edmund Fraser, farmers, for £190 pounds, a lot in Eastern Passage. This was next to the land of Philip Shiers and John Negus, to the land of John Horn and the property of George Hawkins.

April 7, 1860 – John B. Elliot and William Elliot, and John A. Fuller, the executors of Benjamin Elliot, carpenter, sold to Maurice McHreith, tailor, for £740 pounds, part of lots number 5 and 6 of the letter 'V' on North St. to Prince Edward St.

April 9, 1860 – Maurice McHreith sold the lots to John B. Elliot for £750 pounds.

April 18, 1860 – Tobias Miller and Margaret (cordwainer) sold to Joshua Jones, for £140 pounds, lot number 8 in letter 'B,' 4½ acres, next to William Gray and also to John Harris, next to the highway.

April 19, 1860 – Dennis Delouchry sold to Peter Conrod, for £10 pounds, one equal individual third part on the east side of Chezetcook Harbour, next to Peter Pettipas at the common tide water mark, 360 acres.

April 21, 1860 – Alexander and Margaret Taylor sold to William Taylor, carpenter, for £12 pounds and 10 shillings, 135 acres in Preston (this lot had been granted, 306 acres) by the Government, in 1845, to Alexander Taylor.

April 28, 1860 – James Himmelman sold to Peter Himmelman for £40 pounds, land in the South East Passage, on the road from Dartmouth, called lot number 2, and the wood lot shared with James Himmelman with waterways, etc.

Deed – May 3, 1860 – John Hatch, administrator for Matthew Thomas, sold to John Esson, merchant, for £50 pounds, one lot of 32 acres, opposite the property of George Simpson, and another lot on the Cole Harbour Road next to lot number 11, 50 acres and of lot number 14 in letter ‘B’.

May 5, 1860 – Thomas Keizer sold to George Ormond, for £25 pounds, a lot on the east side of Porter’s Lake, near the fork of the Harvey and Chezetcook Road to the land of John Bell. Part of the estate of Anthony Keizer.

May 5, 1860 – Joseph and Elizer Keizer, et al, sold to Thomas Keizer for £20 pounds, a lot on the east side of Porter’s Lake, 30 acres.

May 5, 1860 – George Brown sold to George Ormon for £15 pounds, land on the west side of Porter’s Lake, next to William Parks lot, 100 acres, being the north half of lot number 22 of the Letter ‘F,’ formerly owned by Thomas Donaldson.

May 12, 1860 – William and Christiana Sawler (farmer) sold to George Sawler, for 50 pounds, 50 acres in Dartmouth near Russel’s Lake, to the Sullivan grant to the Cole Harbour grant.

May 14, 1860 – Charles Wylde sold to the firm of Benjamin Weir and Company, for \$15,000 dollars, 30 equal parts where the Chebucto Marine Railway had been built. This is the north side of South St. to the shore of the Common and on the east side of Prince Edward St., up to Thomas Boggs lot, and another lot on the corner of the first mentioned lot. Then

Charles Wylde sold to Albert Pillsbury, et al, for \$15,000 dollars, the rest of the property where the Marine Railway was built.

June 1, 1860 – Thomas and Maria Elliot, carpenter, sold to James Marcus Bland, for £100 pounds, half of the land formerly owned by Mirimum Agnes Smith, lot number 8 in letter ‘T,’ called the White house lot, next to lot number 7 occupied by Alexander Lyle, and east by Henry Elliot, west by Water St., also lot number 7 in the letter ‘U’ called the barn lot, then a lot called the Quarrel lot, then the lot bounded by Water St., and lot number 7, formerly owned by Christian Bartlett.

August 3, 1860 – Edward H. Lowe and Margaret, sold to William Cunard for £50 pounds, a water lot at the narrows on the east side of the harbour, former real estate of Samuel Albro, water lots 1 and 2.

August 25, 1860 – James G. A. Creighton sold to George Wilson, shipwright, for 30 pounds, a lot next to George Wilson on the Canal road to the lot of Leslie Hunt.

September 3, 1860 – Paul Farrell, Grocer, sold to William Elliot, carpenter, for £10 pounds, 5 acres on the road leading to Cole Harbour.

September 27, 1860 – John Fairbanks and others, including the Reverend James Shrieve, Edward H. Lower and James Turner, Trustees of the funds arising from the sale of the Dartmouth parsonage, then sold to John Condon, for £30 pounds, land on the road to Eastern Passage, next to the land of Mr. McMinn, 134 ft. by 356 ft. by 134 ft. by 385 ft.

October 23, 1860 – John and Margaret Giles (farmer) sold for £250 pounds, ½ of lot number 4 on the road from Dartmouth to Cole Harbour, 50 acres.

November 5, 1860 – The Assignees of Richard McLearn, shipwright, sold to George Wilson, shipwright, for £335 pounds, a 2½ acre lot conveyed by Richard Woodin to James Creighton in 1798, lots 2 and 3 in the estate of Lawrence Hartshorne next to Thomas Boggs. This lot had been conveyed to Samuel Cunard in 1832. On November 5, George and Elizabeth Wilson received a mortgage of £200 pounds from James Tremain.

November 16, 1860 – James G. A. Creighton sold to Robert Bligh Sinclair, for £120 pounds and 5 shillings, land at the south west corner of Alexander Anderson property, to H. Findley property, to Bishop property, near the Creighton estate, lots number 4 and 5, having 6 acres and 10 perches. Sinclair was Lt. Colonel and Adjutant General of the Militia.

November 26, 1860 – James and Margaret Ormon, carpenter, sold to Patrick Learn, Blacksmith, for £60 pounds, the lot number 5 in letter ‘G’ in the Preston grant on the east side of Porter’s Lake, which was part of the estate of Peter Brennen, on the north side of the old main road, next to Maurice Mahoney’s land, 60 acres.

December 4, 1860 – Thomas and Maria Evans and Thomas McDow sold to Peter Pettipas Jr. for £5 pounds, one acre of marsh land on the east side of Chezetcook Harbour, next to the marsh land lot used by the heirs of Andrew Crawford, and on the other side of the marsh lot owned by Isaac and John Wournell.

December 12, 1860 – Thomas and Charlotte Boggs and Henry Boggs and Richard Boggs sold to Tobias Miller for £75 pounds, the lots 2 and 3 in the Block number 1 on Pine St., next to the lot of Edward Richards, then to the Grave Yard.

Provincial Acts - An Act was passed to incorporate the Dartmouth gas and water company.

In the hospital at Halifax, there were 55 cases of small pox reported. Fortunately there were only three deaths of these victims. It was reported that as of February 23 there were 27 cases reported, but not all the cases were reported in the city.

The statistics were published that said in the list of shipwrecks, kept by Lloyd's of London, there were 5 vessels on a daily average, for the past year.

In another report, the ship builders on the Clyde River, turned out 88 iron built steam vessels. There are now on the stocks, 45 vessels being built, with a tonnage of 44,900 tons. These iron steam ships are rapidly replacing the wooden vessels. The Royal Navy is having iron steam ships replace their men of war fighting ships. There are now 505 steam vessels and another 57 being built or being converted. The total of steam and wooden sailing ships for the Royal Navy is 688.

In Dartmouth, the ferry boat, *Boxer*, was taken up on the Marine Railway for repairs and maintenance.

A report from St. John's, Newfoundland, said the sealers have returned with 180,000 seals.

An article from a London, England newspaper said, that the thieves such as, "London Pick Pockets," have trained dogs to jump at a gold watch, seize it, snap the chain, then bolt off to where the dog's master is waiting.

The number of small pox cases as of May 4th, was 24. Of this 2 had died, 12 were discharged and there are still 19 cases.

On June 10, 1861, the premises known as, Jamieson's or "Rockland Mills," in Dartmouth, owned by Thomas Mott, was entirely ruined by

fire. This place was only partially insured. The alarm bells in the city of Halifax rang out but the steam boat was not crossing from Dartmouth, and Halifax could not render any assistance.

In July, it was reported that two young girls died of diphtheria. They were from the Laidlaw family. Mary Ann was 7 months and Eliza was 2 years and 6 months.

Gold was discovered at Dartmouth, near Turner's tannery. This involved quite a number of workmen who were prospecting during the first week of the discovery.

At the Marine Railway slip, Mr. Crandall is progressing rapidly with his work. He expected to finish this by the end of July. The boiler and heavy wheels are now in place. The chimney is completed and rises to a considerable height. Also, the "ways" for the cradle are laid out to the high water mark. It is work well done and thorough in a workman like manner.

In July, it was announced that the steam ferry, *MicMac* will run to Sackville on Mondays and Thursdays.

On August 1, the Regatta took place on the Harbour. Ships and boats of every imaginable size and rig were seen from the splendid line of battle ships, *H.M.S. Nile* and *H.M.S. St. George*, to a small punt scarcely able to carry one person. The races started at 10 o'clock. There were 22 races and finished at 6 o'clock that evening.

Through the kindness of Admiral Milne, the Dockyard was "thrown open to the public". The Volunteer Band attended and there was an immense crowd of people for the races.

For the Championship of the Harbour, there were 4 boats started but it was won easily by George Lovett. He was also the winner in 1859. In the race, Gigs of 4 oars pulled by young men, under 21 years of age, was won by the *Dartmouth Lilly*, owned by J. Smith.

There were also several canoe races for Squaws and Indians. The *Jack Tars* had a difficult time in attempting to catch a pig, which was secured in a barrel at the end of a greasy pole. This was at the Observatory Jetty in the Dockyard. After several dunkings by the sailors, the grunter (pig) was secured by one of the crew of the *H.M.S. Nile*.

Also on that same day, August 1, the "Inclined Plane," of the Shubenacadie Canal, was set in motion at Dartmouth. The cradle which was to convey the boats over it was drawn up from Dartmouth Cove, the tide water, to the level of the receiving basin (Sullivan's Pond) at the top of the incline.

This was to confirm that the navigation may now be said to be open from Halifax Harbour to the head of Grand Lake. The actual experience was supposed to inform the public if after more than 40 years and the consumption of so much time and money, would be worthy of it.

In Halifax, at the city hospital there were 12 cases of small pox, and 8 were admitted during this week.

Since the *H.M.S. Spiteful* arrived in Halifax, there were 14 seamen who died of Yellow Fever. Fortunately there were no new cases reported during the past few days.

Now that the, "inclined plane," on the Shubenacadie Canal is in working order, a number of proprietors and their friends, started from the Navy Yard, in 3 man of war launches and proceeded to Dartmouth Cove. Then they ascended this, "inclined plane," and went up through first then second lake, to Porto Bello, on third lake, or Lake Charles. That evening the party returned to the harbour by the same route.

On the eastern side of Lake Thomas, Mr. Thomas Laidlaw owned a farm, about 200 to 300 acres in size. This was within a few hundred yards of the Shubenacadie Canal, and also about 3 miles from the Rail Road. It had been purchased by Mr. Bell, for the Nova Scotia Gold Mining Company. The price paid was \$4,000 and it is doubtful if it would have brought \$1,000 just 2 months ago.

About 612 pounds of quartz from the diggings at this area called Laidlaw's Farm, were crushed by the machine at Mitchell's Foundary. It yielded 9 ounces of pure gold.

The population of Dartmouth, as of October 7, 1861, was 1,487 males and 1,668 females. The total was 3,155 and this included 559 families.

A boat belonging to one of the French Ships of war, in the harbour, was run down by one of the Dartmouth Ferry steamers. One man was drowned of the six that were in the boat.

At Windsor, there was a competition held for the National Rifle Association Medal. There were 31 competitors. In second place was Private J. Publicover of the Dartmouth Engineers. Also competing from Dartmouth was Private J. Keep, Private J. Gentiles from the Dartmouth Volunteer Rifles, and Private H. Dart of the Dartmouth Volunteer Rifles.

In October, the new lock-up house in Dartmouth was slightly injured by fire. It was said that this was deliberately set on fire. Also the station house of the north ferry of the Dartmouth Steamers was partially destroyed by fire, near Conway's wharf on Upper Water St.

In November, a building in Dartmouth, occupied by a Mr. Huckstable, as a cabinet makers shop, was discovered to be on fire. This was extinguished before much damage was done.

Captain McKenzie, on the barque, *Stag*, has been appointed manager of the Halifax and Dartmouth Ferry steamers.

Deed – January 7, 1861 – John Sawyer, the High Sheriff, sold to Christopher Dort for £400 pounds, at a sheriffs sale, on the property of William Foster, on the road to Creighton's ferry, being lot number 7 of the Jonathan Tremain estate at the corner of Canal St.

January 7, 1861 – Joseph Fairbanks, et al, sold to John McDonald, for £300 pounds, the property called Maroon Hall, with 400 acres, also lot number 19 near Lake Loon and the property of Thomas Mott, Mr. Ross, Mr. Broome up to the Prescott land, 7 lots; and other lots that would total

up to 1,200 acres, formerly purchased from Francis Green for the use of the Maroons.

January 12, 1861 – Joseph Mitchell sold to Thomas Elliot, carpenter, for £1,150 pounds, several pieces of land in Bedford. This included a lot near the ship yard road where it meets the Windsor Road.

January 21, 1861 – George Sr. and Rachel Horn sold to Samuel Murphy for £15 pounds a lot between the South East Passage and Cole Harbour, next to the Forsythe grant and James Manyon's land and Philip Brown lot to Bissett lake.

January 26, 1861 – George Shiels and Charlotte, sold to Henry Morash for £35 pounds, a lot in Cole Harbour near the Walter Robb farm and the shore of Bissett Lake.

January 27, 1861 – James Mangin sold to Daniel Mangin for £5 pounds, part of Jacob Horn Senior grant in 1811, then sub divided in 1819, near the John Forsyth grant up to Lake Bissett, 40 acres.

March 1, 1861 – John Tempest and Eliza sold to Francis Elliot, merchant, for £75 pounds, a lot on Blockhouse Hill in Dartmouth in the letter 'Y' division next to King St. and the lots granted to John D. Hawthorne and Joseph Moore, then to John Skerry's lot and Samuel Mitchell property that was granted in 1820.

March 8, 1861 – Paul and Elizabeth De Young sold to James Butler, for £17 pounds, land in Eastern Passage next to James Myers land to the Cow Bay road, 42 rods by 25 feet.

March 12, 1861 – George and Mary Bell, farmer, sold to Inland Navigation Company by act of the province, for \$100 dollars. This was to allow the Inland Navigation Company to over flow on the land at the South East corner of first Dartmouth Lake and second Dartmouth lake.

March 18, 1861 – James and Sarah Creighton sold to Honorable Adam G. Archibald, His Majesty's Attorney General of Nova Scotia, land for the Lunatic Asylum at Dartmouth, property of a lake for the use

of the Asylum, also the land overflowed by the water dam, three feet above the natural outlet, for £510 pounds. This was Maynards Lake.

March 22, 1861 – Owen Redmond and Nancy, sold to John Dillman for £9 pounds, land at the head of Chezetcook over to the Lawrencetown property to the former Charles Wallace property.

March 30, 1861 – William Messervey, master mariner, and wife Jane, sold to William Lawson, a building lot in the letter ‘O,’ formerly conveyed by William Reeves to Jane McGregor in 1823, next to the property of John Graham and Quarrel St., to the property of John Skerry. The price paid was \$400 dollars.

May 1, 1861 – Thomas and Charlotte Boggs, et ux, et al, (merchant) sold several lots to the Chebucto Marine Railway Company for £500 pounds, land on the east side of Prince St. to the property of Albert Pillsbury, 340 ft. to South St., or Boggs St., then 240 ft. to King St., to the Sullivan property, then to the Chebucto Marine Railway property, 2 acres and 30 perches – also a triangular lot on the east side of King St. to South St., then 60 ft. to the Dartmouth Cove, also a wharf lot in Dartmouth Cove on the east side of King St., which is part of a grant to Thomas Boggs from the crown in 1811.

May 11, 1861 – Thomas and Christie Wolfe, et ux, sold to Felix Wolfe for £25 pounds, a fourth part of marsh land, owned by Felix Wolfe, Charles Wolfe and Thomas Wolfe on the west side of Chezetcook Harbour in a dyked enclosure called, “little Chezetcook,” up to the land of George Lapierre and Paul Lapierre, containing 2 acres.

May 23, 1861 – Thomas Boggs, et al, sold to John Gillard, mason, for £450 pounds, several lots in Dartmouth. One lot was on the east side of the road from Dartmouth to the Common, called Pine St., to a new St., then to the property of Stanford to Behan property, and to land on the east side of Pine St.

May 30, 1861 – John James Sawyer, high sheriff, sold to Elizabeth Forrester, widow, the mortgaged lot of Henry Richard, auctioned for £250 pounds, a lot on the corner of the property of John Smith, to the land

of Thomas Boggs. Elizabeth Forrester then sold the same lot to Nathan Richard for £200 pounds, by way of a mortgage to her for £250 pounds.

June 13, 1861 – Jane Williamson sold to Corneleius Fogarty, yeoman, for £421 pounds, the property of the east side of Water St. and the north side of South St., along with a lot on the Truro Road, 370 acres near Fletcher's Lake, and 125 acres in Rawdon.

July 10, 1861 – John Bro, yeoman, sold to Owen Redman Jr. for £2 pounds 15 shillings, land on the west side of Chezetcook Harbour, next to a dyked brook, 1½ acres next to the property of Belfontain, to a marsh.

Also on this date, Owen and Nancy Redman, et ux, sold to John Redmond for 5 shillings, a lot at the head of Chezetcook Harbour, next to James Redman's land to the Harvey Road.

July 18, 1861 – James Creighton, merchant, sold to Alexander James, Barrister at Law, for £400 pounds, a lot next to Lewis Fairbanks over to Newcastle St. to the Dartmouth Cove.

July 25, 1861 – William Lawson, et ux, sold to John P. Mott, for \$600 dollars, a lot on the letter 'O,' formerly conveyed by William Reeves to Jane McGregor in 1823, on Quarrel St.

July 26, 1861 – George Hamilton sold to Edward Bond for \$800 dollars in United States currency, for a lot on the road to Creighton Ferry to Canal St. then to Maitland St. to Dartmouth Cove and the water lot, 400 ft. into the harbour, and buildings on the land.

August 24, 1861 – James and Sarah Creighton, sold to John P. Mott, for £150 pounds, land in Dartmouth on the south side of the Creighton Ferry Road, formerly the Allen property, then to Fairbanks, then to the harbour and Motts land.

August 28, 1861 – John J. Sawyer, sheriff, sold to Thomas Paton, at a public auction, for £70 pounds, part of the estate of Theophilus Chamberlain, a four-ninths part of a Cole Harbour lot, 26 acres and 64 rods, called the wood lot, near Wentworth Hill and 42 acres near the

Hatfield property, with 26 acres called the Mansion Hill lot, and 3 acres called the Salmon River lot, and 33 acres next to John Prescott lot – also 4½ acres near the Mansion Hill lot, called the Dechezeau lot near the cross road – also 4½ acres called the Brown lot, with 3½ acres called the Goose Pond lot, and 24 acres called the Trout Brook lot and three other lots and land in Musquodoboit.

September 23, 1861 – Jane Williamson sold to Michael Devan, ship’s carpenter, for £237 pounds, 10 shillings, land in Dartmouth east on Water St. and the north side of South St., to Francis Drake’s land. This lot had been conveyed by John Sawyer to John Williamson in 1856.

September 28, 1861 – John Mongavin sold to John Myrer, for £82 pounds and 10 shillings, ½ of the saw mill lot on the old Preston Road to Salmon River, on the west side of Lookout road to Long Lake, 1,000 acres.

October 16, 1861 – Martin and Bridget Skerry sold to James Lawlor, trader, a lot near the Steam Boat Wharf, opposite the property of Edward Lowe, for £1,550 pounds, lots number 7 and 8 in the letter ‘R’. This lot had been conveyed to John Skerry from Thomas Donaldson in 1824.

October 25, 1861 – Paul Lapierre sold to George Gatez, yeoman, for \$32 dollars, a marsh land lot at Chezetcook Harbour, called Pointe de Barrie near Partridge Brook, about 1¼ acres.

November 9, 1861 – James Creighton sold to Douglas Dixon, Gentleman, for \$976 dollars, land on the west side of a brook leading to Creightons ferry next to John Mott property, then to the harbour.

December 14, 1861 – John P. Mott and his wife Isabel Lawson Mott, sold to John Lindsay, for £302 pounds, 11 shillings and 2 pence, a building lot in the letter ‘O,’ formerly conveyed to William Reeves to Jane McGregor in 1823, on Quarrel St. to the John Skerry lot and the John Graham lot.

Provincial Act - On April 12, an Act for the establishment of police regulations in the town of Dartmouth.

On January 20, 1862, Mr. Joseph Weeks lectured at the Mechanics Institute in Dartmouth, in the Past and Present of the United States.

The Inland Navigation Company steamer, *Avery*, was finally sold at auction for \$420. Mr. Peter Ross, Esquire, purchased her.

A company has decided to build a ship of 800 tons at Bedford. The timber is being brought down from the inland forest with such facilities as the railroad and the canal, when ice free, this offers the conveying materials for building ships, as well as cargoes of timber for overseas markets.

A report from Captain Falconer of the Dartmouth Rifles said they were inspected at the Drill Room by Colonel Taylor.

Mr. Henry Elliot lectured at the Dartmouth Mechanics Institute on the subject, "Architecture of the Bee".

In Dartmouth, a powerful quartz crushing machine has been imported by the MicMac Gold Mining Company. It was delivered from Boston by the Steamer *Canada*. This will be installed in Dartmouth.

The ferry steamer, *MicMac*, sank at Dartmouth. The next day it was afloat. One of the city of Halifax steam driven fire engines was sent over to Dartmouth, and in three hours it pumped out the water from the ferry boat. The cause of the ferry sinking was the water for the boiler was turned on in one of the pipes that supplies the boiler.

Mr. Thomas Belt, the agent for the London Gold Mining Company, was thrown from his sleigh near Dartmouth, and he had to have his arm dislocated.

In February, at the Legislature, the Honorable Mr. Johnston presented a Bill to incorporate the members of the Dartmouth Mechanics Institute.

The Inland Navigation Company published notice of their annual meeting on April 2. This would be in accordance with the Act of Incorporation and Bylaws.

A report from the, "Pictou Standard," says there are 3 vessels on the stocks at Pictou, that will be launched this summer. There are 2 vessels, both barques, on the stocks at New Glasgow. A Brigantine is being built at the Three Mile House Shipyard. At River John there are 3 or 4 vessels being rapidly completed and also one in Merigomish. Both Hants County and Yarmouth County are also turning out a good number of sailing vessels.

The report from the annual meeting of the Inland Navigation Company was that the work is now completed and the funds all expended. All that is now necessary is a good Tug Boat??

A report stated the Gold has been discovered in 38 different districts in Nova Scotia.

On Easter Monday, the parishioners of St. James Church in Dartmouth unanimously elected Reverend James Stewart to replace the recently vacated Reverend Dr. Shreve, who passed away suddenly. Mr. Stewart has been officiating as, "Curate," in the parish for seven years.

In June, the Inland Navigation Company's property was sold by the Sheriff. The purchaser was Samuel Gray, Esquire, for the sum of £27,700 pounds. This was the beginning of the end of this unqualified disaster.

Mr. John P. Mott had one of his hands seriously injured when he came in contact with a machine in his manufactory at Dartmouth.

This year the naval activity in Halifax Harbour was on the increase. The *H.M.S. Desperate*, arrived, just as the *H.M.S. Aboukier*, *Agremanon*, *Hero*, *Mersy* and *Melpomene*, left for Ship Harbour and other out ports for the purpose of target exercises. The flagship, *H.M.S. Nile* will go to Bedford Basin for the same purpose.

On July 7, a meeting was called to establish a, "Sailors Home" in Halifax. Mr. William Cunard offered a large barn on Brunswick St., free rent, for the start of this establishment on a permanent basis. A committee of management was established. Admiral Milne offered £25 pounds be provided to this place on a permanent basis. Mr. William Cunard was appointed as President of the committee of 18. Alderman Nash contributed \$50 worth of furniture and allowed a building he owned to be used as a "Bethel" for 6 months, rent free. This was a place of worship for seamen.

The annual Championship of Halifax Harbour took place on August 1. There were 5 boats entered and it was once again won by George Lovette in the, *Tangier*. The race was from Anderson's Point in the narrows to George's Island. He was presented with a purse of \$34.00

On August 4, there was a challenge race between four fishermen and a crew of man of war sailors. Both boats were owned by James Pryor. One was the, *Quick Step* and the other, the *Alert*. The sailors had their pick of the boats and they choose the *Alert*. The distance was 5 miles from the Narrows to George's Island, and from there to *H.M.S. Nile*. The fishermen won the race easily. There was little interest in the race. The winners were Purcell, Hays, White and Beverly, and they finished at least a half a mile ahead of the sailors.

An announcement was advertised that said there was now a saw mill to let on Grand Lake. This was called the Grand Lake Company. They will rent out a mill 110 ft. by 40 ft. It is supplied with gang, circular, and shingle saws. Also lath and stave machines, all driven by water power. The railroad and the Shubenacadie Canal were to offer speedy facilities to deliver cut lumber to market.

In the boom in front of the mill on Grand Lake there are from 12 to 15 thousand logs consisted of hard wood, spruce, pine, etc. There is a new dwelling house included in the lease. The parties wish to contract for lumber by the thousand feet. They are to contact Mr. W. B. Fairbanks in Halifax.

A Brigantine named, *Clio*, was launched at Richmond by Messrs.

MacPherson. In December there was a ship launched at Bedford Basin. This was the, *Atlanta*, 900 tons.

In 1862, the Chebucto Railway decided to build a larger railway of 1500 tons capacity. It was located on the site of the original marine railway which has a capacity of only 200 tons. This was relocated so that the heavier capacity unit could take advantage of the deeper underwater profile at the original location, thus eliminating the need for more dredging. This was unknown at the time.

The original 200 ton railway, when relocated, was fitted with a lengthened track and a second detached, “cradle” was placed ahead of the main “cradle” on the same track.

This was probably the first instance of the double track railway fitted to accommodate two small vessels at the same time, so arranged that the upper cradle could be left high and dry, and the lower cradle operated independently.

January 10, 1862 – Dominick and Mary Farrell sold to John B. Brown for £275 pounds, a lot on the west side of King St.

February 2, 1862 – Fairbanks, Mott and Foster, to Richard Best, appointed in 1841 by the Act of Assembly, section 5, said lots were laid out on the Common, west boundary from Water St. to the east boundary of the Windmill (annual rent of 20 shillings offered for sale at public auction for the highest price, subject to the annual rent for 999 years— sold to Richard Best for £5 pounds (bound east by lot umber 15, 160 ft. on the south by Fairbanks St., to 100 ft. west by lot number 17 for 160 ft. and north by the road leading from Dartmouth to the Windmill for 100 ft., being lot number 16. Richard Best would have to pay the rent of 20 shillings per year, on September 1st and March 1st.

February 7, 1862 – James Cochrane and Catherine, sold to John Ryan, for £570 pounds, lot number 18 on the Dartmouth Common, and by John D. Fairbanks, Henry Y. Mott and William Foster, trustees of Dartmouth Common, for the term of 999 years, to Richard Best, and assigned to William D. Hunter and afterwards to John Cassin, then to James Cochrane.

February 17, 1862 – John Gilliard Sr. sold to John Gilliard Jr. for £100 pounds, property on Pine St. that was next to Beahan's lot to a new St. then to another new St. to the property of Mr. Stanford, also property on the east side of Pine St., 10 acres.

March 5, 1862 – John Misener sold to George MacKenzie, master mariner, for £445 pounds, the property on the west side of King St., next to Matilda Connors and Ann Connors over to Hugh Hartshorne.

March 15, 1862 – Walter and Ann Robb sold to John Brown Elliot, dry goods merchant, and Edward Lowe for £525 pounds, a lot on the corner of King St. and Quarrel St.

Deed – May 2, 1862 – Barry Sullivan, farmer, sold to Patrick Fuller, tailor, for \$240 dollars, land in the north suburbs of Dartmouth, next to James Synott, to Dennis Boland property. This was land conveyed to Sullivan from the Samuel Albro estate in 1845.

May 14, 1862 – Maria Elliot, wife of Thomas Eliot, sold to Reverend Denis Geary, (Roman Catholic Priest) the lot number 7 in the Bartlin estate, next to Mr. Kuhn, then south to the land of Hartshorne, west by lot number 6 and east by lot number 8, about 20 acres.

Deed – May 15, 1862 – Rufus Smith Black, et al, executors of Martin Gay Black the Elder, sold to Thomas M. Waddell, et al, Trustees, at a public auction, for £1,325 pounds, the Water lot, known as Mosside, north of the west side of the Dartmouth Common, near the land formerly reserved for a Watering Place, next to land owned by Lawrence Hartshorne, about 22 acres – also other water lots granted in 1834 and 1859.

Deed – May 22, 1862 – Jonathan Elliot, architect, brought from the Executors of Thomas Ring, at a public auction, for \$100 dollars, part of the real estate of Thomas Murphy, that had been purchased from the estate of Thomas Boggs , 66 ft. by 60 ft. by 66 ft. by 60 ft.

May 31, 1862 – George Brown sold to Joseph Brown, for £50 pounds, the south half of lot number 27 on the west side of Porter's Lake, 50 acres.

June 2, 1862 – Samuel Giles sold to William Ross and John Ross, for £35 pounds, a lot consisting of 270 acres, being part of lot number 2 in the second division of Lawrencetown lots next to the land of Andrew Tullock and George Morash.

June 19, 1862 – George Bissett and Sarah, sold to Jacob Conrod, for £200 pounds, about 400 acres in the area of Cole Harbour lake, called Oak Timber Cove, up to the James Fraser property.

July 4, 1862 – Edward Bond sold to Gay Hamilton for \$850 dollars, a lot in Dartmouth at Canal St. to Creightons, south ferry and Maitland St. to Dartmouth Cove, to William Foster’s lot and a water lot for 400 feet into the harbour.

July 11, 1862 – Hugh and Margaret Jane Hartshorne sold to George MacKenzie, for £100 pounds, a lot on King St., to the corner of Quarrel St., then 80 ft. to a lot owned by Charles Allen, then north to the Walter Robb property.

July 30, 1862 – Spencer Boyd sold to Joseph Smith, for the support of his mother, a lot containing 21 acres of land on “Lookout Road” in Preston.

August 4, 1862 – George and Charlotte Shiels sold to Jeremiah Murphy, blacksmith, for £250 pounds, a lot on the corner of Princess Charlotte St. and King St., 60 ft. by 94 ft.

August 18, 1862 – Phoebe Tremain, et al, sold to Lawrence Hartshorne, at a public auction in 1830, for £97 pounds, part of the estate of Jonathan Tremain, one lot was near the north east corner of lot number 28 on the road leading from the Dartmouth Common to Wolfe’s property. This lot had 19 acres, known as lot 26 and 27.

Deed – August 27, 1862 – Law suit by the Sheriff J. J. Sawyer, representing the Plaintiff, against the Inland Navigation Company and the Grand Lake Company (defendants) in a law suit in 1860 against the Company, including the inclined plane, machinery, gear locks, building, ways, water courses, etc., to be sold by the High Sheriff at a public auction,

to the highest bidder, at the court house – sold to Samuel Gray for £12,700 pounds, in lot number 1, involved 2,800 acres of land and water, also John Stairs, in lot number 2 there was 1,200 acres, also a lot in Dartmouth Cove for 130 ft. in lot ‘A,’ also lot ‘B’ in the Cove, and lot ‘C,’ also 4 lots on land on the west side of the Shubenacadie River with 3,123 acres of land.

August 27, 1862 – Lawrence Hartshorne sold to Jonathan Elliot for £350 pounds, part of the estate of Jonathan Tremain on the road from the Dartmouth Common to John Wolf’s land, containing 19 acres, known as lots 26 and 27.

Lease on September 1, 1862 – Trustees of the Dartmouth Common leased to Alexander Lyle, shipbuilder, via section 4 of the Act of 1841, the land between Water St. and Windmill Road. Lyle paid £9 pounds and 10 shillings rent for this lot on Water St. to Lyle St., to Fairbanks St., being lot number 34 on the Common Plan, the yearly rent of 20 shillings.

September 5, 1862 – The Attorney General, Adam Archibald, sold to Hugh Munro, Chief Commissioner of the Board of Works, regarding the land for the use of the Lunatic Asylum in Dartmouth, awarded to Creighton for his share of the lake and built a dam 3 feet above the original flow at the south end of Maynards Lake – awarded £510 pounds in 1858 – also awarded to Robert R. Fretwell for his portion of the lake and land required by the Commissioners of the Hospital – also for land required for a road from Cole Harbour Road to the Pipe House and the lake.

September 10, 1862 – Gasper and Sarah Graham sold to John Henry Skier for £100 pounds, an island and beach on Porter’s Lake, being part of lot number 11, next to Joseph Graham’s Island, containing 50 acres.

September 18, 1862 – John Settle sold to Robert Settle (his son) the bequeathed one half of his farm on the north side of the road from Dartmouth to Cole Harbour, but had to pay to his sister Mary Bell, wife of George Bell Sr. within 2 years after his father’s death, with interest. This was 120 acres on the east side of Settle’s farm, know as lot number 2.

October 14, 1862 – The executors of Edward Lowe sold to Alexander Hutchinson, for £125 pounds, land in Preston, starting at Cranberry Lake to the old Preston Road, to the west side of Lake Loon – 140 acres.

November 6, 1862 – William and Sarah Drake, sold to Jacob Payne, for £375 pounds, property on Portland St., next to the property of Philip Brown, then up to James Bowes property to John Brown's lot. This was the same property that was sold to Elizabeth Hague from the High Sheriff, John Sawyer, in 1860.

November 7, 1862 – John Tempest sold to James Keating, carpenter, a lot of land on the Dartmouth Common, but sold in 1846, by the Trustees of the Dartmouth Common to James Keating for £25 pounds located on the east by Mott St., 80 ft., then south to Patrick Walsh's lot for 100 ft., west by lot number 15, then 80 ft. on the north by the road leading to the Windmill, being lot number 14 on the plan of the Common lots.

November 29, 1862 – James Creighton sold to John P. Mott, for \$1,200 dollars, lots number 1, 2, and 7 of the Creighton property. Starting at Creighton's St. to Mott's property, to Mulgrave St., then back to Creighton St., about 40 acres, 3 rods and 3 perches.

December 5, 1862 – John and Sophia Kline, farmer, sold to Henry Walker, shipwright, for £900 pounds, property on Portland St. to Reeves line, then to Payne's lot, being part of the former estate of John Bartlin.

December 6, 1862 – David Falconer sold to the Inland Navigation Company Inc. in a settlement in disputes in legislation in 1855 – the stream running through Faulkner's property in Dartmouth. This included the triangular field that Falconer had purchased from Lawrence Hartshorne.

December 10, 1862 – Richard Innis sold to James Innis, for \$720 dollars, all that undivided moiety or share, where the grist mill now stands on the brook called Mill Brook, on the west side of Porter's Lake (called Mill Bay) with all equipment, etc.

Deed – December 19, 1862 – James and Sarah Creighton, sold to John Bowes, for £100 pounds, the lot number 2 of the Creighton property near Canal St. and the Bishop property up to James Stanford's lot, containing 1 acre 2 rods and 18 perches (with all the buildings included).

This year there were 81 acts passed at the House of Assembly. This included an Act for the establishment of police regulations in the Town of Dartmouth.

Another Act was passed to amend the Act, incorporating the Chebucto Marine Railway.

On New Years night, a magistrate from Dartmouth was assaulted and beaten by a gang of rowdies. There was a St. fight and the magistrate and others tried to break up the fight. They then attacked the magistrate but other citizens helped to restore the mob to law and order. They helped to arrest two of the crowd and took them to the lock up.

A report on shipbuilding said it was being vigorously prosecuted in Digby County. There are eight ships in process of construction from Bear River to Meteghan.

A report from Yarmouth says there will be 25 vessels constructed for this year.

On January 4, a barn belonging to a Mr. Sanford was burnt to the ground. This is the second barn that burned within one week. The Government has offered a reward of \$200 for information that will lead to the apprehension and conviction of the person who did this incendiaryism.

A report from Hants County, at Hantsport says there are 3 vessels on the stocks. One of them is a ship of 1,400 tons and the other two are large sized barques. Another report stated there will be six large vessels built in Liverpool and Brooklyn this summer.

A report said that fishing vessels should be cleaned at least twice a year. This is best accomplished by a Marine Railway, as in Dartmouth. The cleaning will remove sea moss, sea weed, boring worms, etc.

There was talk of putting a marine railway in Canso. They made a request for a bid from Mr. Crandall, who installed one in Dartmouth, and in Pictou, complete with the slip and the necessary steam engines, and all appurtenances for the sum of \$17,000 from Mr. Crandall.

It was announced that a company has been formed in Halifax, with large capital, for the purpose of cutting ice for export. They started at Rocky Lake and are erecting buildings and a large quantity of ice has been cut out. Some gentlemen from the United States have arrived in the last steamer, and intend going into the business. They have also commenced this business at the second Dartmouth Lake. A report said that the Knickerbocker Ice Company of New York only gathered 42,000 tons of ice this year and it was of bad quality. The previous year they gathered 126,000 tons (all of the best quality) and a lot of this came from Rockland Lake. They will move their ice shipping business further east.

It was reported that a total of 21 steam ships have been lost at sea since the commencement of steam communication with Europe.

The Imperial Government issued an order to the Military authorities in Halifax to cause certain fortifications to be erected on McNabs Island without delay. This will commence under the direction of the Royal Engineers in the garrison.

The annual regatta took place on June 22. This was sponsored by the Halifax Yacht Club. This year it will include 6 rowing races and prizes.

The first race, four oared Gigs, open to all, prize \$15 won by *Waterspout*. The 2nd race – Double Scull race – amateurs – won by Tom Sayers – prize \$8. The 3rd race – Fishermans whalers – 2 prizes \$15 and 2nd \$5 – won by the *Dart*. The 4th race oared gigs for men under 21 – \$10, won by *Quick step* from Dartmouth. The 5th race (Bumboats) these vessels are used to bring provisions and commodities for sale to larger ships in port or offshore, 2 prizes of \$4 each. There were 6 entered, won by *Young Aboukir*, and second, *Hero*. The 6th race – Indian canoe races – 3 prizes, \$5, \$3 and \$1.

The yacht races had 5 entered for the Challenge Cup.

Launched at River John was the barque *Alonzo* of 590 tons registered and classed A. I. by Lloyds of London for 4 years. In August she took 1,095 tons of coal to Boston. She was copper fastened and built by James Kitchen who had built his 38th vessel. The finish work and workmanship are unsurpassed. Some years ago there were vessels built just for sale. Now a better way is used. They are built fastened, not pegged together and the seams are caulked with 2 tons of oakum. They use iron knees on the stocks. These vessels will be used here and not sold abroad. The profits of the carrying trade enrich the land to which the ship is a credit. The motto is, "anything worth doing is worth doing well."

The steamer, *Boston*, which has been for some time undergoing repairs on the Marine Railway in Dartmouth, was launched successfully.

In Yarmouth the ship, *Lilian*, 728 tons, was launched and it was noted that this vessel was built entirely of oak. This made her a very strong and substantial vessel.

On August 3, there was an article published on the manufactures of Dartmouth . . . John P. Mott proprietor of chocolate, cocoa, also a soap and candle factory, and a pepper factory.

These were situated in Dartmouth Cove, near the Marine Railway in Dartmouth, on the margin of Halifax Harbour. The water is deep enough to float a ship or steamer of a large carrying capacity. There is a deep water wharf constructed along side the establishment, where vessels of all sizes can lay sheltered from the wind.

They have a 12 horse power engine and boiler covered with brick and mortar. The water is supplied from a fresh water lake via iron pipes connected to a reservoir and can be controlled.

The chocolate and cocoa factory . . . At the Industrial Exhibition held in Halifax in 1854, the premium and diploma was awarded to Mr. Mott for the best chocolate shown. His preparations have received unqualified approbation of eminent physicians as being very grateful to weak nerves, and highly efficacious in all cases of dyspeptic complaints.

Pepper Factory. Soap and Candle Factory. Machine shop. They also manufacture boxes and packing cases for chocolate and cocoa preparations, and articles of soap and candles. (All machine driven by steam engines in a separate building.) These machines are also used for cutting and planing wood.

The wharf runs well out into the cove. It is covered with lumber and raw material, etc. Lime Kiln – can produce 175 hogsheads of pure lime that is imported from New Brunswick and the West Indies.

Mr. Mott exports his products to the other provinces on a regular basis.

Generalities – Near this group of factory buildings is a separate one for the fire engine. The water for the factories is sufficient for this engine. Every precaution has been observed to guard against a fire occurring. Mr. Mott keeps about 30 persons constantly on the premises. He has recently erected a large two story dwelling house on a beautiful elevated site that overlooks this group of factory buildings.

On August 10, the championship for the annual scull race for the Halifax Harbour took place, and it was witnessed by thousands of people. They filled the waterfront with small and large boats. The, *Tangier*, pulled by George Lovett, and the, *Fridget* by George Brown were the only ones to go over the course. This was a very close race. It was won, barely, by Lovett. This is the fourth time Lovett won the belt. This day was very hot, 82 degrees Fahrenheit, in the shade. This was followed by the Yacht Race for the Prince of Whales Cup. There were 5 entries and it was won by the, *Wave*, but awarded to the, *Petral*, owned by W. Hare, due to the difference in tonnage.

This was followed by having a Regatta planned for September 9. There were 13 races – yachts, fishing flats, 5 oared whalers, wherry on gigs, mechanics race, sail boats, also a gig race open to the world – men of war cutters – gig race for men under 21 – merchants jolly boat, champion wherry race – 4 oared gig race for gentlemen amateurs of the Army and Navy, and also canoe races. On the same day the Halifax Yacht Club race took place.

On the Marine Railway at Dartmouth, the pocket barque was under going repairs. On the same day the regatta took place, but it was on a very rainy day. There was a very poor turn out. The first race, no turn out. The second race, under protest. The third race only 3 entered. The fourth also only 3 entered. The fifth was under protest. The sixth, seventh and eighth went off without protest. The only interesting race was that of the Indian Canoe Race and the race of the squaws. They were the only crowd pleasers and close races.

In November, a new brigantine was launched at Richmond at Mr. MacPherson's yard. This was the, *Aeolus*, 250 tons for the Messrs. Willet of Halifax.

The ladies of the town of Dartmouth held a fund raising bazaar in aid of the, Mechanics Institute. Upwards of \$400.00 were raised.

His Honor the Administrator of the Government visited the Hall during the day.

The 1,500 ton railway marine that was started in 1862, was completed in 1863. This also included some unique features that were being incorporated. This marine railway which was later increased to 2,500 tons capacity was seen as the main features which distinguished the old crude type of marine railway from that which became later . . . in its more perfected development, known as the, "Railway Dry Dock".

These features are the four way track, and the built up cradle rendering the "keel block slope" entirely independent of the, "track slop," the horizontal deck aft, meeting the sloping deck forward resulting in high keel blocks amid ships, multiple chain haulage, and substantial built uprights and locking platforms at the sides from which the bilge blocks were operated by chains and winches.

Deed – January 2, 1863 – James G. A. Creighton sold to James Alexander, barrister at law, for \$1000.00, certain lots in Dartmouth, being number 8 and 9 near Erskine St., to the highway or Cole Harbour Road.

January 3, 1863 – James Creighton sold to John Gibson, et al, for \$1 (one dollar), the Creighton Wharf in Halifax, on Water St., also a lot on Hollis St. in Halifax.

January 8, 1863 – Catherine Allen sold to the Chebucto Mining Association for, \$200, a lot in Waverley on the south side of Scott's Road over to Catherine Allen's farm.

February 3, 1863 – George Wolf and Charles Wolf sold to Nancy and Raymond Wolf, and Dennis Wolf, for £14 pounds, land in the Grand Desert area on the north side of Chezzetcook.

February 3, 1863 – Mary Lawlor, spinster, sold to William Sewers, for £30 pounds, a tract of land and water lot in Eastern Passage formerly called Lawlor's Island, now occupied by James Lawlor (father) and brother John Lawlor.

February 7, 1863 – Margaret Allen and Meribah Allen, sold to Charles Allen, for £60 pounds, property along the south side of Quarrel St. next to Henry Mott property.

February 10, 1863 – John B. Elliot and Edward Allen, executors of the will of Edward H. Lowe, sold to George Shiels, for \$480, the property on the corner of Sherbrook St. and Ochterloney St., to the Mechanics Institute lot.

February 14, 1863 – William Elliot, et al, sold to John Whitely, for £275 pounds, a lot fronting on Ochterloney St., next to the property of John Hyde to the property of Louisa Reeves, then back to Elliot's property.

February 24, 1863 – George Mitchell, et al, creditors for the estate of J. G. A. Creighton, sold to George Wilson, shipwright, for £40 pounds, property along the canal on the road to the Steam Boat Wharf, 235 feet by 187 feet then west of George Wilson lot by 121 feet.

April 1, 1863 – Steven and Abigail Smith, (blacksmith), sold to John Donald, for \$920, a lot on the south west corner of block letter H, at the corner of North St. and Wallace St., up to lot number 5, owned by John Misener, called lot number 1 of the letter H.

April 2, 1863 – George Shiels sold to William Weeks, M.D., for £600 pounds, a lot on the corner of Princess Charlotte St. to the west side of King St., 60 feet by 60 feet square.

April 10, 1863 – Edward and Bridget Richards sold to James Lawlor, grocer, for, \$130, a lot next to the estate of Lawrence Hartshorne, next to the land of Thomas Boggs.

Deed – April 13, 1863 – George and Charlotte Shiels (grocer), sold to John Giles for £30 pounds, a lot in Cole Harbour on the corner of Dennis Conway’s land to Thomas Caldwell property, then south to Miller’s grant then north to the lake – about 150 acres.

April 18, 1863 – Annie Fairbanks, spinster, and Samuel Fairbanks, the Commissioner of Crown Lands, and James Johnston, the younger, executors of the will of John Fairbanks, sold to Duncan Waddell, for \$1,000, a water lot and land on Ochterloney St. and Water St., next to the water lot granted to the Halifax Steam Boat Company, 400 feet into the harbour. This was lot B on a plan of the area.

May 2, 1863 – Barry Sullivan sold to Patrick Fuller, for \$120, the land in north Dartmouth, east of the field of Samuel Albro over to the land of Dennis Boland, then back to Patrick Fuller land. This lot had been sold to Barry Sullivan in 1845.

May 21, 1863 – The estate of Domick Farrell sold to Jeremiah Murphy, blacksmith, for £133 pounds, lot number 2 in the division of Ann Connors property of Christian Bartlin lots, on the south side by Portland St., 24 feet by 120 feet.

Deed – June 24, 1863 – William Lawson sold to James Barnstead, for \$1,110, the property near James Roue and parallel to North St. and to Water St., up to the home of Benjamin Elliot, being lot 7 in letter ‘N’.

June 25, 1863 – William Rudolf sold to Samuel DeBlois, barrister, for £60 pounds, a water lot in Dartmouth at a public auction, the water lot that had been granted to Michael Wallace in 1796, with a wharf lot of 100 feet at the end of North St., and 300 feet into the harbour.

Deed – July 29, 1863 – George Mitchell and the Trustees of J. G. A. Creighton, sold to Robert Innis, yeoman, at a public auction, for \$108, land on the east side of a new road from the Old Ferry Road (south ferry) 310 feet bounded north by the land of Robert Innis, 225 feet and east by a lot sold to Samuel White then 275 feet and south by a new St. for 60 feet, being lot number 5 in the division letter ‘A’ of Creighton’s property.

August 3, 1863 – The Trustees of J. G. A. Creighton sold to James E. Lawlor, at a public auction, for \$224, 2 lots on the east side of the Cole Harbour Road, being lots number 11 in letter ‘C’ of division of Creighton’s property.

August 4, 1863 – James Greig, iron founder, and Mary Ann, sold to William Symonds, for £405 pounds, lots on the north side of Church St., marked ‘A’ and ‘B,’ 87 feet by 130 feet also the water lot to Joseph Hamilton, in 1818, in front of lot letter B, to the Dartmouth Common, and 400 feet into the harbour, by 90 feet wide to the public dock in front of Church St.

August 5, 1863 – George Mitchell, et al, sold to Donald McLean, gentleman, from Dartmouth at a public auction, for \$84, a lot on the east side of the Cole Harbour Road, next to a lot owned by James E. Lawlor, being lot number 10 in letter ‘C’ of the Creighton property.

August 6, 1863 – The next day George Mitchell, trustees, sold to George Connors, shipwright, at a public auction, for \$96, the lot number 11 in the letter ‘D’ of the Creighton property near Maynards Lake on the Cole Harbour Road.

August 19, 1863 – Charles Allen, master carpenter, sold to James Britton, yeoman, for £216 pounds, a property on the north side of Quarrel St., next to James Britton’s lot, and north by the property of the late Benjamin Elliot, then east by Dr. DesBrissay and then south by Quarrel St.

September 2, 1863 – The Trustees of J. G. A. Creighton, at a public auction, sold to John P. Mott, for \$2,228, a water lot in Dartmouth, which was part of the Creighton property, with a wharf and breastwork, where the lower ferry used to be, 300 feet into the harbour, with the ferry house, next to John P. Motts property, also 514 feet on the road to Cole Harbour, and lots number 4 and 6 in the letter ‘B’ of Creighton’s property.

September 8, 1863 – Charles Brodie and Elizabeth, sold to Richard Edgecombe, for \$660, the lot on the west side of King St. to Princess Charlotte St., this property was 60 feet by 120 feet by 180 feet.

September 17, 1863 – Jonathan and Charlotte Elliot, sold to George Payne, for \$1,260, a lot at the intersection of Ochterloney St. and East St. to the south line of the Thomas Boggs lot.

September 26, 1863 – Robert Gaskin, shoemaker, sold to Samuel Turner, for £5 pounds, a lot in Preston, next to a wood lot owned by William Jordan, over to Little Frog Lake, and on the west by a brook – about 12 acres. The lot had been purchased from Leslie Ama Skinner in 1862.

September 28, 1863 – Henry Horne purchased from the creditors of J. G. A. Creighton, for \$132, at a public auction, a lot on the west side of the Cole Harbour Road and the Old Ferry Road, next to the land of Samuel White.

October 2, 1863 – Father John Woods, Roman Catholic Priest, sold to John Bell for £125 pounds, the lot number 7 of the former Christian Bartlin estate, next to Stayner’s land and lot number 6 containing 20 acres, having been previously conveyed to John Skerry from Edward Warren.

Deed – October 6, 1863 – The Trustees of J. G. A. Creighton, sold to Samuel White, for \$480, 2 lots on the Old Ferry Road, next to George Wilson and Robert Innis, also a lot next to E. Dixon, to a new St., being lots 3, 4 and 11 in the letter ‘A’. Samuel White also purchased lot number 12 in letter ‘A’ for \$25.

October 8, 1863 – John P. Mott, et al, James Lawlor, James Turner and George Connor at a public auction, paid \$528, from the Creighton estate, land on the east side of Maynards Lake, next to the property of Mr. Anderson, to the land reserved by the Provincial Government.

October 8, 1863 – At the same public auction, John P. Mott paid \$120, for 8 acres near the South East Passage Road. The following day, October 9, Henry Stanley paid \$92, for a lot on the east side of the Cole Harbour Road near Maynards Lake, being lot number 8 in the letter ‘D’.

October 24, 1863 – John and Isabella Mott, sold to Daniel Parker, for \$960, a water lot in Dartmouth, which was the former Creighton property near the lower ferry up to the land on the South East Passage Road from Dartmouth.

October 30, 1863 – James Stanford sold to the Reverend Richard Simmons, for £700 pounds, the lot number 7 of the letter B, on the east side of the canal road on the former Hartshorne estate. 2¼ acres next to lot number 8, sold to William Murphy.

November 26, 1863 – John Tufts and Catherine, sold to William Keeler, yeoman, for £100 pounds, a lot on the west side of second Dartmouth lake, which was part of the Quinn grant in 1763. This was at the south east corner of John Gates land, to the J. G. A. Creighton property to Henry Keeler’s lot – 74 acres.

December 4, 1863 – Thomas and Rebecca Mott sold to John Dooley, for \$320, a part of the land conveyed to William Foster to James Moore in 1822 near the mill brook and the Common, up to Farrell’s fence.

Deed – December 13, 1863 – Thomas and Fanny Power sold to William Elliot, grocer, for £35 pounds, a property on Water St., next to Michael Dunn’s land and east by John Tapper property.

December 16, 1863 – The executors of John Burton sold to J. P. Mott, for \$240, a lot on the west side of the Cole Harbour Road, lot number 8 of the letter ‘B’ of the Creighton property.

December 18, 1863 – George Creighton sold to William Keeler, for £850 pounds, a lot next to the property of Henry Keeler Sr. and Edward Taylor, to the Albro estate over to the lands of John Wolfe and Mr. Lahey to Thomas Boggs estate – 48 acres, leading from the Town of Dartmouth to the land of John Gates.

December 28, 1863 – Thomas Boggs, Henry Boggs and Richard Boggs, sold to George Misener, cabinet maker, for £30 pounds, the lot number 4 in letter ‘A,’ to Thomas Boggs property on the west side of Pine St., to lot number 3, belonging to Miller.

Deed – December 31, 1863 – Thomas Crawley, sold to Samson Carter, for \$22, a lot in Preston, bounded west on O’Brien St., north by ungranted lands, and south by the Samson Carter lot, – about 2 acres.

The Marine Railways at Dartmouth, are doing an unusually good business for the season. A day or two ago, the screw steamer, *Will O' the Wisp*, was taken up on the large way for repairs.

The Morning Chronicle, February 15 issue, made reference to the, "Union of the Provinces". This was a major topic of discussion across Canada.

At the annual curling match of the Thistle Club at Dartmouth First Lake, the Drummond Stones were played for J. B. Campbell won them for the third year.

The body of John Hume was recovered from the harbour near Stair's wharf. At the Coroner's inquest, a man named Thomas Smith was arrested on suspicion of being the murderer. It was reported that a few years ago the father of the deceased was found drowned near one of the wharves in Halifax.

At the inquest the Jury returned a verdict of manslaughter against Joseph and Thomas Smith, Walsh, and two women named Fenton.

Later a colored seaman named Jackson, a resident of Dartmouth, was arrested on board the brig, *Princess Royal*, for suspicion of beating John Hume to death.

In March a report from the Shubenacadie Canal said their property, under one name or another, has been put on the public market. It is now ordered for sale on March 23. If this sale is to proceed it must be, "bona fide". Now the parties are liable to be examined under oath, it would be next to impossible to evade, if so disposed, a disclosure that would destroy any title thus made.

All the property that was advertised for sale is under suspicion.

In Dartmouth, at the ship building yard of Mr. Young, a finely modeled brigantine, called the, *Maggie*, was launched.

A report from Boston said that the Fresh Ponds area near Boston, there were 5 brick buildings, used for ice, "ice houses," were burned. They contained from 25,000 to 30,000 tons of ice. This was valued at \$40,000. This would speed up the ice industry in Dartmouth in the future.

Gold mines were being developed in Waverley, near the former farms of Mount Martha and Waterloo. These farms were for sale by the Grand Lake.

Land company who advertised 4,000 acres for sale. There was a dwelling house, saw mill, steam tug, etc and many sawed logs. This was reported to be only 17 miles from Dartmouth. Apply to President B. Weir.

The steamer, *Caledonia*, which sailed from this port was lost the next day at LaHave. The vessel sprung a leak and an attempt was made to run her ashore. She struck heavily on the ledges. The *Caledonia*, had arrived in Halifax last fall. Early in the winter she was taken up on the Marine Railway at Dartmouth for repairs, they lay by anchor in the harbour, until a week ago.

In the spring, the Grand Lake Land Company property was sold at a public auction for £2,300 pounds. The purchaser was B. Weir. The Shubenacadie Canal property was offered for sale at the same time, by the auctioneer Edward Lawson. The upset price was £11,000 pounds, and no advance on this sum was made, and the property sale was withdrawn.

At Montaque, Gold was being mined by the Montaque Gold Company. There were several gold bearing specimens procured from the, "Woodman Lead". This was being developed by American capitoll. This lead was discovered in March by Mr. J. B. Young, the agent for the company.

In June, a fire occurred in a building situated near the Windmill in Dartmouth. This building was used as an oil boiling house by Messrs. Stairs, Son and Morrow. All efforts to stop this fire foiled. The building was completely destroyed. The fire started at a cauldron of linseed oil that was, "boiling over".

Also in June a barque called the, *David McNutt*, was launched at Bedford Basin, then towed to the Richmond wharf to take on cargo.

At Rocky Lake the Halifax Ice Company Works had a spur line built by the railroad. This was only 11 miles to Halifax. The Ice Depot had 7 buildings on the edge of the lake. These were 70 feet by 35 feet with posts of 20 feet high. They could store 8,000 tons of ice. They used 30 men and horses.

They intend to explore the West Indies market – can load at the lake, then deposit the ice on vessels at the wharf. The ice will be cut with thin steel ploughs, drawn by horses, and the ice will be cut in a multitude of squares by means of stout long chisels, that were adapted for that purpose. Then these squares would be moved to gangways to be hoisted up and stored. When a building was filled, it would be covered with 2 feet of straw, all around, to help avoid a hot dry summer.

This would provide employment on a year round basis. At the present they are waiting for the southern ports to be reopened.

At MacPherson's ship yard in Richmond, a brigantine was built, then launched. She was named the, *Clelo*.

It was announced at "Oldham" near Enfield on the Shubenacadie River, the largest yield of gold was reported on the, "Hall" claim. They refined 32 ounces of gold from 55 pounds of quartz. This vein was only a quarter of an inch thick.

The Gold mining in Nova Scotia in June of 1864 was 9,169 ounces of gold. In June of 1863 it was 5,193 ounces. As of May, 1864 there were 113 mines in operation that employed 811 men. An additional crusher was erected at Waverley where there were now 30 mines in operation, and 286 men employed.

A society for the promotion of Agriculture has been formed in Dartmouth. The President was the Honorable Michael Tobin, Alexander Kuhn as Vice President, Peter McNab is the second vice president, and Thomas Short the secretary, Mr. A. Tullock the treasurer. The Directors

were Peter McNab Jr., Alex Farquharson, Charles Bissett, William Lawlor, and Robert Settle.

At the first meeting, \$100 was granted for premiums to be competed for.

In August, the *H.M.S. Vesuvius*, was taken up on one of the cradles of the marine slip in Dartmouth. Halfway up, the main hauling wheel broke and stopped any progress.

It was then thought that the rollers under the cradle were out of place. The vessel could not be taken up until repairs will be made to the machinery, which will take considerable time.

This year the Regatta was held in August. The course for the Scull race was from the Dartmouth shore, at the narrows, to George's Island, along the Halifax shore line. There were 4 entries for the Championship belt.

Lovett hit a buoy and tipped over. The race was won by the, *Camilla*, rowed by George Brown, and owned by James Pryor. The course was about 3 miles and it was rowed in 20 minutes.

The next race was the "Prince of Wales Challenge Cup". There were 8 yachts entered. The race was won by the yacht, *Thought*, in 45 minutes and 21 seconds. The Challenge Cup must be won 3 consecutive times before it becomes the property of any competitor.

Following this, the Halifax Yacht Club sponsored a Hodge Podge Party. The Dartmouth Steam Ferry left Queen's wharf with the Canadian visitors up to Horse Shoe Island, then departed for Prince's Lodge. They were met by various yachts that were decked in holiday attire. There were many toasts drunk, followed by Highland Reels, dances and a concert from the Band of the 16th Regiment.

Progress Report for the area: There was room for other industries, but shipbuilding has been, this season, as good as last. The Gold fields were now doing well – the fisheries were successful and coal mining is continually enlarging. The Agriculture industry is also doing very well.

The problem with our industries is that we import too many items. An example is exporting sheep skins then buying back cloth, shoes, boots and other items of finished goods. Another example used was shipping out timber then buying back printing paper, wrapping paper, cardboard boxes, etc.

In Nova Scotia, shipbuilding is the leader. Then agriculture. It was felt that Nova Scotia has all the natural elements of future greatness and their full development is in the hands of the people . . .

The confederate cruiser, *Tallahassee*, which had captured or burnt 33 vessels, was towed by the, *Neptune*, over to the Woodside wharf on the Dartmouth shore. At night it took on coal from the Prussian Brig, *Marie Griswold*. This vessel was notified by Harbour officials that it could not stay any longer than 24 hours. The *Tallahassee* is an iron steamer of 500 tons (with 2 screw propellers). She was the fastest in the Confederate Navy, travelling from 18 to 20 miles per hour. She had 2 guns, and a crew of 100 men. She was built in London, England just 2½ years ago. This vessel was ordered to go back to sea at once and was forbidden to coal up any more. She had already 100 tons of coal taken on board, with other supplies and stores.

The hull of the brigantine, *Boston*, was wrecked on “Horseshoe shoals” then brought to the Marine Railway at Dartmouth. She had to be recoppered. When she was launched, the vessel was towed to Halifax.

There were 3 vessels launched at Clare, in Digby County. They were the brig *Omar*, 187 tons, the brigantine, *Georgianna*, 119 tons and the schooner, *Mavillette*, 124 tons.

On December 5, the brig, *Africa*, which had left Halifax for Nassau, went ashore at Herring Cove. She was immediately wrecked with a large hole in her bottom. Also her masts were destroyed.

A dispatch from the British Government said the Imperial Government has highly approved the, “Union,” of the Colonies. This talk of confederations seems to be dividing the provinces as there are those who condemn this. There were many meetings and public discussions

that will continue until the final decision will be made by the majority.

In December, the brigantine, *Magnet*, went ashore at Portugese Cove. There it was smashed to pieces. One of the crew froze to death, and another was severely frost bitten.

January 5, 1864 – Silas and Ester Faulkner sold to James Brown, for £25 pounds, lots 57 and 58 in the first division of the letter 'F', in Preston, on the west shore of Porter's Lake, with 160 acres.

January 9, 1864 – George Bell and Mary (yeoman) rented to John Settle, for £10 pounds per annum, a lot in the east district of Dartmouth on the Cole Harbour Road, containing 4½ acres, also a lot of 20 acres of land adjoining the William Ross property, that had belonged to the late Thomas Settle and bequeathed to Mary Bell, and she rented to her nephew John Settle for one dollar, land in Dartmouth that had formerly belonged to Thomas Settle.

February 11, 1864 – Edward Hoyne sold the Trustees of the Nova Scotia Permanent Benefit Building Society and Saving Fund (called the N.S.P.B.B.S.S.F.) For 4 shares, and land in Dartmouth, at the corner of Quarrell St. and Wentworth St. to the west side of Wallace St. This was the south half part of the block letter F.

Deed – February 15, 1864 – The Trustees of J. G. A. Creighton, sold to George Wilson, shipwright, for \$264, at a public auction, a lot on the west side of the road to the Old Ferry Road, next to a lot sold to Robert Innis, over to the lot sold to Samuel A. White. Also a lot parallel to the lot that was sold to Robert B. Sinclair, 845 feet to Maynards Lake on the east, reserved by the provincial government, being next to the lot sold to Henry Stanley for 760 feet, being lots 2 of Division 'A,' and lot 7 of Division 'D'.

March 6, 1864 – The Trustees of J. G. A. Creighton sold to James Johnston, for \$152, at a public auction, lot number 12 in letter 'C,' on the east side of the Cole Harbour Road, to Maynards Lake, 333 feet by 235 feet.

March 11, 1864 – John and Mary Farquharson sold to Paul Todd and George Jones, the trustees of a Gold Mining Company, for \$900, about 978 acres in various lots near Lake Loon, Preston, the Salmon River and Lake Major.

March 24, 1864 – Peter McNab also Anne McNab, Eileen and Susanna McNab, sold to the War Department, for £200 pounds, a 10 acre lot on the North East point, except that part owned by the Halifax Quoit Club.

March 30, 1864 – Sewell and Fanny Britton of Waverley, sold to the Trustees of the Chebucto Mining Association, for \$300, a 100 acre lot, being in Waverley which was $\frac{1}{2}$ (half) of the lot number 9 on the land of Foster Hutchinson and William Sabatier, on the east side of the Shubenacadie chain of lakes.

April 15, 1864 – John and Margaret Elliot sold to above mentioned building society, as John Elliot was a member and had subscribed for 13 shares of the sum of \$2,360. He sold a lot on the corner of Quarrel St. and Wentworth St., next to the property of William and Martin Black.

April 26, 1864 – Assignment of Lease. The Nova Scotia Gold Company Limited, leased to the Montaque Gold Mining Company, several acres of number 1, 2, 3 and 4 in the gold mining district, near Lake Loon.

May 3, 1864 – Benjamin Green sold to Samuel Chittick, for £250 pounds, a lot at Spider Lake, about 370 acres, also land on the west side of the Shubenacadie River, next to the property of Nicholas Vass. Samuel Chittick then sold this 370 acre lot to William Chittick, a shipsmith at Hantsport, for £450 pounds.

May 15, 1864 – William and Mary Webber received a mortgage for lot number 8 of the block letter A of Thomas Boggs property, to Pine St., over to the Graveyard.

May 25, 1864 – Henry and Mina Boggs, et al, sold to William Webber, for \$120, the lot number 8 in letter 'A' of the Thomas Boggs

property on the corner of Pine St., over to lot number 9 that was sold to Mr. Dormedy.

May 28, 1864 – William Elliot, John Elliot, and John Fuller, merchants and Trustees of Benjamin Elliot, sold to Joseph Roach, master mariner, for \$1,200, some property on Portland St., on the corner of King St., 120 feet by 21 feet by 21 feet.

May 28, 1864 – The Trustees of William Elliot, sold to James Whitely, butcher, lot letter ‘G’ on the Dartmouth Common, between lot 7 and ‘H,’ for \$700.

June 3, 1864 – Sir Samuel Cunard (now a Baronet in England) sold to John Miller Hoyt, gentleman, for \$10,000, several lots in Dartmouth, including the waterfront lots that formerly belonged to Alexander Lyle, but Cunard is entitled to, as well as property throughout the Township. John Miller Hoyt then sold to William Cunard, for \$10,000, all the land lots, wharf lots and water lots that had been owned by Sir Samuel Cunard.

June 15, 1864 – Michael Hurley sold to Luther and Cecilia Sterns, merchant, for £460 pounds, property on Water St., being part of the property conveyed to the late Alan McDonald from Edward Lowe.

June 15, 1864 – Robert and Anne Innis sold to William Smith, master mariner, for \$80, lot number 5 in the letter A of the former Creighton property and on the Old Ferry Road.

Deed – July 4, 1864 – Henry Boggs, et al, sold to John Jones, yeoman, for \$140, lot number 6 in letter ‘A’ of the late Thomas Boggs lot, 260 feet to the Graveyard, then south to the Smith property, west by the Dartmouth Common road, known as Prince St.

Mortgage – July 7, 1864 – John and Mary Whitely received a mortgage for \$240 to buy a lot on Ochterloney St., next to Thomas Hyde and Louisa Reeves, to property owned by William Elliot.

Deed – July 16, 1864 – George Esson sold to the Nova Scotia Ice Company, land on Scotts Road near Rocky Lake station (for one dollar).

Mortgage – November 14, 1864 – James Walsh received a mortgage for \$360. For a lot on the Thomas Boggs property on Pine St., to the Webber property called lot number 8, and the Jones property called lot 7. Walsh's lot was called number 6.

At the Dartmouth Mechanics Institute, Joseph Howe delivered the opening lecture of the winter course. The topic was the comparison between London and Paris.

The main issue for Nova Scotians and the rest of Canada was Unionism. There were two sides of the issue. One by Unionists and the other by the anti Unionists.

This may have reflected on the general economy because a report from the Commissioner, said the Poor Asylum in Halifax was so overcrowded and now people are making daily applications because they are so much in need.

The economy in the other parts of the province was stable, for instance the Port of Yarmouth listed 199 vessels measuring 71, 830 tons. There was an increase of 7,840 tons from the previous year. They lost 10 vessels last year that totalled 2,528 tons.

The government schooner, *Daring*, arrived from Sable Island with the captain and crew of the wrecked barque, *W. Bennet*, from St. John, New Brunswick. The men were stuck there for 3 months. They reported that 3 men, who were inhabitants of that Island, were drowned in rescuing the ship wrecked crew.

The customs report stated there were 48 Lighthouses, 27 west and 21 east, and there were 3 more to be built.

The "small pox" epidemic was reported at various sea ports. When the barque, *Tecumseh*, arrived from Liverpool, Great Britain. There were 2 cases on board. The vessel was immediately ordered in quarantine for 14 days.

On April 28, it was reported that Samuel Cunard, one of the pioneers of trans oceanic steam shipping, had died.

The "State of the Art," in ship building is changing. A new iron clad ship of war was launched in England. The *Agincourt*, believed to be the most powerful vessel in the world, 8,000 tons, and the engines have 1,350 Horse Power, 1,000 men took 3 years of employment to build her.

The number of vessels built in Canada, and then sent to Europe for sale in 1864, were 62 with an aggregate tonnage of 56,159 tons. Of this number, 28 were sold, 2 were lost, 7 just out of port, and 25 vessels yet for sale. The selling price ranged from £6,000 to 8,000 pounds sterling per ton.

On June 21, there was a celebration of the Natal Day in Halifax. This was the 116th anniversary.

A Regatta was held. There were 4 yacht races. In the first event was won by the, *Petral*, owned by William Hare. There were other races such as the Dory Race, 2 flat boat races, and one jolly boat race. This was followed by canoe races between Indians and Squaws. At the Dockyard the crowd was amused by the sport known as, "Catching the Greased Pig".

During the evening there was a concert given at the Horticulture Gardens. The bands of the 16th and 17th Regiments performed in front of several hundred spectators.

In July, the local Government offered \$200 for a reward for the discovery of the person who set fire to a meeting house on the north side of Dartmouth first lake on July 15.

It was reported that 18 vessels were being built at Summerside P.E.I. One is upwards of 800 tons.

During July, the number of vessels, belonging to the United States, that were lost at sea, were 22. A total of 10 were wrecked, 9 burnt, 2 sunk by collisions and 1 is still missing.

There was another Regatta held in August. The Sculler's Race for the Belt and the Championship of Halifax Harbour was held. The race was

from Andersons Point near the Dartmouth shore, to George's Island. There were 5 boats entered. The scull, *Camilla*, rowed by George Brown, took the lead and finished far ahead of the others. This was 3 miles in 24 minutes. In the Halifax Yacht Club race, there were 6 entries. The Challenge Cup could not be awarded because the, *Whisper*, owned by Eb Mosely was not previously measured.

On August 28, the Dartmouth Iron Foundry opened for business. It was owned by W. S. Symonds and Company, Properties. It was located on the edge of the Harbour, just 4 minutes from the Steam Ferry landing. It took over 18 months to construct. It had a 200 foot frontage, a dwelling house, 5 buildings, and now engaged in building a deep water wharf for large vessels to discharge their cargos. The wharf was 100 feet square and also could be used for fuel storage. A piped in water supply was from a reservoir adjacent to the main building. It has a iron foundry with a large number of appliances that are manufactured, also cast stone place – iron railing – wrenches – cranes and windless gear – a crane to carry molten iron to moulds – also a cupola where iron is melted – and fan driven fires. Also a Machine Shop, steam driven, for making a variety of items, and for boring, punching, drilling, bolt making – thread cutting on metal and a blacksmith shop. Also, Blacksmith shops for wrought iron required for articles. A Pattern shop (to carve moulds, etc.) A fitting shop (for putting stoves together, etc.) A warehouse room to put stoves on display. There were also warehouse rooms in the City of Halifax – 4 buildings in the downtown area.

A good season for salmon fishing was predicted when the Schooner, *MicMac*, arrived from Labrador. It carried 122 barrels of fine salmon, and reported a large number of vessels fishing in the area. It was also reported that there was a collision at sea between the Schooner, *Harriet White*, and the *R.M.S. China*. The schooner sank in just 8 minutes and the crew barely had time to escape. This happened on the coast of Labrador.

At an auction in Dartmouth, W. M. Allen sold 46 Sable Island ponies. They were brought to Dartmouth on the schooner, *Elizabeth Ryan*. The average price was \$22.

The Dartmouth Marine Railway reported they have done good business this season.

In the newspaper, the "New York Clipper," a challenge was published from the New York boat crew from St, John, New Brunswick, or any part of the British provinces. The prize would be \$5,000 a side – provided they consent to race, or pull, in Boston waters.

The brick manufacturing in Eastern Passage has been destroyed by fire. This was owned by Mr. Hare. The buildings and machinery was destroyed.

In Dartmouth, the Bark, *Agra*, from New York, carrying petroleum, is in a leaky condition and is taken up on the Marine Railway for repairs. When the Marine Railway has finished with the, *Agra*, the *H.M.S. Royalist*, will be drawn up on the Marine Slip, to undergo repairs to her bottom.

After this the Brigantine, *Cora*, from Liverpool, Nova Scotia was hauled up on this slip to have a new keel installed. She was driven ashore at Cow Bay. The Marine slip could hardly keep up with the demand and was doing a very brisk business for the season. The prospects for continued business appeared even better when it was reported that 3 schooners were driven ashore on McNab's Island, and damaged both for and aft.

In December, a report from Maitland, in Hants County, said that for the present year, they built and launched, one barque, 10 brigs and on the stocks were 3 ships, and 3 barques.

It was reported that the rebel cruizer, *Shanandoah*, is destroying whaling vessels and has captured 27 vessels. The price of whale oil has increased by 20% in the United States.

A complete list of vessels destroyed or bonded, by confederate cruizers listed 4 steamers, 78 ships, 48 brigs, 82 barques, 68 schooners, etc. In all 275 vessels of nearly 1,000,000 tons in aggregate, which have been captured. This was done by only a dozen rebel vessels.

At a regatta held in Waverley, the Dartmouth 4 oared shell crew won. This crew consisted of Michael Corbett, George T. Young, Morris Ryan and Edward Whebby.

February 17, 1865 – James and Mary Ann King sold to William Symonds, iron founder, for £100 pounds, a water lot and land that had been conveyed to William Allen in 1822, next to a public dock at the foot of Stairs St, next to James Hamilton's lot.

February 17, 1865 – The executors of Benjamin Elliot sold to Peter Kuhn, merchant mariner, for £270 pounds, a lot at the junction of Ochterloney St. and Tremain St., called lot number 1, (one) next to James Shorthill.

March 6, 1865 – Francis and Mary Lawson sold to Nelson Baker, et al, for \$2,000 a lot called Mount Edward in Preston, on the south side of the old Preston Road, east of Allen's tannery.

March 14, 1865 – The Lords of Admiralty sold to Dominick Farrell, for £102 pounds, a water lot at the narrows of the harbour, and known as the Navy Watering Place, and bounded on the north by the land of Edward Albro, west by Robert and John Parker, now occupied by George P. Dawson, east by Dominick Farrell and west by the harbour of Halifax.

March 24, 1865 – Robert and Ann Susan Innis, Jr., sold to John Bauld, merchant, for £100 pounds, lot 41 in the second division of Preston farm lots at Porter's Lake. This was conveyed to him by Robert Innis Senior in 1832.

April 1, 1865 – John P. Mott and Isabel, sold to Mary Allen and Augusta Allen, spinsters, for £35 pounds, the lot on Block House Hill at the corner of King and Church St., up to the lot that belongs to Jonathan Elliot.

May 1, 1865 – The executors of William Black, sold to the Reverend James Stewart for \$2,000 a property on the west side of King St. to Princess Charlotte St.

May 8, 1865 – Johannah Herbert sold to Mary Herbert, for \$600, lots in Woodside next to the Creighton grant to the lot number 5, that belonged to the late William Turner, about 8 acres, and land belonging to the Eastern Battery and McNab's Island, about 100 acres that was formerly owned by Samuel Prescott and Lawrence Hartshorne in 1805.

May 8, 1865 – George and Charlotte Shiels sold to Samuel Mansfield, for \$100 a lot on the east corner leading to the steam boat ferry called Portland St., then to the Canal Bridge.

May 8, 1865 – Hugh and Ann Marie Fraser, sold to David Conrod, for \$2,000, the south part of lot number 7 and 8 in the block letter 'V.U,' on the east side of Water St., near Michael Dunn property.

May 13, 1865 – Nathan and Catherine Richard, mason, sold to James Regan, shipwright, for £130 pounds, a lot on the north side of Quarrel St., near the school house lot and near Wentworth St.

May 25, 1865 – Stephen Binney sold to Jeremiah Donoghue for £100 pounds, part of the land granted to Jonathan Tremain in 1799 – near King St. and Church St., near the lot of Joseph Austen to the south line of the Dartmouth Common.

June 2, 1865 – Barry Sullivan sold to Patrick Fuller, for \$120, a lot in the north end of Dartmouth, in the rear of the Samuel Albro's estate near Patrick Fuller to Dennis Boland and William Bowers to the John Ryan lot.

June 12, 1865 – Andrew Sheils sold to Thomas Hyde for \$480, a lot on the corner of Dundas St. and Ochterloney St.

June 26, 1865 – Enos Collins sold to Philip Hill, and Brenton Halliburton Collins, for one dollar (\$1.00) the land at the Dartmouth Point and the water lot (there were 5 different transactions for this lot since 1819).

July 6, 1865 – William Murdock, et al, sold to Jonathan Elliot for \$200, the water lot number 19 in front of the Dartmouth Common

July 8, 1865 – Peter and Catherine MacKenna (carpenter) sold to Richard Wiseman, for \$600, a lot in Lawrencetown, lot number 6 on the west side of the East river, 30 acres.

Deed – July 10, 1865 – William Smith, master mariner, sold to Robert Innis, yeoman, for \$80, a lot on the east side of the St. leading to the Old Ferry Road, to the lot of Samuel White and to a new St.

July 13, 1865 – The Trustees of John Wethan sold to William Elliott, for \$200, the lot number 5 in the letter ‘Z’ in the town plot, having 27 perches near Church St., and Fitzwilliams St., to the land of William Elliot.

July 19, 1865 – William West sold to John Fuller, for \$3,000 land in the north range of lots next to the Dartmouth Common, number 7, that had been laid off for Samuel Greenwood, on the west by Water St., south by North St., east by number 8, granted to John Tapper. This lot had 27 perches and 3/10.

July 19, 1865 – Dominick and Mary Farrell sold to William Busby, for \$600, a lot on the corner of Quarrel St. and Wentworth St. (or Fitzwilliam St.), lot number 2 in the William Rudolf division.

July 24, 1865 – Lewis and Rebecca Medley (people of color) sold to Joseph and Eliza Keizer, for \$80, a lot on the east side of Porter’s Lake near the road leading to Chezetcook Harbour, from the Harvey Road and to the east by Prosper Murphy’s lot, about 18 acres.

August 23, 1865 – William and Alice Hare sold to James Butler, for £50 pounds, or \$200, land on the road leading to Cow Bay, near Christopher Hines property, containing 4 acres.

August 25, 1865 – Samuel Albro and Robert Albro sold to Paul Kingston for £62 pounds, part of the real estate of Samuel Albro, lot 14 about 15¼ acres, on the Albro estate, near John Wolfe’s land over to Lawrence Hartshorne property, then to George Creighton’s property to Henry Keeler’s farm.

Deed – September 6, 1865 – Dominick Farrell rented to Edward Albro, the brook, stream and ponds, and the former Dartmouth Watering Place, and the exclusive right of using the water of the stream at the lower dam and for the use of the nail mill, for \$48 dollars yearly payment for 12 years.

September 15, 1865 – Thomas James sold to Peter Kuhn, for £188 pounds, part of the Dartmouth Common, lot number 21, near Best St. to Water St.

September 23, 1865 – Thomas A. Gaetz sold to Martin Gaetz, for \$146, part of block letter ‘E’ in Three Fathom Harbour, lot number 14 and all of lot number 3 in block ‘D’ near Jacob Nieforth’s north line.

October 31, 1865 – The heirs of John Horn Sr., who were Louisa Horn, John Horn Jr., and James Horn, sold to George Wilson, master mariner, for £40 pounds, a land and water lot on the east side of the South East Passage.

November 14, 1865 – B. A. Collins, et al, sold to Adam McKay, iron founder, for \$6,400, land and water lots in the Dartmouth Point. (This lot was formerly owned by Tremain and Hartshorne in 1819, also know as Green’s Point, and included Point St.) In 1826 it was owned by Charles Allison, then over to a Public Dock, about 3 acres, 1 rood and 36 perches, also land near Dartmouth Cove, next to the grant to Thomas Boggs, to grants to Enos Collins and Joseph Allison (but previously granted to Starbuck and Folger. The water lot was granted to Enos Collins in 1831).

November 18, 1865 – Francis and Miriam Schragie sold to Thomas Elliot, carpenter, for \$50, the “Red House Property,” being lots number 1 and 2 of the letter “T,” next to the former property of John Skerry, called the “White House,” near Quarrel St. and Water St.

November 28, 1865 – Patrick and Margaret Fuller, sold to William Elliot, soap and candle maker, for \$1,600, the land that was sold to Patrick Fuller by Barry Sullivan, up to the property of Dennis Boland, then over to William Bauer’s land, then over to John Ryan’s land, about 19 acres in the north suburbs of the town of Dartmouth.

November 30, 1865 – Samuel White, merchant, sold to William Wetzell for \$1,200, 2 lots on the Old Ferry Road, next to lots owned by George Wilson and Robert Jones, over to a new St. Also a lot on this new St., about 226 ft. next to John Burton and H. Horne to E. Dixon's lot, also a triangular lot on the former property of J. A. S. Creighton and a new St.

December 5, 1865 – Samuel Mansfield sold to John Donovan, Grocer, for \$116, a lot on a corner of Martin Skerry to the St. leading to the Steam Boat Ferry, called Portland St., over to the Canal Bridge. This lot was formerly owned by William Foster, then sold to George Shiels.

December 8, 1865 – E. Gay Hamilton of New York, sold to Victoria Roundhill, for \$1 dollar, property on the road from Dartmouth to Creighton's ferry and Canal St., lately owned by William Foster near Maitland St. to Dartmouth Cove.

December 30, 1865 – David and Sarah Conrod sold to Elisha Crowell, for £70 pounds, a lot on the west side of Porter's Lake and Lawrencetown, along the main road.

Provincial Acts - An Act to authorize an assessment on the inhabitants of the Town Plot in Dartmouth.

A report from Yarmouth says there are now 22 ships, 86 barques, 18 Brigs, 16 brigantines and 32 schooners.

The tonnage of shipping that was sold were 1,408. Last year it was reported that 2,948 tons have been lost.

A report from Hants County says they have 158 vessels that have 48,114 tons. For Kings County there are 108 vessels with 19,843 tons.

It was reported that there were 40 cases of typhoid fever in St. John, New Brunswick. A few days ago, a Doctor and a matron died of this disease.

In the Rockhead Prison in Richmond (Halifax) there are now 80 inmates. There are also 5 lads who are in the Reformatory in connection with this institution.

During the month of February there were ice jams from drifting ice flows that blew into Halifax Harbour. The ferry steamers, crowded with passengers, had to maneuver through these ice fields. The Cunard steamer, *Merlin*, sailed from her dock with ease and made a channel to the open sea. The tug steamer, *Neptune*, followed and then towed the schooner, *Gold Miner*, out to sea as well. After a circuit around the harbour, the *Merlin*, steamed back to her dock.

The brigantine, *Egeta*, Captain Smith, master, went ashore on the reef at Dover head near Prospect, during a storm at night. The crew were all lost. Captain Smith's wife and child reside in Dartmouth.

It was reported that ice from Boston, is being sold in Calcutta, Bombay, Madras, Hong Kong, Whampoa and Batavia. This gave encouragement for the ice industry to expand here in Nova Scotia.

In April, it was reported that there were 577 deaths in Halifax last year.

The collisions at sea, off the coast of Great Britain have totalled 2,884 in the last nine years. There were 745 by day and 2,139 by night. The winter months were the most productive.

In Nova Scotia, the Provincial Government purchased the steamer, *Druid*, which was formerly a "blockade runner". She will be employed in the Fishery Protection service as a cruiser. She is now being fitted up at the Dartmouth Marine Railway.

Captain Grace, of the emigrant ship, *England*, is now lying at Quarantine at Maugher's Beach at McNab's Island. The "steerage" passengers are all out. Part of the crew are sick, and the vessel is being fumigated.

Also in quarantine is the, *Pyramus*. There were 9 deaths and another 30 were reported as dangerously sick. On the island there are 3 dead and 3 sick. They are being attended by Dr. Slayter, Dr. Garvie and Dr. Gossip.

A case of small pox on the steamer, *Africa*, was taken to hospital. Fortunately, there were no new cases reported by Dr. Pryor at Portugese Cove.

Dr. Slayter then fell victim to Cholera while treating the patients with Cholera, on the steamsip, *England*. The House of Assembly voted \$2,000 to the widow of Dr. Slayter for his heroic bravery in his humane work to alleviate the suffering of his fellow man.

In May, during a night of "heavy weather," the *R.M.S. Africa*, collided with the schooner, *Good Intent*, on her way to Mahone Bay. The schooner then sank and two people were drowned.

The total number of vessels belonging to, or bound to, ports in the United States had 60 vessels lost in the month of May.

The town of Lunenburg furnishes a large portion of the neatest and most fleet schooners that Nova Scotia can boast of, to compare with any of the same class in the world. The *Harvest Horn*, built by John Hiltz of Martin's Point, for his 2 sons, Edward and Joseph, weighs 60 tons, a keel of 60 ft. and breadth of beam 21 ft.

On August 1, there will be the annual Scull race for the belt and championship of Halifax Harbour.

The Gold Mining statistics were published. There are now 8 Districts, 62 mines and well over 587 men per district. There are 37 quartz mills, 27 are run by steam and 10 by water power. There were 2,659 tons of rock crushed. The yield of gold was 1,836 ounces, 19 dwt. and 18 grams of gold. This was for January, February and March of 1866. The price of gold is \$20 per ounce. The value is \$100,360.

The British Steamship, *Ephesus*, was stranded on Sable Island. She was from Norfolk, Virginia, and bound for Liverpool in England. Out of the crew of 40, there were seven men that rowed in an open boat to alert the officials in Halifax, who were the "Board of Works". They arrived in Halifax the following day at noon. The boat leaked very badly. The Government Schooner, *Daring*, made her appearance on Sable Island and took the majority of the remainder of the crew on board. They then left for Halifax and arrived that afternoon. The cargo was feared to be lost.

On August 1, the Regatta was held. The day had good weather so there was a great turnout of spectators. There were 4 boats entered. The course was 3 miles, from Anderson's Point to George's Island. Brown took the lead and won the race easily. The time was 21 minutes and 14 seconds. For Brown, this was the third year of victory.

That afternoon, the yachts raced for the "Prince of Wales Challenge Cup". There were 7 yachts entered. It was won by the *Wave*, but the difference in tonnage entitled the, *Ada* to win.

In August, Mr. Dustan announced the Woodside Sugar Refinery will require two years to finish, at a cost of a half a million dollars. He already had men working there for three months. For the last 12 months he had

been collecting the proper material and this month the work started. There are now 800 tons of Granite, one million bricks, and 300,000 ft. of lumber. They had to level the site for the Refinery building. This meant that 26,000 yards of earth and stones had to be removed. This will be used for some of the wharf construction. This would then have the largest wharf in the harbour. The front would be 800 feet, and 150 feet deep. The outside portion of stone to be 25 feet wide. The depth of the water is 23 feet.

The most celebrated Engineering House in Scotland has been employed for 15 months in perfecting the plans. This would then be the most perfectly constructed and arranged sugar house in the world.

There are to be 7 buildings constructed. The main sugar house and the charcoal cistern house, the Charcoal kiln house and drying floors, the boiler house, the cooperage, the bonded warehouse and the free stores. The provision for water, to be from a reservoir that will be 300 square feet and 12 feet in depth. A pipe with 6 inches of diameter and 1,250 feet long will convey the water to the sugar house.

There will also be 40 cottages for the workmen and families, with a church and a school room, to be built on either side of the main road to form this village.

January 4, 1866 – Nathaniel Gould and the Nova Scotia Gold Company sold to John Connors, for \$600, part of lot number 6 in Lawrencetown.

January 9, 1866 – John and Elizabeth Corkum sold to Thomas Conrod, for \$2,400, some property in Lawrencetown to Dartmouth road, about 53 acres, and a lot next to John Corkum which he had purchased from Christian Nagle.

January 25, 1866 – John Whitby, butcher, sold to William Elliot, soap chandler, for \$1,200, a lot fronting on Ochterloney St. next to Louisa Reeves property.

February 13, 1866 – George and Georgina Paw, sold to William Davidson, carpenter, for \$800, lot number 1 in letter ‘X,’ from North St. to Water St.

February 19, 1866 – Thomas Boggs sold to William Smith, the lot number 5 in the letter ‘A,’ on Thomas Boggs estate property in Dartmouth near the Grave Yard and east on Pine St., for \$140.

March 5, 1866 – The Executors of Martin P. Black, sold the Nathaniel Russell and William T. Murphy, tinsmiths, (called N. Russell & Co) for £650 pounds, property on the corner of Dundas and Quarrell St. to Portland St., to Reeves lot and to Wilson property.

March 29, 1866 – Paul and Catherine Farrell sold to Dennis Daley, for \$1,000, a lot next to Henry Richard up to the Thomas Boggs estate then over to James Stanford property.

March 31, 1866 – Stephen and Mary Cross and George Baker, co-partners in the Mount Edward estate, which was purchased in 1864 from Mary Lawson and Thomas Grassie, mutually agreed to divide this lot in 2 equal shares. These were lots 1, 2, 3 and 4. Stephen Cross got lots 1 and 3 with 101 acres. George Baker got lots 2 and 4 with 102 acres.

April 19, 1866 – Henry Horne, miller, sold to Robert Dickson, for \$400, a lot on the west side of the Old Ferry Road next to the property of John Burton, then south to a lot sold to E. Dickson, being lot number 7 in letter ‘A’ of the J. A. S. Creighton estate.

May 4, 1866 – Henry and Elizabeth Watt, carpenter, sold to Hugh Frederick Fraser, for \$1,200, a lot on the south side of Quarrel St. next to the lot of the late Alan McDonall over to Mrs. Hagues lot.

June 1, 1866 – Michael and Mary Dromedy sold to Thomas Waugh, for \$320, the lot marked number 9 on the Thomas Boggs estate on Pine St., to the Common. This was 263 ft. by 60 ft.

July 2, 1866 – James Tremain sold to William H. Weeks, M.D., for \$260, the lot number 7 in letter ‘X,’ on Church St., next to Jenkins

property and over to Hugh Hartshorne's lot.

July 13, 1866 – Hugh Hartshorne sold to Amos Wambolt, for £18 pounds at a public auction, part of the real estate of Lawrence Hartshorne on the road to Cole Harbour and Preston, called number 1.

July 14, 1866 – Nathaniel and Agnes Russel sold to James Sellars and George Sellars, for \$1,000, a corner lot on Dundas and Portland St., with buildings, etc.

August 25, 1866 – George and Margaret Sawler (farmer), sold to William Sawler, for £50 pounds, a lot on the east side of Russel Lake next to the Sullivan grant then to Thomas Caldwell's land, 95 acres.

August 31, 1866 – Andrew and Isabel Shiels sold to Thomas Stevens, for \$320, a lot on the east side of Dundas St. next to Thomas Hyde's lot to Donald McLean property, 40 ft. by 100 ft.

September 12, 1866 – Michael Roche Sr. and Harriett, sold to Michael Roche Jr., for one dollar, a lot near Scotch Jim's hill in Cole Harbour near the main road and across a lake.

September 14, 1866 – The executors of John Fairbanks sold to George Esson, for \$700, a lot on the east side of the Eastern Passage road, near the lot number 31 of the Fairbanks estate next to McMinns and James Johnston.

September 24, 1866 – Henry Wisdom, et al, sold to John Wisdom, for £20 pounds, a lot in Dartmouth on North St. (formerly granted to Thomas Davie, and next to a lot that was formerly owned by George Coleman).

September 24, 1866 – The executors of John Fairbanks sold to Donald Ross, for \$700, a part of the Dartmouth Common called lot number 7, bounded by Water St., Fairbanks St., and Cliff St., over to lot number 6

September 25, 1866 – Thomas and Mary Mooney sold to Alexander Reid, M.D., for \$2,000, a lot next to William DeYoung and Edward

Trider, 55 acres, which was the former lot of Titus Smith in 1839, called the Still Water lot, entering Cow Bay, with 86 acres.

September 30, 1866 – George and Augusta Payne sold to George Wilson, shipwright, for \$1,300, a lot on Ochterloney St. and East St., next to Thomas Boggs property.

October 8, 1866 – John and Eliza Cross sold to Charles Lamont, miller, for \$130, a lot 6¼ acres at the corner of Robert Humphrey's land to the Lamont mill lot, on the west side of the tan yard, to the marsh up to John and Steven Cross property.

October 26, 1866 – James Keating and Mary Ann (carpenter), sold to Thomas Bauer, for \$1,000, the north east part of lot number 14, on the Dartmouth Common, on the road to Windmill, 80 ft. by 50 ft.

November 2, 1866 – Peter and Jane Kuhn, sold to John Cronan, for \$1,200, the lot number 21 on the Dartmouth Common, on the corner of Water St., and Best St.

Deed – November 3, 1866 – Leonard and Margaret Morash, sold to John Bisset, for £150 pounds, a lot that bordered on a lake, over to the Cole Harbour shore line.

November 7, 1866 – Jonathan and Charlotte Elliot (master carpenter), sold to John Cronan, merchant, for \$300, the lot number 9 and water lot in front of the Dartmouth Common near Best St. where the dock was.

December 5, 1866 – Joseph and Mary Slattery sold to Frederick Passow, a lot for \$1,820, in the Mount Amelia property, now called "Sunny Side" on the road to Eastern Passage, on a new road where it meets the old road, opposite the old ferry house.

December 8, 1866 – Lawrence Van Buskirk, M.D. sold to Daniel Parker, land on the west side of the road from Dartmouth to South East Passage called lot 'K' on the Creighton property, one acre, one rod, 30 perches.

Federal Acts – A constitution Act called the British North American was passed. This was an Act for the Union of Canada, Nova Scotia, New Brunswick, and the Government therewith. By proclamation the day fixed was July 1, 1867.

The House of Commons shall, subject to the Provisions of this Act, consist of one hundred and eighty-one members of whom eighty-two shall be elected for Ontario, sixty-five for Quebec, nineteen for Nova Scotia and fifteen for New Brunswick.

Section 21 stated that the Senate shall, subject of the provisions of this Act, consist of seventy-two members who shall be styled Senators.

Section 22 stated there will be 12 Senators representing Nova Scotia.

In the House of Commons each of the eighteen counties of Nova Scotia shall be an Electoral District. The county of Halifax shall be entitled to return two members, and each of the other counties, one member.

Section 145, referred to the Intercolonial Railway, and it was the duty of Government and the Parliament of Canada to make a Railway connecting the River St. Lawrence with the city of Halifax in Nova Scotia.

Number 21 (Act) was passed to amend and consolidate the several acts incorporating and relating to the Canadian Inland Steam Navigation Company, and to change its corporate name to the Canadian Navigation Company, and for other purposes.

Another Act was passed for authorizing a Guarantee of Interest on a loan to be raised by Canada towards the construction of a Railway connecting Quebec and Halifax.

Provincial Acts – An Act was passed to amend the Act relating to the Roman Catholic cemetery in Dartmouth.

Also, an Act to incorporate the Dartmouth Water and Gas Company.

Also, an Act to provide a site for a school house in Preston road school section in the County of Halifax.

An Act was passed to amend the Merchant Shipping Act of 1854.

When the British North America Act was passed in London, England, it altered the purpose and affect on grants of Common Lands. The purpose of the Common lands would now become under the control of the Provinces, instead of the crowned head in England.

The intent hadn't changed because the Lt. Governor of the province was to be the crown's representative, and still had to give his assent or refusal to Bills that were passed by the provincial legislature.

Section 92 of the British North American Act of 1867 stated . . . “In each province the Legislature may exclusively make laws in relation to matters coming within the classes of subject not herein – after enumerated; that is to say: Number 1 – The amendment from time to time, notwithstanding anything in this act, of the constitution of the province, except as regards the office of Lt. Governor. Number 13 . . .”

Property and Civil Rights in the Province. The effect was that the Bills over the years would change the Common land trust to a land bank for the special interest groups and their puppet politicians and puppet civil servants. Another negative effect was that it gave a very broad misinterpretation to public land uses and the encroachment that followed.

An example was the Act to amend the Act relating to the Roman Catholic Cemetery at Dartmouth. This Act that was passed was called, “An Act to amend the Act relating to the Roman Catholic Cemetery at Dartmouth”.

It stated that persons in charge of the Roman Catholic cemetery shall be empowered to shut up and exclude from the public use, any road or right of way crossing that portion of the Dartmouth Common set apart for such cemetery by Chapter 61 of the Acts of 1859.

A report from the United States said that there were 59 vessels lost at sea, from the United States, during the month of November of 1866.

The main issue across Canada was the topic of Confederation. Both Confederates and anti Confederates were expressing their personal and private views in meetings, newspaper articles, and any other means. This issue even dominated the Provincial Legislatures.

A report from Yarmouth stated they have 186 vessels. For the first time in eleven years, there is no increase in tonnage. Lost were 23 vessels and another 14 vessels sold. During the year of 1866, there were 6 ships, 10 barks, 1 steamship, 3 brigs, 1 brigantine and 9 schooners built, or acquired by purchase.

In London, England, on the Thames River, the ship building has been on the decline for the last several years. There were 30,000 men put out of work. However the ship building on the Clyde River in Scotland has been on the increase.

One reason for this is that lumber from Nova Scotia, New Brunswick and the rest of Canada was cheaper than lumber sold at the Thames boat yards. Also there was a scarcity of capital.

Ship building in England has, for the British Admiralty, been growing steady for the past 6 years. They have built 150 vessels and 33 are iron clad. The cost was £70,000 pounds.

In Maitland, Nova Scotia the boat yards are thriving. They are now building 3 ships, 5 barques, 2 brigs and one brigantine. The total tonnage is 6,400 tons.

Two Maitland vessels were sold in Europe, two recently, the barque, *W. G. Putnam*, 716 tons, 4 ½ years old, for the price of £2,700 pounds

sterling. The other was the Brig, *Cyprus*, 200 tons, 5 years old, for £750 pounds sterling.

At the House of Assembly, the request to amend the act relative to the Roman Catholic Cemetery was being considered and debated.

On May 22, Joseph Howe gave a speech at the Temperance Hall in Dartmouth on how the people, at first, had to live behind palisades and block houses. Since the wars have ceased and peace declared they can now live a more civilized life.

In July a ship that is now being built at Hantsport, called the *Quebec* at the yard of Ezra Churchill. It has a breathen of 1, 600 tons. It is to be launched on July 3, and is said to be the largest vessel ever built in the province.

In Dartmouth, a young lad was badly injured while playing on the idle incline plane that was supposed to serve the Shubenacadie Canal.

The celebrations for Dominion Day were held in Halifax and Dartmouth. There were several volleys from the artillery at the forts and answered by the Naval ships firing their salutes.

On August 1 the Harbour Regatta took place. There were yacht races and the usual scull race. The scull race had 4 competitors. George Brown, rowing his scull named the, *Camilla*, came in first. Dr. Cogswell, the patriotic founder of the prize, witnessed the race. He proposed raising funds to send Brown to England to contest the world championship. He then generously offered to head the list by donating \$200.00.

George Brown, in the 10 years of competition, won the race 4 times in succession.

The Yacht Race, held by the Royal Halifax Yacht Club, for the Prince of Wales Challenge Cup, was between 3 sloops. The race was won by the sloop, *Wave*, owned by D. H. Pitts. This race was 17 miles.

On August 10, there was a very heavy gale of wind that was

responsible for 4 vessels being badly damaged. Two schooners were totally ruined when they were driven ashore at Lawrencetown.

Mr. MacPherson is building a small tug boat steamer at his boat yard at Richmond in the North end of Halifax. This will be used for service in Halifax Harbour.

A report on ship building said that it was in a depression in the United States for the last several years. In Great Britain the industry has grown. In Glasgow they have built 121 vessels. This included 17 iron sailing vessels, 85 iron steamers, 7 wooden sailing ships, 10 sailing vessels and 2 steamers.

The election day was held on September 18 for Nova Scotia. Halifax County threw a majority of 264 in favor of the anti-unionists candidates and there were only 3 candidates for the union.

In the Imperial Act of Parliament at the House of Commons in England has passed the Act of Confederation for Canada. For the federal House of Commons, Nova Scotia had 19 members, but in the Provincial Election they elected 37 for the House of Assembly.

The new steamer tug, *Lion*, built by MacPherson at his yard in Richmond, made her trial trip. The working of her machinery that was made in the Nova Scotia Iron Works, proved highly satisfactory.

In a report asking for a Coast Guard modelled after An English life boat Association, stated they have saved over 16,000 lives since it was established, just a few years ago.

On November 24, at one o'clock in the morning, fire was discovered in a building on Portland Street in Dartmouth. This was owned by Dr. W. H. Weeks, and it was occupied by Mr. Garrett Kingston, a carriage maker. Before being discovered the fire had made considerable progress. These were Mr. Kingston's shop owned by Dr. Weeks and Mr. Bowes, Butcher shop adjoining this, and also owned by Dr. Weeks, along with 2 barns. Also a large double dwelling house next to Mr. Kingston's shop and owned by Mr. Wilban Elliott. Dr. Weeks had \$2,000 insurance which he

hoped would cover the loss. Mr. Elliott's house had \$1,600 insurance. Mr. Kingston lost all his tools and had no insurance. It was suspected that the fire was started by an incendiary.

On the previous Friday evening, someone tried to set fire to Mr. Kingston's shop. A newspaper was lit, then thrown into the shop, but fell on a bench where it simply burned out without igniting some shavings which were placed there.

In Ottawa, the Senate had a debate on the Bill relating to the Marine Fishery Department. This Bill proposed to give most extraordinary powers to the Minister of Marine.

A meeting was held in December, at the Mechanics Institute, demanding a Repeal of the British North American Act. The meeting was chaired by N. Russel, and Joseph Weeks was appointed secretary. This was attended by a very large crowd. Joseph Howe was received by great cheering because these people wanted to Repeal the Union. There were meetings held all over the Province to repeal the British North American Act, at different times of the year.

July 2, 1867 – William and Laura Cunard sold to Joseph Graham for \$1,400 a lot on the north side of Boggs Street, bound south on Boggs Street, east by the property of William Cunard, north by Mr. Woodman, west by Michael Devan, the widow Marvin and John Spence along with property in Preston at various locations and also property in the City of Halifax.

February 13, 1867 – James Britton sold to John Donaldson of Enfield, for \$880 land in Dartmouth on the north side of Quarrel Street, next to the property of James Britton, and north by the property of Benjamin Elliot, 60 ft. by 25 ft.

February 16, 1867 – John and Charlotte Crook sold to John and Thomas Crowell, farmers, for £60 pounds, a lot in lower Lawrencetown next to the land of James Leslie, south by the land of Samuel and Elisha Crowell and north by the Harbour. About 20 acres.

February 16, 1867 – David Conrod sold to John Crowell for £12 pounds, a 10 acre lot between John Crowell’s lot and Ebenezer Crowell’s lot.

March 6, 1867 – Willam and Eliza Wheston, senior, sold to William Wheston, Jr., cord wainer, for one dollar, the lot number 3 of the letter ‘H’ in Dartmouth, near Ochterloney Street next to the property of Robert Munn.

March 27, 1867 – Jermiah and Anestasia Donohoe (yeomen), sold to Garnet Kingston, for £65 pounds, a lot on Church Street and King Street in Dartmouth, next to Webber’s lot to the common.

April 30, 1867 – James and Margaret Britton, sold to John Lindsey for £500 pounds, part of a building lot in block letter ‘O,’ on Quarrel Street to the John Skerry property – 24 ft. by 120 ft.

May 13, 1867 – Joseph and Phoebe Weeks (barrister) sold to William Elliot, Grocer, for \$2,000 property on Church Street to King Street.

May 14, 1867 – The executors of J. G. A. Creighton sold to William Wetzell, shipwright, two lots of land on the west side of the Old Ferry Road, next to the lots of George Wilson and Robert Innes, and a lot on the opposite side of a new street, next to the property of John Burton and H. Horne, also a triangular lot of land.

May 16, 1867 – Henry Elliot, et al, sold to William West for \$480 a lot on the corner of Quarrel Street and Dundas Street 80 ft. by 60 ft.

May 29, 1867 – John Donaldson, from Enfield, sold to James Britton, for \$880 land on the north side of Quarrel Street, next to Elliot property and the lots belonging to Desbrissey and Charles Allen.

June 4, 1867 – James and Isabella Lawlor, sold to George Campbell and William Campbell, part of lot number 3 and number 2 in the letter ‘H,’ on Ochterloney Street next to Patrick Hogan to Wentworth Street.

June 14, 1867 – James and Margaret Britton sold to Adam McKay for

\$1,300 a lot on the north side of Quarrel Street, next to John Lindsey and the late Benjamin Elliot, and on the east by Dr. Desbrissey and Charles Allan.

June 19, 1867 – Robert Sneden sold to William Black Hamilton for one dollar a lot on the road from Dartmouth to Creighton's ferry, near Canal Street, next to William Foster's land to Maitland Street to Dartmouth Cove.

June 24, 1867 – James Alexander sold to Catherine Ann Mott for \$3,400 property on the corner of Wentworth Street and Quarrell Street, next to the lot number 32 over to lots 35 and 36.

July 3, 1867 – Michael and Mary Dometry sold to Peter Carroll for \$340 lot number 10 on the Thomas Boggs estate, leading to the Dartmouth Common and Pine Street, next to lot number 9, owned by Thomas Waugh.

July 2, 1867 – George Kibby senior, gave to George Kibby Jr. lot number 6 in Preston, west of the Salmon River, 45 acres and lot number 7, 88 acres and 23 acres in lot number 14. This was part of the land purchased by William Quarrell for the Maroons to settle on.

July 11, 1867 – Thomas and Maria Elliot, builder, sold to Duncan Waddell, at a public auction, for £100 pounds, a lot on the south side of Ochterloney Street to Water Street, with the water lot into the harbour for 357 ft., to the Boat shop lot.

July 12, 1867 – The estate of William Black sold to William P. Evans, merchant, for \$1,800 property at the corner of Queen Street and Portland Street, next to the property of John Regan.

August 12, 1867 – Daniel Conan and Mary Ann Skerry, sold to Duncan Waddell, wharfbuilder, for \$8.00, a water lot near the boat shop property of Hartshorne.

August 26, 1867 – Richard and Margaret Innis sold to 13 members of the Nieforth family at Three Fathom Harbour, for \$200, land on the west

side of Porters Lake that had been purchased by Innis in 1854 from David Covey.

September 9, 1867 – John Wolfe sold to Richard Armstrong, part of the original Quinn grant, on the west side of a street from the Dartmouth Common to Henry Elliot land to Henry Keeler farm land, 36¼ acres.

September 10, 1867 – Mary Ann Fogarty sold to Cornelius Fogerty, blacksmith, town lot number 4 of the letter ‘W’ on Water Street, next to the property of James E. Lawlor and Joseph Allen and west by the Harbour, and south by the property of George Anderson.

September 30, 1867 – Edward and Elizabeth Albro, sold to James Oland, Brewer, for \$3,600, the lot containing a tan yard and field, called the letter ‘E’, 12 acres plus, with the water lot in front of the Dock.

October 25, 1867 – William and Louisa Elliot, sold to William Stairs, for \$2,600, a lot on the north end of Dartmouth near the property of James Synott to Dennis Boland to William Bowers, to John Ryan to the road, containing 14 acres.

October 29, 1867 – David and Mary Vaughn, Butcher, sold to Edward Fuller for \$430, a lot next to Martin Skerry near the Steam Boat Ferry on Portland Street.

November 16, 1867 – James Walshman, James Fraser, William York, John York and Angeline York, all from Cow Bay, sold to the Trustees of the Public School, being Daniel Fraser, Daniel Mosher and James Osborne, for one dollar, a lot on the west side of the Dartmouth to Cow Bay Road, for the purpose of a public education.

November 22, 1867 – G. A. S. Creighton sold to James Foster, for \$600, one acre and nine square rods on the road from Dartmouth to John Gates which was part of the estate of Thomas Boggs.

November 26, 1867 – Peter and Elizabeth MacKinnea sold to Alexander Hutchinson for £358 pounds, the lot number 2 of the late Thomas Boggs property near Pine Street and Dahlia Street.

November 30, 1867 – John Ryan sold to William Stairs, for \$240, part of the land from the estate of the late Samuel Albro to Barry Sullivan next to the land of William Bowers, containing one acre.

Federal Acts – Acts passed in Parliament at Ottawa this year, included an Act for the Regulation of Fisheries and the protection of the Fisheries. There were 24 provisions to this Act, known and cited as the Fisheries Act.

Act number 62 was an Act respecting Harbour Police. To this there were seven provisions.

Act number 68 was an Act respecting Railways. The Act had 2 parts that included 84 provisions.

Provincial Acts – An Act to incorporate the Starr Manufacturing Company Ltd.

also

An Act to amend the several acts in relation to the Dartmouth Common.

also

Bill number 62, on Dartmouth Church lands, from the council, to enable the Presbyterian Congregation of St. James Church in Dartmouth, to sell their real estate.

The Act in regards to the Dartmouth Common began to start encroachment on a large scale, the like of which wouldn't be repeated until the 1950's. There were 8 sections.

Number one stated the Trustees of the Dartmouth Common to be a body corporate. They may grant fee simple to leases and shall invest the proceeds.

Number two said the interest of the money to be expended in improvements.

Number three said the streets to be under control of the commissioners of streets for the town of Dartmouth.

Number four said the Trustees may lease portions of the Common for military purposes.

Number five stated the Trustees shall have power to execute a deed in fee simple to Patrick Leahey on payment of eighty dollars, being the appraisal value thereof.

Number six said that the Trustees may sell part of the common on requisition of two-thirds of the rate payers at a meeting by public notice previously given 20 days at least in two newspapers in Halifax county.

Number seven stated that the proceeds were to be invested and the interest to be expended in improvements of the Common as the Trustees shall direct.

Number eight stated that so much of the several Acts relating to the Dartmouth Common, and the Acts in amendment thereof previous to this act, or is inconsistent with this Act, is hereby repealed.

The Common was also being used to train two different militia groups. These were the Dartmouth Rifles and the Dartmouth Engineers.

During the summer of 1866, when the Fenian Raids alarm took place, the Dartmouth Engineers were called out for garrison duty.

The militia, then called the Reserve Army, continued to train on the Dartmouth Common until after the Korean war from 1950 to 1955.

In January, one of the female teachers in the Dartmouth School, was fined \$5 and costs for striking a child. The trial occupied the attention of one of the Justices for 2 days, which caused considerable interest.

Mr. Herbert Elliot, son of the late Jonathan Elliot, Esquire, of Dartmouth passed a most creditable examination at Harvard Medical College on March 5. He received the highest honors from the Faculty.

In March, the, "Mining Gazette," published the results of the 10 most active Gold mines in Nova Scotia. These mines still require more rock crushing equipment. The 3 mines at Lawrencetown were back in operation, and still producing good results.

The big issue of the day was on March 20, when a deputation of Nova Scotia senators waited upon the Honorable Mr. Rose about the currency question.

They urged that the retention of the present Canadian currency to Nova Scotia would cause a great annoyance and inconvenience, and would tend to increase the present discontent in their province, and their object was to induce the Finance Minister to so amend the currency Bill so that whether the Bill before Congress in the United States passed or not, in no case shall Canadian currency be extended to Nova Scotia. They argued that a Halifax currency is acknowledged to be more convenient and it should be extended to the whole Dominion without waiting on the action of the United States Congress.

Despite the decline in wooden ship building in the world, Quebec reported 14 ship yards open during the year 1868. In 1867, there were only 9 open. In 1868 there are 32 vessels being constructed. The number of men employed in this industry in 1867 were 1,243, but in 1868 there are 1,970 men employed in the industry of shipbuilding.

A report from Ottawa says that the number of vessels in the Dominion were 5,822. The tonnage was 776,343. Of these, 3,974 were sea going vessels, and trading vessels were 4, 662, and there were 5,760 fishing vessels. The total value was \$23,583,062.00.

The tonnage from Nova Scotia was 353,917. The tonnage report submitted to the Nova Scotia legislature, as of June, 1867, was upwards of 398,000. Also in Nova Scotia the number of sea going vessels were 3,881. The trading vessels were 1,479 and the fishing vessels were 1,608. Also there were 6 river and lake vessels.

The number of mem employed in the overall marine industry was 19,288. In New Brunswick there were 6,207 men employed, Quebec had

8,548 men employed and Ontario had 392 men employed.

In June, a barque of 300 tons called the, *Dr. C. Tupper*, was launched at Bedford. This was built by J. A. Harvey and owned by Captain N. Chambers and others. They planned to take a load of deals to England.

A report from England says the British fleet now has 466 vessels that consists of 29 sailing ships and 437 steam ships. This number includes those afloat and on the stocks, 42 iron clad, 49 ships of the line, and 40 frigates.

The Dartmouth steamers excursions to Bedford are being well patronized. If a trip was made on a Saturday afternoon, it would take as many employed as unemployed for that time. This matter is worthy of the consideration of the agent.

The annual Scull Race had 5 entries this year. The weather was not favorable. In an article about the Scull racing competition, Dr. Charles Cogswell, 10 years ago, set up a prize Belt at the value of \$150. However it had to be won 5 consecutive times by the same sculler, or oarsman, before it became the winners property. Also the sum of \$400 was invested.

The first race for this was in 1858. Since then George Brown has won 4 times and George Lovitt, 4 times. This day was very cold and foggy and considered too rough for the scull boats. It was a 2½ mile race course but Lovitt would not race because of the bad weather. One of the sculls upset.

George Brown won the race in 23 minutes and 22 seconds, 3 boat lengths ahead of the others. Brown was then awarded the Championship Belt. And later it was announced that in August of 1869, a new Championship Belt will be awarded.

Again Dr. Cogswell wanted to offer \$200 to send George Brown to England to race against the English Champion.

The Yacht Race then followed the scull race. This race was won by the *Squirrel*. There were only 3 contestants.

The house in Dartmouth Cove area, owned by the Esson estate, was destroyed by fire. It was started by the sparks from the White and Company mills. The mills were also damaged.

The Brigantine, *Gladiator*, 200 tons, was recently launched at Bedford Basin. This was built by William Gammon for Messrs. T. and E. DeWolfe and Company. Another report said that there were 2 vessels on the stocks at Richmond, at the boat yards of Don McPherson.

They were a barque and a schooner, and both were in an advanced state of construction. The barque is called the, *D. MacPherson*, it is 320 tons, 116 ft. keel, 28 ft. beam and 12 ft. hold. It is owned by Joseph Weir.

The shipping from Yarmouth this year included 267 vessels and 78,590 tonnage.

The Department of Public Works announced the budget for the Light House Service would be \$43,092.45 and for Sable Island the budget would be \$5,618.79.

January 18, 1868 – John Tapper and Maria, sold to George Roome, grocer, for \$20, part of the lot number 5 in Seth Coleman's grant in 1796 located next to Thomas Hyde, to Ochterloney Street and Prince Street.

January 25, 1868 – Robert Albro, executor of Samuel Albro sold for £20 pounds to Edward Tufts, a lot next to Graham Tufts, to the Indian Settlement then on to the road to Dartmouth and along the shore line.

February 15, 1868 – Thomas Synott, Master Mason, sold to James and Mary Synott for twenty five cents (.25) a lot on the north line of the Dartmouth Common, 15 acres, part of land of the late Samuel Albro.

February 18, 1868 – Patrick McKenzie and Elizabeth, sold to George Horn Jr. for £10 pounds, a lot on the east side of the still Water Brook, next to the land of Edward Power and Lanos Myers.

March 4, 1868 – Anne Fairbanks, executrix of Samuel Fairbanks, et al, sold to Patrick Kennedy for \$80 a lot in Dartmouth on the Eastern

Passage Road, being the north half of lot number 31 of the estate of John E. Fairbanks.

March 4, 1868 – James and Catherine Johnston, Jr., sold to Elia Vienott for \$640, a lot in the square letter ‘X’ near Prince Edward Street and Church Street. This lot was sold to James Tremain in 1831.

March 5, 1868 – William and Nancy Dear, for affection, gave a lot to George Dear near the Partridge River, also a lot at Frog Lake about 20 acres, next to the land of James Slaughter.

April 14, 1868 – Elia Dakin, wife of Gilbert Dakin, and children and heirs of the late John Parker, sold to George Jackson, for one dollar, the lot number 2 on Ochterloney Street.

April 16, 1868 – George Jackson and Mary Ann, sold to the heirs of law, and children of John Parker, for one dollar, the east half of lot number 3 in letter ‘H,’ on the corner of Ochterloney Street and Wentworth Street.

April 27, 1868 – John and Jane Fuller sold to Francis Elliot, for \$1,700.00 lots in the letter ‘Y’ near Church Street to Prince Edward Street.

May 1, 1968 – John Donald and Anna, brass founder, sold to Charles Willowby Anderson and Henry Gaetz, for \$1,600 the south west corner of the letter ‘H,’ at Wallace Street and North Street being lot number 1.

May 8, 1868 – Thomas and Charlotte Boggs sold to Hyacinth Fuller, for \$1,200 block number 15 of Boggs property at Tulip Street, Beach Street, and Maple Street.

May 9, 1868 – John Lindsey sold to Lewis S. Payzant, for \$540 part of a building lot in letter ‘O,’ on Quarrel Street over to Charles Allen property then to John Skerry to William Messervey property.

May 14, 1868 – John and Ellen Farrell sold to William Elliot, John Whidden, and Peter McNab Jr. for \$1,600 for the lot number 4 in the letter

‘K’ at the corner of King Street and Quarrel Street.

June 24, 1868 – James and Grace Slaughter sold to George Thomas for \$16 a lot in Preston, 20 acres, by Bell Street.

June 26, 1868 – Jeremiah Donoghue and Anestasia, sold to Jacob Payne, baker, for £65 pounds, a lot on the south side of the Common and Church Street to the property of John Bowes.

June 30, 1868 – Andrew Shiels sold to Donald McLean for \$480 a lot on the south side of Ochterloney Street near the Thomas Hyde property.

June 30, 1868 – Martin and Bridget Skerry sold to Duncan Waddell for \$320 a property on the corner of Ochterloney Street, to the west side of Water Street. Also a water lot, 400 ft into the harbour, that divides the boat shop lot next to Hartsborne former property.

June 30, 1868 – Thomas Boggs, et al, sold to James Ross for £680 pounds the Boggs property on the road to Mr. George Creighton next to James Stanford next to Maple Street to James Gillard lot, called block number 12 and 13 with 2 acres and blocks 14 and 7 acres that bounded on Maple, Tulip and Dahlia Streets.

July 3, 1868 – The executors of Jonathan Elliot sold to Edward Elliot for \$1,200 a property on the corner of Ochterloney Street and Chappel Lane over to Walkers property.

July 6, 1868 – Peter and Elizabeth McKenna (carpenter) sold to Thomas Cook, merchant, for \$1,800, a property on the west side of Pine Street and the south side of Tulip Street, to Henry Wiswell’s lot then to Alexander Hutchinson’s property.

July 16, 1868 – The executors of Jonathan Elliot sold to George Pyke, for \$1,980, a property on Quarrel Street over to William Bowes lot.

July 27, 1868 – Richard and Arabella Armstrong sold to John W. Watt, for \$2,000, the north east part of a tract of land from John F. Wolfe next to Elliots and Gillards properties, about 9 acres.

August 7, 1868 – Cornelius Fogarty sold to Mary Ann Fogarty, for \$800, the lot number 4 of letter ‘W,’ 60 ft. on Water Street, up to James Lawlor and Joseph Allen then south to George Anderson’s property then west to the harbour.

August 12, 1868 – William and Mary Elizabeth Busby, sold to Dominick Farrell for \$698 the lot number 2 on the estate of William Rudolf at the corner of Quarrel and Wentworth Street.

August 13, 1868 – Elizabeth Nicholson, an heir to William Murphy, sold to Thomas Keys, carpenter, for \$120 the lot number 8 in the estate of William Murphy, next to William Walker and John Bowes and Theodore Rand.

August 17, 1868 – Michael Dormedy sold to William Green, for \$280 a lot on Dahlia Street.

September 22, 1868 – Andrew Shiels sold to Henry Watt, carpenter, for \$4,900 several lots. One on the east side of Dundas Street next to Thomas Stevens, another lot on Quarrel Street next to Elliot property.

September 26, 1868 – Samuel and Mary Huntson sold to Alexander Campbell, for \$5,400, a water lot and also lot number 1 in letter ‘A’ and lot number 1 in letter ‘U’ and a 400 ft. lot on Water Street.

September 28, 1868 – Jeremiah Donohue sold to John Bowes for £65 pounds a lot next to the Common, next to Joseph Austen, to Church Street.

September 29, 1868 – Joseph Hornsby, sold to Charles Clemen for \$2,000 lot number 2 on Wolfe’s property, next to Henry Elliot’s lot, then to the Gallard lot over to the property of William Stairs, 9 acres.

October 19, 1868 – John and Mary Ann Gatez (carpenter) sold to William Keeler, farmer, for \$1,100 for property next to G. A. Creightons 80 acre lot then next to the John Skerry lot, about 600 acres, including that part held by the Navigation Company. Also a 6 acre lot next to Henry Keeler’s property.

November 6, 1868 – David and Ann Jones sold to James Black, plumber, for \$2,000 the property at the foot of first Dartmouth lake near the Preston Road next to William Roome, for 220 ft.

November 14, 1868 – The Dartmouth Common Trustees, Fairbanks, Mott and Foster sold to Thomas Synott, for £2 pounds, 10 shillings, the lot number 3, next to the Roman Catholic Burial ground. The annual rent of 20 shillings must be paid on March 1st of each year.

November 18, 1868 – Thomas and Charlotte Boggs sold to William Symonds, for \$1,200, lot number 8 of the Thomas Boggs estate, next to Tulip Street, then to Maple Street, then to Pine Street

December 15, 1868 – Fraser and Elizabeth Allen, sold to John Ormon, for \$400, one half of a town lot next to Walter Robb's property on Princess Street, to the home of the late Reverend Stewart, to George Knight's property.

December 29, 1868 – Thomas Boggs sold to Francis Mumford, a carpenter, for \$1,200, lot number 10 of the Boggs property for 400 ft. to Thistle Street, then 240 ft. to Maple Street, then 480 ft. to Rose Street, then south west on Pine Street for 240 ft.

Federal Acts – In Chapter 2 was an Act respecting Nova Scotia. There were 5 provisions which included:

1. On What amount of debt Nova Scotia shall receive, or be chargeable with interest.
2. An additional annual allowance to Nova Scotia for ten years, and how payable.
3. The cost of the Provincial Building.
4. Currency and how chargeable.
5. The grants and provisions made by this Act, and the British North America Act of 1867, shall be in full settlement of all demands on Canada by Nova Scotia.

Provincial Acts – A petition was presented to the House of Assembly from the Commissioners of Streets in Dartmouth, for amendment to the Highways Labor Act. Also a Bill was presented.

Among the 22 members of the Grand Jury for 1869, this included Henry Ennis from the South East Passage, and John H. Fuller from Dartmouth.

Regarding the Militia, the Province of Nova Scotia will be divided into 19 Regimental Divisions, to be comprised within 3 Brigade Divisions and that the boundaries of such Regimental Divisions be identical with the Electoral Divisions into which the Province is divided, except for the City of Halifax and the County of Halifax, as each would form, from numbers one to three.

In April, the steamer, *Delight*, formerly a British war vessel, will be placed on the route between Halifax and Yarmouth, calling at Liverpool and Shelburne about May the first. She is now being repaired at the Dartmouth Marine slip, under the able supervision of Eben Moseley. An addition of 15 feet has been made to her bow (this is known as the Aberdeen bow). She will be a screw vessel, rigged as a fore-topsail schooner, and have a capacity for about 800 barrels of freight and 50 passengers.

It is expected that the Dominion Government will give a subsidy, and applications for aid will be made to the local Government.

This year in the Legislative Council, one of the Bills transmitted included a Bill for “An Asylum for Inebriates”.

In Halifax it was suggested that the regatta be held on June 21, which was the Halifax Natal Day. (Numerous parties were interested in aquatics to assist in this movement.) It was on this day in 1749 when Cornwallis and his fleet of ships sailed up the harbour to pioneer and develop this part of Nova Scotia, which was to become the capital of Nova Scotia.

The passengers had to stay on board their transport vessels until August, when they drew lots to see where they could build their houses, in Halifax and Dartmouth. The military protection had to be built first, to provide protection from the French and their allies the Mic Mac Indians.

On June 21, of this year, the parades were held up by showers. Regardless, the regatta started at 10 a.m. The rain finally stopped and suddenly the harbour was alive with craft of all descriptions. The rowing matches were from Davis’s Wharf to the Dominion Wharf and back to the starting place.

The first race was for 4 oared whalers; the 2nd . . . flats with 2 pair of paddles; the 3rd . . . wherries with 2 pair of paddles; the 4th . . . larger and longer rowboats. This was won by a crew from the Royal Engineers.

The next race was called the Musquito fleet. There were 12 sail boats in this. They started at 10:30 and sailed mostly by whalers. In the afternoon there were a series of horse races on the, “Common”.

On July 26, a rowing match was arranged between James Renforth, the English river champion, and Walter Brown, the champion of America, in England for the prize of \$400. This would be called the scullers championship of the world.

In Halifax Harbour the annual scull race was announced to be held on September 1st not August.

On this day the regatta took place and the first race was for the scull race championship. There were 2 entries. The scull, *Robert Davis*, won and she was rowed by William Glazebrook. This boat was built by Samuel Norris.

The next race was for 4 oared whalers; then “Wherries” with 2 pair of paddles, pulled by amateurs – 3 boats started. The 3rd race, Wherries, 2 pair of paddles, and pulled by mechanics; the 4th race, Flats, pulled by amateurs and the 5th race, Flats, pulled by mechanics.

The picnic tendered by the citizens to His Royal Highness Prince Arthur, took place at the Princes’ Lodge at Bedford Basin. This is the place where his Grandfather, the Duke of Kent, had a summer home. The Dartmouth steamer, *Mic Mac*, made 2 trips to the ground.

At 3:30, the *H.M.S. Mullet* sailed up, and the Royal Barge, with the Prince, General Sir Hastings Doyle, Admiral Sir Rodney Munday, Admiral Baron Mequet, Commander of the French Fleet, Vice Admiral Sir G. G. Wellesley, Colonel Elphinstone, and Lt. Picard, who were rowed ashore.

The Party was received by the Committee of Management, who with the Pipers of the 78th Highlanders, escorted them to the Grounds.

After the toasts were drank, they retired to the many Dancing Platforms until 4 o’clock. The Prince danced heartily in several Quadrilles, Valse (concert waltz), Lancers, and Gallops.

At six o’clock they returned to the *H.M.S. Mullet*, then back to Halifax. Their return was followed by a torch lit procession, through a total of 15 streets. This was led by the steam fire engines that were decorated with evergreens, flowers, arches, feathers, emblems, etc.

Throughout the evening there were rockets fired with different colors of lights that burst skyward. On the Grand Parade was a huge bonfire. This was a great event for the hundreds of juveniles in the harbour area.

The next day the Prince left by train for Pictou County, to do some shooting.

The rowing race between Walter Brown of Portland, Maine, and the present champion, Renforth, for the Thames Championship, has been declared off. A match between Brown and Saddler, the ex-champion has been arranged.

On the September 13 issue of the “Nova Scotian” newspaper, the editor stated that rowing races and the scull races were the noblest sport in which Nova Scotians ever indulged. (The author of this book agrees with this comment beyond any shadow of a doubt.)

David McPherson is building, at Richmond, for parties in the city, a barque of about 520 tons, 131 ft. keel, 31 ft. beam and an 18 ft. hold.

At the Stairs Ropewalk in Dartmouth, a fatal accident occurred. The superintendent of the factory, Mr. Gilbert C. Sutherland, who was investigating some loose machinery, got caught up in the machinery.

January 22, 1869 – George F. Lennox and Jane and Margaret Lennox, widow, sold to Fraser Allen, shoemaker, for \$65, a lot on the west side of the road to Samuel Gaston’s farm, 3¼ acres.

February 18, 1869 – Peter Conrod sold to the Trustees of school section number 68, in lower east Chezzetcook, for \$4, being a lot on the east side of the harbour on the main road through the settlement, about 1¼ acres.

February 19, 1869 – Andrew and Isabella Robb sold to Walter Robb, for \$1,200, property on Portland Street and Prince Edward Street, 120 ft. by 120 ft.

February 20, 1869 – John R. Taper sold to Daniel Jones, for \$900, a lot on the west side of Prince Edward Street, near Thomas Hyde and George Room’s property.

February 20, 1869 – William Cunard sold to Francis DeYoung,

master ship carpenter, for \$1,200, a lot on the corner of Prince Edward Street and Boggs Street with all buildings, watercourses and privileges, etc.

April 8, 1869 – The Trustees of the Dartmouth Common, at a public auction, leased lot number 23 to Richard Best, for £7 pounds, 10 shillings, and also lot number 22, on Water Street and Best Street. Richard Best then on the same day leased lot 22 to Dominick Farrell for £20 pounds.

April 14, 1869 – James Turner and Eliza, sold to Donald McLean, for \$1,700, property on the north of Quarrel Street, to the estate of Christian Bartlin heirs and John Bartlin and Catherine Reeves a property laid out to the heirs of Sophia Connor. This lot had been laid out to Susannah Moreland.

April 19, 1869 – Henry Watt and Elizabeth (carpenter) sold to John Allen, yeoman, for \$1,800, property on the north side of Quarrel Street to Jonathan Elliot's lot.

April 21, 1869 – The executors of Samuel Albro, sold to Edward Albro, for \$100, a lot at the Narrows, near the nail mill to Dominick Farrell's water lot to a public dock (this lot was granted in 1797).

April 27, 1869 – William Davidson, sold for one dollar, to Joseph Norman Ritchie, the lot number one in letter 'X' next to Water Street and North Street.

May 3, 1869 – John and Elizabeth Hunt sold to George Hunt, for £30 pounds, a lot on the road leading to Cole Harbour.

May 15, 1869 – John Lahey, farmer, and Patrick Lahey, cooper, sold to Michael Lahey, for one dollar the property, 6 acres, on the east boundary of the Dartmouth Common over to Henry Elliot's land.

May 19, 1869 – The children of the late Lawrence VanBuskirk, and widow Mary and child Charlotte, sold to John Esdaile for \$20,000 at \$6,000 down but \$14,000 in 5 years with 6% interest, a part of the real estate of the late James Creighton, part of lot marked 'K,' next to the

property of James Johnston to the old road leading to Eastern Passage to Daniel Parker's property, about 27 acres, with the water lots.

June 3, 1868 – Robert Albro, et al, executors of the will of Samuel Albro, sold to William J. Stairs for \$2,400, for property on a road to the Dartmouth Common, to the estate of Tufts, to Charles Keeler's property and to the lot conveyed to Micheal Lahey, about 270 acres.

June 10, 1869 – James Johnston of Mount Amelia sold to John Esdaile, for £3,588 pounds (equal to \$14,352 dollars), all that portion of the Mount Amelia estate, about 109 acres with a $2\frac{3}{4}$ acre water lot.

June 26, 1869 – John and Sophia Ryan sold to John McCarthy, for \$140, a lot called number 18 on a street north of the Windmill, then to the harbour, that was leased by the Trustees in 1868.

June 29, 1869 – Jessie Laidlaw, widow, sold to James Black, tinsmith, for \$1,500, 3 lots at the first Dartmouth Lake on the Preston road.

July 12, 1869 – Thomas Boggs, et al, sold to George Adams, machinist, for \$1,200, block number 9 of Boggs property near Rose Street and Pine Street.

July 15, 1869 – John and Elizabeth Bauld, sold to Maria Bowen, widow, for £300 pounds, two lots, one in Porter's Lake and the other in the second division of Preston farm lots, next to Robert Innis and Robert Innis, Junior.

July 20, 1869 – Thomas Cooke sold to John Cahill, printer, for \$1,800, a property on the west side of Pine Street to Tulip Street, next to Henry Wiswell.

July 26, 1869 – Samuel Gaston and Elizabeth sold to John Watson, brassfounder, for \$558, 14 acres, next to Thomas Ritchey up to Russell's Lake.

July 27, 1869 – Thomas Boggs, et al, sold to Andrew MacKinley, for

\$300, a lot in Dartmouth, lot number 3 in letter 'A,' 91/5 acres next to the lots owned by Francis Mumford and also the Leahy property.

August 3, 1869 – The Trustees of the Dartmouth Common sold to Patrick Lahey Jr., for \$80, a lot on the Common next to the Reverend McKnights property.

August 13, 1869 – David and Anne Falconer, merchant, sold for one dollar to Alexander Wier, Trustee, the lot number 8 in the letter 'N,' in the Town, next to North Street over to Prince Edward Street.

August 25, 1869 – Thomas and Rebecca Mott sold to Thomas A. Hyde, for \$1,300, an enclosed field owned by Mary Albro on the road to Sackville.

August 30, 1869 – The heirs of Benjamin Elliot sold to Edwin King, for \$2,800, a lot number 5 in letter 'B,' now in occupation of James Coleman, over to King Street to the property of Jane McGregor.

September 1, 1869 – John Fuller sold to Benjamin Smith, for \$200, a part of the Dartmouth Common, on the west side of Windmill Road near the property of Thomas Ryan.

September 4, 1869 – Henry Hill, builder, sold to Ebenezer Mosely, shipbuilder, for \$1,877, a lot near Water Street and North Street, next to Henry Hill lot.

September 22, 1869 – The Trustees of Susan Dawson, wife of George Dawson, sold to John DeBay, for \$100, a lot on the Dawson property, now in the possession of Robert Sinclair, lot number 24, next to Dominick Farrell's property on the Common road.

October 6, 1869 – Hugh and Anne Marie Fraser sold to John Nash, auctioneer, for \$1,200, a lot on the south side of Quarrel Street next to the estate of Alan MacDonald to Mrs. Hogue's lot.

October 1869 – The Trustees of the African Baptist Church sold their property given by William Keeler, for \$40, back to William Keeler, on

the main road leading from the Dartmouth Ferry to the south west part of Keeler's land to the main road, about 250 yards from Henry Keeler's house.

November 16, 1868 – Richard and Susan Tines sold to John Fuller, merchant, for \$15, a lot in the suburbs of Dartmouth next to the land of Edward Taylor, being one share of the land purchased by Robert Tines from Daniel Kendall.

December 4, 1869 – John and Eliza Cross sold, for \$400, to Stephen Cross, 7 different lots that totalled 125 acres, and also part of the saw mill at Topsail Lake.

December 5, 1869 – John Esdail and Mary, sold to George Troop, for \$5,000, 7 acres and 13 perches of the former VanBuskirk property on the west side of the Eastern Passage Road, next to Dr. Parker.

December 15, 1869 – Martin and Bridget Skerry sold to Hugh Hartshorne for \$6,400, the whole of block letter 'D,' bounded by Portland Street, east by Green Lane, south by the property of the Inland Navigation Company, and west by Wentworth Street. This lot had been conveyed to John Skerry from Sophia Hawkins in 1817 and by Jane Donaldson in 1819.

December 24, 1868 – John and Mary Esdale sold to Alfred Cogswell, for \$2,665, a lot in Prince Edward Park, lot number 3, at the center of Johnston Avenue next to lot number 2, having 5 acres, 1 rod and 13 poles.

Federal Acts – Chapter XII – An Act to remove certain restrictions with respect to the issue of Bank Notes in Nova Scotia. The Banks in Nova Scotia may issue Notes under \$20 but not under \$4.

Chapter XIV – An Act respecting the Coasting trade in Canada.

Chapter XV – An Act to amend the Act respecting Fishing by foreign Vessels.

Chapter XLIII – An act to amend the Act to incorporate the Merchants' Bank of Halifax.

Chapter LVII – An Act to extend the operation of the Act of the Legislature of the late Province of Nova Scotia, 19 and 20 Victoria, Chapter 141, concerning the Synod of the Church of England in Canada, to the Province of Nova Scotia.

A proviso stated that nothing herein contained shall be held to authorize any interference with the right of nomination to parishes or other rights secured to the parishioners by the Revised Statues of Nova Scotia, Chapter 49, relating to the Church of England in Nova Scotia.

Provincial Acts – A petition and Bill were presented to the House of Assembly regarding the Halifax and Dartmouth Ferry Company. This was Bill number 101 and the Petition was number 7. This was to incorporate the Halifax and Dartmouth Ferry Company.

On February 28 an article appeared in the Journal of Agriculture that said, . . . Nova Scotia Hemp, or the Hemp culture, has been praised by the samples grown at Ragged Island. This praise came from the Honorable John Locke, M.P. It is obvious that there is a great future before our farmers in Hemp Culture.

From the committee of Lloyd's Register of British Foreign Shipping, in London, England, stated that Lloyds have raised the grade of spruce built vessels to 7 years and those built of tamarac to 9 years. (The longer the rating, the more valuable the vessel). This will doubtless give an

impetus to ship building in Nova Scotia, and in the colonies for the home market, and then materially increase the value of our shipping.

Many people have said that the merits of iron vessels are greatly overrated, and are not in such great favor as formerly; they do not make the returns anticipated.

On April 25, in a meeting of the House of Assembly, the Committee on Humane Institutions reported recommending the enlargement of the Insane Asylum and assistance to the establishment of an “Inebriate Asylum”.

The Steamer *Lady Head*, is being repaired here as preparation to take the place of the steamer, *Druid*.

On June 25th, the annual regatta was held under the management of the Halifax Boating Club, and the Halifax Sail Club. The weather that day was so bad it was thought they should be cancelled. This was due to the sever rain and fog. However, at 11 o'clock the rowing matches started.

1st race – for 6 oared gigs – from the Navy Yard around Georges Island and back; 2nd race – for wherries with 2 pair of paddles – 3 boats entered; 3rd race – 4 oared gigs – 4 enteries; 4th race – wherries with 2 pair of paddles rowed by members of the Boating Club; 5th race – 4 oared whalers (cancelled); 6th race – flats with 2 pair of paddles – won by, “water rat” – 3 boats entered; 7th race – 4 oared whalers – open to all comers. 3 boats entered; 8th race – Flats with 2 pair of paddles – 2 entered; 9th, 10th, 11th race – no enteries (supposed to be Indian canoe races).

12th race – 4 oared ship boats with coxswains – 3 enteries – This was the most interesting race of the day. There was only 6 seconds between 1st, 2nd and 3rd finishers. The winner was, *Shoofly*, won by wharf labourers and she carried an American flag.

The sailing race at 12 o'clock had 14 boats entered, but the fog was so thick, they couldn't see the course buoys and this resulted in a dispute.

In the afternoon there were foot races on the “Common”.

The flagship, *Royal Alfred*, during her last trip to the West Indies, damaged her propellers. There was no dry dock in America which could take up a vessel of such heavy tonnage, that on her arrival it was decided to build a, “Coffer dam,” which could be placed on the stern of this vessel, so that workmen could get at the defective screw propellor to repair it. After several weeks of construction it was in position. A steam fire engine pumped out the water from the coffer dam, and much credit was given to Mr. Hinch, the foreman of the Shipwrights in the H.M.S. Dockyard.

On July 5, a boy named W. Rogers, aged 9 years, was drowned while playing on the ballast boat at Hunston’s wharf in Dartmouth.

The frame of a Presbyterian Church, just erected above the Canal Bridge in Dartmouth (Portland Street), was blown down between one and two o’clock at night.

It was decided by the Halifax Boating Club to have a regatta on August 15.

The Dartmouth Ferryboat, *Chebucto*, had her machinery disabled and had to be towed to her wharf by the tug boat, *H. Hoover*.

A report from the, “Bridgewater Times,” said that the Labrador fishing fleet were now arriving home with, “full fares”. The schooner, *Victor*, owned by Eisenhauer and Company, has returned with 1,200 quintals, having been only 37 days absent, one week to get there and another week to return. This is a record. About a dozen or so of the LaHave vessels have also returned, and nearly all with record fares.

A report from Ottawa said that sawed logs and manufactured lumber, and ship timbers, are now Duty free in the United States.

On August 15, 1870, a newspaper article said, . . . The new Dartmouth Ferry Company hath, it appears, “gone up”. . . We can no longer attempt to freighnten the old company, by holding a new company over its head in,

. . . “terrorem”. No dread of opposition will now incite the old company to offer better accommodations to the public. . .”

The Charter obtained from the Legislature, last spring, is still in existence, and we have reason to believe that its fickle or faint hearted possessors would readily dispose of it to any purchaser. People complained of not enough service and they want a better time table.

It was reported that there were 3 barques launched at Maitland. The barque, *Edward*, tonnage 575 from the yard of A. Putnam, Esquire, also the *Huron*, tonnage 609, from the yard of Roy and Freize, and the *Medusa*, tonnage 775, from the yard of Joseph Monteith. Mr. Putnam intends to launch a ship of over 1,000 tons.

On August 25, John Shears of the South East Passage, was appointed as a Justice of the Peace.

A meeting was held at the Royal Halifax Yacht Club, to raise \$7,000 to train a 4 oared crew for a race on the Halifax Harbour, to challenge the world for a race next August (1871).

The annual yacht race for the Prince of Wales Challenge Cup was held with 4 entries. The *Petrol*, 15 tons, owned by Will Hare was the winner.

It was reported in the, “Daily Citizen,” that there will be a quarterly meeting of the Halifax and Dartmouth Sunday School Teachers Association, at St. Matthew’s Church at 7:30 in the evening.

The property on the Dartmouth shore, called “Fairfield,” formerly owned and occupied by Joseph Howe, is advertised to let. It includes grounds, gardens, stables, etc., and is well suited for a Gentleman’s Residence. (During World War II, the Dockyard Annex was built there).

A small pox epidemic started at South East Passage, and a general vaccination has been ordered by the Government.

At the Bank of Montreal there was an exhibition of 358 ounces of gold that had been extracted from 50 tons of quartz. This was the result of 30 men working at the, Albion Mine in Montaque. Their agent was Mr. Lawson.

An announcement from the Dominion Government said they will supply steel rails for the Intercontinental Railway, and also the principal bridges will be constructed of iron.

A scull race for the harbour championship was held on September 1st. There were 2 entries. It was won by George Lovett (very little interest was shown). The next race was won by the Halifax Sailing Club. There were 16 entries. It was won by the, *Dreadnaught*, by default even though it did not finish first.

The Dartmouth Young Men's Christian Association held a picnic on the grounds of Judge James. The proceeds were used to build a Reading Room and a Library. The ferry commission allowed passengers to come over and return to Halifax for just one fare.

The Admiralty Court was still active in trying cases. They had seized a number of fishing vessels for illegal trading and not listing their cargo manifest.

A marine Railway was completed at Yarmouth. It has the capacity for ships of 1,000 tons and less.

On October 8, there was a collision in the harbour between the Dartmouth Ferry steamer and the brig, *Teaser*, at 7 o'clock. The ferry ran into the *Teaser* as it was being towed up the harbour.

It was being towed by the steamer tug *H. Hoover*. The after rail and part of the cabin on the ferry was torn away and this caused great consternation among the passengers, especially the ladies. Several men on board, fearing the boat would sink, jumped over to the *Teaser*.

This was all caused by a, "misunderstanding". The ferry boat Captain, seeing the, *Teaser* approach, stopped the Ferry. This was to

allow the *Teaser* to pass ahead but the tug altered her course to pass astern, and thus the collision.

The damage done was by the fluke of the *Teaser's* anchor, as she did not strike the boat end on, but diagonally on the quarter. Had it been otherwise the result might have been more serious. This ferry is almost 40 years old and it was thought, probably not strong.

A report from the, "Bridgewater Times," said shipbuilding at Mahone Bay is likely to be brisk. Mr. John Zwicker had a brigantine on the stocks and he intends to build 2 schooners during the winter. Also Mr. Titus Langille is about to construct two schooners and a bark next spring.

Launched at Richmond, a bark of 592 tons, called the, *Fanny A. Carville*, built by Mr. D. MacPherson for Messrs. B. Wier and Company of the city. It was coppered on the stocks, copper fastened and a fine vessel in all respects. She was launched with her spars, all ready for rigging, and launched on a perfectly even keel.

This bark was chartered for the House of Carvel and Sons in Liverpool, England. She was to load up with deals (lumber) from Richmond then sailed to England. Her captain was Captain Watkins who formerly commanded the brig, *Topaz*.

The launching of new vessels were reported at Cape George, Antigonish Harbour, New Glasgow and Avondale and two at Clare.

In Yarmouth there are 18 new vessels to be built and launched by next year. The aggregate tonnage was 14,000 tons and estimated to cost over a half a million dollars.

In December there were launchings reported at Hantsport, Digby and at Tusket.

A report from Ottawa says that a Board of Canal Commissioners for the Dominion has been appointed. There were 2 from Ontario, 2 from Quebec, 1 from New Brunswick and 1 from Nova Scotia, and his name was the Honorable W. J. Stairs of Halifax.

A report from Great Britain says the English fleet (Royal Navy) has 469 steamers afloat, 34 being built, and 29 sailing vessels afloat for a total of 466 because 3 vessels are not safe and must be retained for home services. For the, "iron clad" fleet there are 31 ships and 4 floating batteries. Also there are 6 being built.

Reported launchings took place at Tusket, Maitland, Marie Joseph, Clifton, Milton and St. Mary's Bay, as well as Londonderry. It was also reported that ships were to be launched at Salmah, Five Mile River, Hantsport and at Old Barns.

A further report said that materials are being readied for 30 new vessels in Hants, Kings, Cumberland and Colchester Counties. The number to be built next year is expected to exceed that of 1870, even though business has been unusually active in 1870.

In Halifax harbour, the barque, *Liverpool*, that was disabled when she came into port, six weeks ago, was repaired then sailed for the port of Antwerp in Belgium.

Before the year ended there were two brigantines launched at Economy and one at Oak Point.

January 3, 1870 – Henry Hill sold for \$1,380 to Epringston Gibson, the lot number one in letter 'X,' on Water Street to lot number 8, to the property of Henry Hill.

January 3, 1870 – Frazier Allen, cordwainer, sold to George Corkum, for \$48, a lot on the west side of Gaston Road, next to John Murray, blacksmith, next to John Esson, containing one acre.

January 5, 1870 – William and Alice Hare sold to George Dunsworth, for \$100, a lot on the east side of the road from Dartmouth to Cow Bay next to Henry Harding, 2 acres.

January 6, 1870 – Samuel Crowell sold to his son, William Crowell, for \$20, a lot in Smelt Cove at Porter's Lake, 50 acres.

January 25, 1870 – John Esdale sold to Thomas Ritchie, for \$3,996. the lot number 4 in Prince Arthur Park, located on Johnston Avenue containing 6 acres and 2 perches.

January 29, 1870 – Timothy McCarthy and Mary, sold to John Esdale, for \$4,770, the land next to the Fort Clearance property, over to Samuel Gascon's property to the shore line, 113 acres.

January 29, 1870 – Paul Paptiste DeYoung and Elizabeth, sold to Elias Horne, for £22 pounds, a lot 15 acres, on the east side of the South East Passage Road, next to James Myers to Daniel MacKenzie and Peter Rynard's lot.

February 18, 1870 – William McKay and Phoebe Jane sold to John McKay, for \$24, a lot on the east side of Harvey Road at the Head of Chezzetcook Harbour, 100 acres.

February 18, 1870 – Ephram Mayette sold to George Gates, for \$16, a marsh land lot on the west side of the river at the Head of Chezzetcook Harbour, next to Peter Pettipas lot and Joseph Roma lot . Also Victoria Richards sold to George Gatez, for \$20, a one fourth share of the marsh lot on the east side of the harbour.

February 26, 1870 – Thomas Wilcox, baker, sold to Patrick Fuller, for \$1,200, a lot on the south east corner of Water Street, next to Maurice Downey, to William Bowers, then back to Downey's Lane.

March 1, 1870 – George and Jane Lennox sold to James Wilson, Keeper at the Insane Asylum, for \$157, a lot on the south side of the Cole Harbour Road next to Fraser Allen's lot, to Gaston Road, 3 acres, 1 rod and 33 poles.

March 12, 1870 – Thomas Wilcox sold to Patrick Fuller, for one dollar, a lot on the west side of Water Street next to William Bauer's lot and Downey's lot.

April 6, 1870 – Lisa Horn, widow, sold to John Horn, Mary Horn, James Horn and Edward Horn and John Devlin, for £10 pounds, a lot on

the west side of the road to Cow Bay and to Devil's Island.

April 7, 1870 – William Graig, Mary Ann Craig, George Craig, Eliza Craig, Susan O'Hearn (widow), William and Agnes Carson, William Tufts (of Tufts Cove), Mary Tufts, Benjamin Tufts, and Isabella, and Ophelia Tufts (widow), Richard Tufts, Hastings Tufts, Edward Tufts, Janet Tufts, James Hefler, Edward Hefler, Ambrose Hefler, Henry Hefler, Herbert Tufts, James and Elizabeth Tufts, George Tufts and Louise, Elizabeth Tufts and Ada Tufts (spinsters) from Tufts Cove, sold to Henry Tufts, for one dollar, 4 acres, 3 rods and 11 perches in Tufts Cove. This property was then sold by Henry and Martha Tufts to Lemule Morton, for \$380.

April 7, 1870 – John Elliot and Margaret Lowe Elliot sold to Joseph Weeks, for \$4,800, a lot on the corner of Wentworth and Quarrel Street, next to the property of William and Martin and Black.

April 12, 1870 – Daniel Goodall sold to William George Crosby and William McGilvery, land in Woodside and water lot near the eastern passage road next to James Creighton, 85 acres, the former Dustan property, also the water lot number 5, with 300 ft. into the Harbour, also the Woodside property marked 'A,' with the water lot.

April 19, 1870 – John and Jane Fuller sold to Patrick Fuller, for \$1,480, a lot in the north range of lots next to the Dartmouth Common, number 7, that had been originally laid out for Samuel Greenwood, located north by the Common, west by Water Street, south by North Street, and east by the lot number 8, granted to John Tupper, containing 27 perches.

Also on April 19, John Fuller sold to Patrick Fuller (as one of the Trustees of the Dartmouth Common), for one dollar, the common lots 19 and 31 which had been originally leased to Richard Best and Alexander Lyle.

April 27, 1870 – Michael and Celia Hurley (butcher), sold to George Walker, carpenter, for \$180, the lot number 16 on the Dartmouth Common, next to Windmill Road next to the property of John Cassin.

May 19, 1870 – Lewis B. Fairbanks sold to John Starr and John Sinclair, for \$5,200, a lot on the west side of the road from Dartmouth to Preston to the east of the rail on the inclined plane to David Falconer lot to James Stanford's, two lots parallel to the inclined plane, 650 ft., in agreement with John Starr and John Sinclair. (In a separate lease an agreement was made with Fairbanks and the Starr Manufacturing Company for 20 years to use the water flowing through the water course through the property to work the machinery).

June 27, 1870 – Thomas Boggs, et al, sold to John Brown, George Wilson and Patrick Fuller, Commissioners of Streets for Dartmouth, for one dollar, Thistle Street, Rose Street, Maple Street, and Beech Street, all 50 ft. wide.

July 23, 1870 – Richard Innis Sr. sold to Richard Innis Jr., police constable, for \$600, land on the west side of Porter's Lake, next to the property of James Innis to Porter's Lake, about 100 acres, also 1/6 part of lot number 41 in the second division of farm lots that had been sold to Richard Innis in 1831.

August 5, 1870 – John Leadly and Harriet sold to Samuel Warner, painter, for \$150, a lot on the west side of Windmill Road, next to Benjamin Smith, to Fuller's land, 40 ft. by 82 ft.

August 25, 1870 – John and Mary Esdaile sold to Charles Black, a lot on the South East Passage Road, next to Judge Johnston property and also on the south side of the VanBuskirk property, 4 acres, also the water lot next to Dr. Tupper's lot and 300 ft. into the harbour and 260 ft. in width.

September 29, 1870 – Patrick and Margaret Fuller sold to John Elliot, merchant, for \$1,000, a lot on Windmill Road, next to Samuel Warner, to Howe Street, to Fairbanks Street to the John Leadly lot.

November 18, 1870 – Lewis and Ella Fairbanks, sold to Mary Edgecomb, widow, for \$140, property on the north side of Quarrel Street, next to Hare Lane and the property of Andrew Shiels.

November 2, 1870 – Richard Innis, police constable and wife Margaret, sold to Robert Innis of Porter's Lake, for \$500, 100 acres at Porter's Lake along with 1/6 share of lot number 41 in the Preston second division of farm lots.

December 22, 1870 – William and Mary Anne Crowell sold to Ruben Crowell, for \$200, a lot in the smelt cove at Porter's Lake, containing 55 acres.

December 28, 1870 – William and Laura Cunard sold to Edward Young, carpenter, for \$320, a lot on Prince Edward Street and Boggs Street, over to Francis Young property.

Federal Acts – Chapter V – An Act relating to Banks and Banking. There were 76 provisions to this Act. Banks whose Charters are continued by this Act included the Merchants Bank of Halifax, and the Bank of Nova Scotia.

The Halifax Evening Reporter said that, a brigantine of 823 tons was launched at Parrsboro. This was built at Mill Village at Vickery's shipyard. She was called, the *J. H. Gillespie*, built and owned by James Gillespie.

In an editorial report, it said that between September 30 and October 3, a total of 3,887 tons of coal arrived at Halifax Harbour.

At the Brewery near Turtle Grove in Dartmouth, Mr. Oland, the proprietor, and his family were attacked while walking home. They were all violently assaulted. One woman was struck in the head with a stone. Warrants were immediately put out for the arrest of these perpetrators.

In January, the barque, *Fannie M. Carvell*, 592 tons, was launched at Richmond.

Also this month, a scow had broken loose from its fastenings at Dartmouth, then drifted across the harbour between McNabs Island and Herring Cove. It was thought to be a "mystery schooner," of 50 tons, on her beam ends, until a boat from Herring Cove towed it into port.

The Humber River area in England said that the iron ship building trade is making tremendous strides. One firm has on the stocks, seven large steamers. There is another enormous vessel of 1,500 Horse Power for the Liverpool to Alexandria trades. This was recently launched.

In January, Mr. Lewis P. Fairbanks, the proprietor of the Canal and Works had a new wharf and dock built in the Dartmouth Canal Cove. This would allow for a public convenience Dockage for vessels and Timber. It can give wharf accommodation for any vessel drawing 19 feet of water, and also wharfage and dockage for 25 small vessels of 200 tons and under.

The Nova Scotia Ice Company property at Rocky Lake, was sold at auction, to Mr. E. D. Tucker, for \$1,125.

The Dartmouth Y.M.C.A. announced their annual meeting for January 19 at 7:30 sharp. A series of lectures are scheduled this year.

The Montague Mines produced a 9 pound bar of gold worth \$3,000 during this month (January).

The tonnage built at Shelburne is reported to be 99 vessels at 10,824 tons. There is a brigantine of 250 tons, a barque of 830 tons and a ship of 900 tons.

Other shipping news reported a barque of 850 tons at Yarmouth, a brigantine of 350 tons at Liverpool along with 3 schooners of 90 tons each, and at Lockport, 2 brigantines and 4 schooners.

Mr. Dooley, who owns a grist mill on the Dartmouth to Bedford Road, fell off the Dartmouth Ferry, but was rescued by Captain Grahame. After turning off the paddle wheel, he grabbed Dooley by the collar and held him until a line was lowered and fastened around him. Then he was withdrawn, then put into a cart and driven home.

The Dramatic Class of the Young Men's Literary Association intends to give a musical and historic entertainment at the Mount Hope Insane Asylum.

It was reported that the ice on the Dartmouth Lakes is 18 inches thick, and the ice companies are preparing to harvest their crop.

At the Presbyterian Church in Dartmouth, a fire started while being upholstered by several workmen. The floor was ignited but put out immediately.

On January 29 the church opened with Professor McKnight and the Reverend A. Sedwick preaching the sermon.

The ladies planned to hold a sale on children clothing and other useful articles in the basement hall. There were 4 speakers at the annual tea meeting and “Fancy sale,” and a large amount of money was realized.

At the Mount Hope Lunatic Asylum, it was reported that there were 134 females and 126 males patients there in 1870.

In February, the ice men were improving the, “shining hours,” by gathering their harvest. Large quantities of ice have been cut and stored in quantities, superior in thickness, clearness and purity than other years.

In February, 2 men, Hurley and Farrell, were arrested and committed for trial, for resisting the sheriff in an attempt to execute a, “writ of replevin,” issued at the instance of L. Fairbanks, to recover a quantity of ice that was said to be cut and taken from a lake belonging to Fairbanks. A motion of errors was brought up by their counsel before Stipendiary Magistrate Shields. His honor decided he had no jurisdiction in this matter and discharged the accused.

The funeral of the late George Webber, the engineer who lost his life on the steam ferry, *Mic Mac*, took place in Dartmouth.

A new lodge started in Dartmouth, called the Dartmouth Independent Order of Odd Fellows, manchester units, and Friendly Beneficial Social Society.

The William Stairs, Son and Morrow Company, from their Dartmouth Rope Work Company advertised sail cloth, lines, twines, nets, chain cables, naval stores of pitch and tar, oakum, muntz, metal, sheathing, etc. Their sail cloth included gourock extra cotton duck, and all members, strong untwilled linen, cotton drill or cotton fabric, ravens and drill, lighter than canvas, and their drill is stout twilled linen or cotton cloth. Also burton, like a pulley, to hold the sail cloth.

In April, it was announced that Pictou will endeavour to send a boat and crew to the Halifax Aquatic Carnival.

In May, Ship Harbour has been declared an, “outport of entry,” and placed under the survey of the port of Halifax.

The city of Boston was reported to be the “fish market,” of America. They have 25 wholesale agents and dealers in the city. They have agents in all the other cities in Massachusetts. The product of this Fishery is said to be estimated at \$40,000,000 yearly.

On May 24th the Birthday of Queen Victoria was observed as a Public Holiday in the public offices of the Nova Scotia Government.

It was suggested that a Porter’s Lake Canal, would be built by Mr. Hill to which he is pledged, now that he has some free time at his command.

A note of praise was given to Dartmouth according to an article written in the, “Morning Chronicle”. It stated that Dr. Parker was one of the would be bribers of Mr. James McNab. The people of Dartmouth out voted him by 44 votes. “All honor to Dartmouth for condemning the Corruptionest Legislative Councillor.”

Mr. Garvie gave a speech at Dartmouth in the Mechanics Institute. The hall was packed, even though it was an impromptu meeting.

The Royal Halifax Yacht Club is preparing for an International Gig Race. A practice boat was launched. It was built by Samuel Norris and supervised by Mr. James Pryor. A new steering apparatus was invented by Mr. Norris and it proved to be entirely successful.

A new schooner of 72 tons, called the, *Annie*, built at Mahone Bay, is now in Halifax harbour. She is preparing for the Labrador Fishery, of which she was designed for.

The harbour is now filled with vessels of all types, including 7 war vessels of the, *Flying Squadron*.

In a report from the, “Halifax Citizen,” Mr. John Spence of Dartmouth caught a 5½ pound trout at Cole Harbour. This was the largest trout caught so far this season.

It was announced that a race will be held at the last week in August at Halifax, under the auspices of the Royal Halifax Yacht Club. The prize to be \$3,000 and offered for a 4 oared race, open to all countries. Two English crews, and a St. John, New Brunswick crew will compete. They hope the United States will send a crew. Also a champion sculler race would be open to the world.

On June 21 there was a regatta on the harbour. This was to mark the 122nd anniversary. Both the Citadel and the Flagship, *Royal Alfred*, were decorated. An Army parade was held on the Common in the morning, with Regulars, Militia and Volunteers from Windsor, in Hants County. The Dockyard and the Citadel were opened to the public to accommodate such a large turn out.

In the afternoon there were rowing matches. The first with 4 oared whalers. There were 4 entries and won by *Letitia*, from Dartmouth, by the four Heffler brothers.

There were also races by Wherries with 2 pair of paddles, pulled by mechanics, Government Boats that were pulled by soldiers, man of war launches from the *H.M.S. Royal Alfred*, wherries pulled by amateurs, four oared gigs, a single scull race won by George Thomas who was the extra for the International Race. The 8th race was of man of war cutters with 10 oars. The 9th race was between the man of war gigs, rowed by crew members of the *H.M.S. Royal Alfred*.

At 3:30 the Sailing Club Race took place and it turned out to be the best aquatic event of the day. There were 10 entries including the sloop, *Topsey*, owned by Eb Mosely, and the schooner, *Quickstep*, owned by H. Trider. There were 8 sloop entries and 2 schooner entries.

One report in the "Weekly Citizen," says there are improvements being made on the Dartmouth Commons. Workmen are engaged in making walks around the sides of the hill, to the most commanding views.

A report said that \$200 was donated to the Aquatic Carnival Fund by the agent G.P. Black. The Halifax and Dartmouth Steam Boat Company has contributed \$100.

The Grand Aquatic Carnival was planned for August 29, 30 and 31st. On the 30th there will be the "Great 4 oared Race for the Championship of the World". On August 29 a total of 27 races will be held. The distance 6 miles. On the 31st The Champion Scull Race will be held and it is open to the World. The first prize to be \$500. By kind permission of Vice Admiral Fanshaw, the Dockyard and all the ships of War, will be open to the public.

Also on August 30, at noon time, steamers will commence running to McNabs Island to a Grand Hodge Podge and Chowder.

McPherson launched a new vessel of 600 tons on the stocks at his yard in Richmond. It was a vessel of 130 ft. keel, 31 feet across and the depth of the hold was 17 feet. She was barque rigged and copper fastened.

This year the Dartmouth Steam Engine and Boiler Works started up. The works comprised of 3 buildings. They were situated next to the Marine slip, on a small point of land which projected into the harbour. Surrounded by water on 3 sides. This renders a peculiar convenience in repairing machinery in steam ships and other vessels which, if required, may lie at the wharf in the rear of the premise.

The office, "Drawing Room," and Store Room take up all the space in one of the other buildings while two other buildings are used for the Blacksmiths, Boiler Makers, and Machinists.

This Blacksmith's forge contains 4 fire places, and all the needful tools and appurtenances. There are large racks for the storage of iron, and are fitted up in different parts of the forge.

Adjoining the Blacksmith's forge is the Boiler Shop. Here the plates of iron of which the boilers are made, are passed between heavy iron rollers, and bent to a circular particular form. These rollers will turn a circle of from 6 to 10 feet in diameter. In either corner of the room are fire places, where the bolts used in fasting the different parts of the boiler together are heated.

When heated to redness, they are carried by a boy, who attends the fire to the boiler in the course of construction, and passed through these plates. A man inside the boiler, with a sledge, holds the bolt in its proper position, and 2 men on the outside hammer away until a head is formed on the other side of the bolt.

The machine shop contains machinery driven by steam power. A very powerful puncher will punch a hole 3 inches in diameter, in a plate of iron of an inch thick, that has been placed near the door for the convenience to the boiler shop.

A pair of shears for cutting plates of iron to any size required, a patent self acting planing machine, steel drills, turning lathes and various other complicated and ingeniously constructed tools of different sized and uses are also worked in this machine shop.

A large room above is devoted to the pattern makers. Three carpenters are always employed in this room, making models of all the iron machinery made in the manufactory.

In a store room above the pattern shop are large racks, on which patterns, labelled and assorted, are packed in order so they may be easily found, when needed.

Mr. A. McKay, the proprietor of the establishment employs about 40 men and, in addition to boilers, constructs mining machinery, house girders etc., to order.

A report from Pittsburg said they will form a 4 oared crew to contend with the English and the St. John crew in the Halifax regatta.

Now it is expected to have 8 crews, 2 from England, 2 from New Brunswick, one from the U.S. and 3 from Halifax. They are all in training for the great, "Aquatic Carnival at Halifax".

Mr. George Brown's new scull boat came from Boston on the vessel *Alhambra*. The Roche crew started training on the harbour. It carried William Beckwith (bow) Louis Heffler from Dartmouth in the number 2

seat, David Parker in number 3 seat, and John Young (stroke seat). They will compete in a scull made of Spanish cedar that was built by Mr. John Findley of Halifax. It was 44 ft. long, 18 inches wide, 7 inches deep and weighed 112 pounds.

A company has been formed in Dartmouth for the purpose of erecting a stage suitable to accommodate from 1,500 to 2,000 people. This stage will be erected on the grounds of D. Falconer, nearly opposite the buildings of the Royal Halifax Yacht Club.

For this race there will be 3 Halifax crews. The Barton crew, the Pryor crew and the Roche crew. The Bow man, John Young, is also from Dartmouth with the Roche crew. He is a shipwright, 26 years old. David Parker is also from Dartmouth, the number 3 seat. Another competitor, David Beckwith is from Dartmouth. He is also a shipwright, 26 years old. This Roche crew with 3 from Dartmouth, are using a boat built by (Charles Roche) and John Finley of Halifax. The scull is named the, *Lillian*.

On the first day of the Regatta, the first race was for the First Class Coasting and Fishing vessels over 50 tons. This was won by, *Sda*, 66 tons, entered by J. C. Watt.

2nd race – Provincial and Coasting and Fishing vessels – 20 to 50 tons – a total of eleven entered, but only 6 started – won by *Daisy*, won by James Hanrahan.

3rd race – Provincial Coasting and Fishing vessels over 5 tons and under 20 tons. Only 2 entries – won by *Water Lily* – 10 tons entered by W. Whalen.

4th race – Fishing sail boats under 5 tons – won by *Romp* by James Scott.

5th race – Fishing Squids pulled by Fishermen.

6th race – Wherries and square sterned boats – won by the *Ripple* by the Purcell bothers.

7th race – Gigs of 4 oars – men under 21 – winner, *Neptune*, James Mann.

8th race – Actual Fishing Whalers, 4 oars, pulled by Fisherman, won by the *Erin*.

9th race – Men of War Gigs, won by the crew of the *H.M.S. Royal Alfred*.

- 10th race – Gigs of 4 oars – pulled by Mechanics. At the start an oar broke. The race was stopped to replace the broken oar. Won by the, *Neptune*.
- 11th race – Men of war cutters – won by *Royal Alfred* crew of 10 oars.
- 12th race – Racing whalers of 4 oars – open to all. Won by *Restless* with Edmund Heffler.
- 13th race – Yachts – 1st class – won by the *Petral*.
- 14th race – Racing Whalers – 4 oars – by Gentlemen Amateurs. The prize was a silver cup presented by Sir Hastings Doyle (Lt. Governor). This was won by the *Bluenose* (4 oars) entered by John Hutton.
- 15th race – Yachts, 2nd class – 6 – 12 tons won by *Evadue*, and *Wavelet* in 2nd.
- 16th race – no entries.
- 17th race – Yachts 3rd class – 6 tons – 13 entries, won by *Evadue* (again).
- 18th race – Gigs of 4 oars – Officers of the Army, Navy and Dominion forces (no entries).
- 19th race – Fishing Flats – 2 pair of paddles won by, *Sarah*.
- 20th race – Actual Market Flats – no entries. (for women only)
- 21st race – Canoe race – no entries.
- 22nd race – Man of war launches – won by the launch boat, *Racoon*.
- 23rd race – Government Boats pulled by Garrison soldiers, won by, *Headquarters*.
- 24th race – Canoes pulled by squaws. (no entries)
- 25th race – Paddled by Indians. (no entries)
- 26th race – Man of war copper punts – won by the *H.M.S. Racoon*.
- 27th race – Gig and Punt race – no entries.
- 28th race – Tub race sculls – actually molasses puncheons and dressed in crooked hats, ribbons, etc. won by, *Badger*.

This was followed by a, “scratch match,” between 3 schooners because of irregularity in tonnage. Won by *Daring*.

This was followed by the, “Greased Pig and Pole”. There were men from the man of war ships crews, who took their slips and dips with the utmost coolness.

The next day was for the 4 oared "Championship of the World". The weather was unfavorable until 5 o'clock in the evening. Then it was postponed until 1 o'clock the next day. The Single Scull champion race would be in the afternoon. For the 4 oared championship, the sum of \$250 goes to the first Nova Scotia crew to cross the finish line.

The next day the race was again postponed until 1:15 p.m. The St. John crew failed to show up. The American crew started at 44 strokes per minute. The English crew at 39 strokes per minute. The Barton crew 40 strokes per minute, the Pryor crew 37 strokes per minute. The Roche crew had to stop after rowing only one third of the course.

The winning time for the Taylor crew (from England) was 39 minutes and 45 seconds. They beat out the Halifax, Pryor crew by only 8 seconds. (Their time was 39 minutes 53 seconds.) The Renforth crew came in third, the American crew fourth and the Barton crew came fifth.

There were cries of foul from the Renforth crew and from the Taylor crew at the stake-boat. The American crew claimed they ran into a floating log and it split their boats stern. The piece was sticking into their bow and it impeded their progress.

The Barton crew claimed they took in so much water that they had to stop and bail it out.

The English crew thanked all those present for their support. They were the crew of, *Newcastle on Tyne*. They just barely beat out the Pryor crew from Nova Scotia which consisted of George Brown (bow) Thomas Hays (number 2) Warren Gray (number 3) and James McGrath (stroke).

A complaint from a spectator said that the Pryor crew were interfered with by a person named Mosely from Dartmouth who steered his craft on the course, causing the crew to go to a considerable distance to avoid a fouling.

The time showed, however, that the Pryor crew gained on the Taylor crew, but not enough to win.

The next day, September 1st the great Scull race was held. There were 9 entries, but only 6 showed up to race. It started at 1 o'clock. The course was a 3 nautical mile straight course. This was another close race. It was won by *Sadler* in the, "*Duke of Beaufort*". Time was 20 minutes and 8 seconds. George Brown, from Nova Scotia, was second in 20 minutes and 12 seconds.

Brown protested that *Sadler* had crossed his bow and prevented him from passing. A committee held a meeting but still declared that *Sadler* was the winner.

That evening the competitors and judges were entertained to a dinner at the Yacht club. The American crew were not able to attend. Later it was announced that there would be a Yacht Race, open to the Dominion of Canada.

The Pryor crew have presented the valuable gold watch they won at the contest, to Mr. Pryor, as a mark of appreciation of his labours in training them for the great race. This act reflects the highest credit on that gallant crew.

The Dominion Government has advertised for tenders for the construction of building for quarantine service on Lawlor's Island.

At another race, the Barton crew from Halifax won a 4 oared race in Longueil, Quebec. The first prize was \$1,000. They beat the Taylor-Winship crew and the Renforth crew.

On October 14, was the trial trip of the Ferry steamer, *Richmond*, and it passed every test in a satisfactory manner.

The Presbyterian Witness, published a report about the Dartmouth Ferry. It sated the present boats did well enough about 15 to 20 years ago. Now they are notoriously unsuited to the present requirements of the public. On Saturday and other market days, these boats are most inconveniently, if not dangerously, crowded . . . In the scramble for passage, woe to the weak. The rate of ferriages is also extravagantly high. It is time public attention was pointed to this ferry . . .

Trade at Halifax on October, included 420 vessels with 38 steamers, 1 ship, 7 barques, 49 brigs and brigantines and 325 schooners. There were 4 from Great Britain, 4 from the continent, 18 from the West Indies, 42 from the U.S., and 352 from our own ports and provinces. Also cleared for sailing were 238. In September the arrivals numbered 337 and those cleared were 317.

A report from Maitland, Hants County, said that William Lawrence who served his apprenticeship under Alexander Lyle in Dartmouth, plans to “lay” the keel of a vessel of 2,000 tons. When finished she will be the largest vessel ever constructed in British North America. Her keel will be 234 feet.

Launched at Parrsboro, was a brigantine of 358 tons. She was named, *Wesley and Seymour*, owned by John E. Southergreen, son, et al. She would be commanded by Captain W. S. Southergreen.

The population of Dartmouth, this year, is 4,358.

January 16, 1871 – William Cunard sold to John Walker (carpenter), for \$400, a lot next to Boggs Street, bound by the lot of Francis Young – then south by William Cunard, and west by Edward Tufts.

January 31, 1871 – John and Sarah Brown sold to Peter Kuhn (merchant), for \$1,675, a lot on the east side of the road leading from Dartmouth to South East Passage, next to the property of John Prince, 1½ acres.

February 2, 1871 – Duncan Waddell sold to Robert Waddell, for \$3,000, the lot number 2 of the Bartlin estate in Dartmouth, next to the estate of Jane McGregor lot number 3, to a public street. Also, for \$90, Duncan Waddell sold to Robert Waddell a lot on the east side of Bedford Basin, which formerly had been granted in 1818 to Thomas Davie and William Allen (150 acres), also the water lot next to the property of the Admiralty.

February 8, 1871 – William Keeler and Jane, sold to G. A. S. Creighton, for £5 pounds, half an acre near Lahey’s land to Creighton’s land on the east side of Thomas Boggs land.

February 11, 1871 – Henry Leslie and Margery, sold to Gasper Leslie for substantial maintenance, a decent burial, and one cow, to Janet MacDonald Leslie, when she requires it, and a good education to William Thomas Leslie, and whatever trade he may choose, and \$20, and assign parcels of land in Lawrencetown also a beach lot number 4 that had been purchased from William Crook in 1825.

February 13, 1871 – George Mitchell, et al, trustees of the creditors of James G. A Creighton, sold to Robert Sinclair, at a public auction, for \$148.99, a lot on the east side of the new road nearly parallel to the Cole Harbour Road, near Maynard's Lake, being lot number 6 in the letter 'D'.

February 13, 1871 – Janet Newlands (widow) and Henrietta Newlands, and Mary and James Newlands, agreed to equally divide between the sons, William and James, the lot part of Block Letter H, next to John Misener's lot and the burial ground on the east, to North Street.

February 19, 1871 – Janet Newlands, widow, et al, sold to William Newlands a part of the block letter H, next to John Misener's lot, to the burial ground, then to North Street.

March 27, 1871 – Samuel Black sold to George and Jane Mason and Thomas Bauer, one half of lot number 15 on the Dartmouth Common, on Windmill Road.

March 29, 1871 – Henry Stanley (ice dealer) sold to Adam McKay, boiler manufacturer, for \$1,000, lots 7 and 8 of the Creighton estate of letter D, bounded by lots to Richard Bishop to Maynard's Lake, containing 5 acres.

March 30, 1871 – Adam McKay and Margaret sold to Henry Paint, for \$4,800, a water lot at the Dartmouth Point, also a lot on the south side of a street running from King Street to a public dock – then south from King Street from the Boiler shop to the water lot of Enos Collins and Joseph Allison, (merchants) to the public docks.

April 1, 1871 – John and Mary Starr, and John A. Sinclair and Eliza Sinclair (merchant) and the Starr Manufacturing Co. Ltd., sold for

\$5,200, property on the west side of the road leading from Dartmouth to Preston, and a lot up to David Falconer property to James Stanford's to the incline plane, for 650 ft. This would also have to reserve to Lewis P. Fairbanks the waterways, and watercourses, and use of the water running through the land.

April 8, 1871 – G. A. S. Creighton and Sarah sold to John Forbes, for \$1,200, a lot on the west side of first lake, towards Keeler's farm, 1 acre and 9 poles – and another deed, for \$520, between these two lots was a lot that contained 46,170 square links.

April 15, 1871 – Charles Richard and Sarah, sold to Paul Farrell, for \$600, a lot on the corner of Ochterloney Street to Pine Street to Charles Richards line to Thomas Boggs, and another lot, number 1 in the block number 1 of Thomas Boggs estate, to the grave yard east boundary, and this included using the well at all times.

April 24, 1871 – Alfred Fuller and Emma, sold to Bennet Hornsby, for \$8,660, a one third part of land in Dartmouth, on the road from Dartmouth to Cole Harbour, called Manor Hill, crossing Maynards Lake, between Oat Hill and Penhorn lakes, about 3000 acres – also the lot extending from Cole Harbour road to the pipe house for the Lunatic Asylum, 33 ft. wide, conveyed by Robert Fretwell to Adam Archibald.

April 25, 1871 – Ann Susan Innis, widow of Robert Innis, sold to William Sterling, for \$1,600, a lot opposite the property of Alexander James and next to the lot of Samuel White, and a new street.

April 28, 1871 – Thomas Boggs, et al, sold to James A. Austin, for \$1,200, the lot number 16 on the Thomas Boggs estate, North by Rose Street, 480 ft. then west by Maple Street – 240 ft. – South by Tulip Street for 480 ft, then East by Beech Street for 240 ft., containing 2 acres, 2 rods and 22 perches.

May 5, 1871 – Christopher Dart and May Ann, sold to Joseph Allen, trader, for \$510, a lot on the road to Creighton's ferry. This was lot number 7 of the Jonathan Tremain property.

May 9, 1871 – Frazier Allen, cordwainer, sold to William Simpson, tinsmith, for \$52, a lot on the west side of Gaston Road next to George Corkum, one acre.

May 9, 1871 – George Lennox, farmer, and Jane, sold to Edmund Walker, grocer, for \$126, a lot on the south side of the main road from Dartmouth to Cole Harbour, next to James Wilson's lot, 2 1/10 acres.

May 19, 1871 – The executors of Patrick Dunn sold to William F. Green, grocer, at a public auction, for \$1,600, the property on the corner of Ochterloney and Water Street, next to John Tupper.

May 20, 1871 – The executors of John Cleverdon, Halifax Merchant, sold to William Elliot, for \$550, the lots 4 and 3 in letter X at North and Church Street and Prince Edward Street on the north side by Charles Boggs and John Liddell.

May 30, 1871 – Fraser and Isabelle Allen sold to Nathaniel Russell and William Murray, tinsmiths, for \$52, a lot on the west side of Gaston Road, next to John Esson property.

May 31, 1871 – James H. Austin and Christiana, (land surveyor) sold to Richard Waler, Joiner, for \$180, lots 1 and 2 of the lot number 16 of Boggs Division. They are on Beech Street, Tulip Street, and west to lot number 13 for 116 ft., then North by lot 27.

June 15, 1871 – John Esdale and Mary, sold to James Gordon and Donald Keith, furniture dealers, for \$1,307, the lot number 13 at Prince Arthur Park, 372 ft. to the center of Rodney Road, then to Fenwick Row, 2 acres, 28 perches and 17 yards.

June 22, 1871 – The executors of Thomas Boggs sold to Edward Richards, for Bridget Richards, carpenter, for £35 pounds, a lot on the west side of Pine Street over to Tobias Miller property.

June 23, 1871 – The Trustees of Bridget Richards (Paul Farrell) sold to William Edmund Whebby, carpenter, for \$240, a lot on the west side of Pine Street at the corner of Tobias Miller property.

June 26, 1871 – Alexander Stephen sold to Ebenezer Mosely, boat builder, a lot on North Street that extended 300 ft. into the harbour (formerly occupied by John S. Campbell), for \$806.55. Ebenezer Mosley then sold to John Wylde, Levi Hart and Charles Wylde, for \$675, a lot at the end of North Street, 100 ft. by 300 ft. into the harbour.

July 11, 1871 – James and Christiana Austen sold to John Preston, shoemaker, for \$95, the lot number 1 of Austen’s and lot number 17 of the Thomas Boggs division on Rose Street and Maple Street.

July 19, 1871 – Bennet Hornsby sold to John Watt, for \$40,000, the property called Manor Hill, about 3,000 acres, also a lot reserved (about 4 acres) by Maynard’s Lake and Cole Harbour Road.

September, 1871 – George A. Creighton and Sarah, sold to William Keeler, farmer, for £5 pounds, a land on the north side of first Dartmouth lake, on the west side of a road from Dartmouth to John Gates, and on the south side of William Keeler, 2 acres.

October 9, 1871 – Lawrence Hartshorne sold to Hugh Hartshorne, and heirs of his, for £500 pounds, the square letter ‘L,’ in the town plot of Dartmouth, where the garden and mansion house was bounded by Portland Street.

October 12, 1871 – A Deed of Confirmation was made between John Stairs, merchant from Halifax, and Lewis Fairbanks and the property made by the Inland Navigation Company, to George H. Starr. They formed a Company called the Lake and River Navigation Company.

October 17, 1871 – The executors of Thomas Boggs sold to Edward Richards, carpenter, for £35 pounds, the lot number 1 on the west side of Pine Street.

October 21, 1871 – Bennet Hornsby sold to Donald Keith, for \$957, one undivided half share of a lot at Prince Arthur Park, lot number 9 and part of Fenwick Row to Johnston Avenue, 2 acres, 3 rods and 24 perches.

October 26, 1871 – The Trustees of Susan Jane Dawson, sold to John Stairs, for \$1,480, – 24 lots of the Fairfield property on Dawson Street and also 3 lots on Henry Street. In another transaction, the Trustees sold to William J. Stairs, for \$4,254, 9 lots on the north side of Pelzant Street and 2 lots on Windmill Road to Dawson Street and Bligh Street, to Pelzant Street and 4 lots on Dawson Street to the land of David Faulkner.

October 28, 1871 – The Trustees of Susan Jane Dawson, sold to Jeremiah Kenney, for \$780, 3 lots of the Fairfield property on the south side of Dawson Street, to David Faulkner’s lot, and 3 lots next to the east side of Windmill Road to Dawson Street.

November 7, 1871 – James Austen sold to Josiah Smith, fireman, for \$90, the lot number 44 on the lot 21 of Thomas Boggs division on Rose Street.

November 10, 1871 – Edward and Louisa Romkey sold to Judson Newcombe, farmer, for \$2,000, the land next to John Trider Sr., on the Eastern Passage to Cow Bay Road, formerly owned by William Horne.

November 13, 1871 – James H. Austen sold to Daniel Robson, ship carpenter, for \$85, the lot number 30 of Austen’s sub division of lot 20 of the Thomas Boggs Division on Tulip Street.

November 15, 1871 – James Austen sold to William Gammon, for \$50, the lot number 26 of the Austen sub division, a lot number 17 of the Thomas Boggs Division on Rose Street.

December 1, 1871 – John Eisdale sold to Jessie McArthur, for \$874, the lot number 5 in Prince Arthur Park, that contained 34,970 square feet.

Federal Acts – Chapter LIV – An Act to incorporate the Halifax Banking Company. This had six provisions.

Chapter XIV – An Act to amend the Interim Parliamentary Elections Act of 1871. Section 7 and 8 are referred to the Province of Nova Scotia.

Chapter XXXIX – An Act respecting the Shipping of Seamen in Nova Scotia. There were 22 provisions to this Act. This Act was to apply only to Nova Scotia and to such ports as the Governor in Council may appoint.

Chapter XLII – An Act to provide for the appointment of a Harbour Master for the Port of Halifax. There were 10 provisions to this act.

An Act was passed to amend the Act relating to the Dartmouth Common. There were three sections. The first section stated that the Trustees were empowered to sell a portion of the common. This portion of the Common created Dawson Street, Bligh Street, Walker Street, and Henry Street.

The second part of the Bill stated the money was to be applied to the general purpose of the common.

The third part stated . . . “so much of the existing law as is inconsistent with this Act is repealed.”

The ice on the chain of lakes is reported to be two feet thick and as clear as crystal.

Mr. Aaron Trott announced he will open an, “eating house” at the foot of first Dartmouth Lake for the accommodation of skaters. The lakes of Dartmouth were the scene of much pleasure to enjoy this invigorating pastime. Skaters of all ages, young and old, were out amusing themselves.

This year there is a Canadian Shipbuilding and Ship Repairing Association formed in Canada.

At a town meeting in the Dartmouth Mechanics Institute on March 4, there was a report of the Committee of the Proposal Incorporation of Dartmouth.

The report stated, where as, in the opinion of this meeting, it is desirable that the citizens of Dartmouth should be able to exercise a more direct control over the municipal affairs of the town . . .

Therefore be it resolved that a special general meeting of the rate payers be held at the Mechanics Institute on Monday, March 18, at 7:30 p.m. to consider the propriety of applying to the Legislature to set off the town of Dartmouth into a municipality . . .

A Committee was therefore appointed to report on the advisability of Incorporating Dartmouth and its vicinity, together with the provisions of an Act for that purpose, to an adjourned meeting to be held on Monday, 18, instant.

On this date they met and a report was presented and read. It was resolved that the same be printed under the direction of the committee and circulation among the rate payers. The subject was then postponed until July 8.

The appointed Officers were, George J. Troop, John Forbes, James W. Johnston Jr., James W. Turner, W. H. Weeks and John P. Mott.

The Limits of the Municipality were at a point on the harbour opposite the north boundary of the property of the late John Esson, from thence run east to the north boundary of the Esson Property – thence along the said property to Gaston Road – then along Gaston Road to Cole Harbour Road, then at Frazier Allen’s corner, then north eastward to Hurley’s on First Dartmouth Lake – then north west to the north west to the north east boundary to Stairs ropewalk property. Then west to the Harbour, thence by the courses of said Harbour to the place of beginning . . . to be called the Municipality of Dartmouth – with all the

usual powers vested in Municipalities. . . . To be divided into 3 wards . . .

Ward #1 – south of the line through the center of Portland Street, to the bridge, and of a line through the center of the road leading from the bridge to Hurley’s, at the Lake, and the south bounds of the municipality.

Ward #2 – at that portion lying to the north of said lines, the south of a line through Gates Road, and the south of a line through the center of Ochterloney Street.

Ward #3 – all that portion lying to the north of the said line through the center of Ochterloney Street and Gates Road, and the northern boundary of the municipality.

As to the Government of the Municipality, . . . to be governed by a council to consist of a warden and six councillors, residents of the municipality, to be elected by the rate payers of the municipality.

The qualification for Warden and Councillors – be the possession of \$1,000, real and personal property beyond any amount he or they may justly owe.

A second hand fire engine was purchased in St. John, New Brunswick for Dartmouth.

It was also reported from St. John, that a Ship Knee Establishment was started.

Mr. McPherson has laid down the keel for a new barque at Richmond. This was ordered by parties in Baltimore, for the West Indies Trade.

The, *Eliza Alice* was just launched there and is being rigged at the Depot Wharf.

A quarantine hospital has been erected in Lawlor’s Island. The patients who have been hitherto placed on the brigantine, *Little Feary* have now been sent to this new building. The vessel is undergoing a process of fumigation, and will shortly proceed on her voyage.

On the Dartmouth lakes, in February, 8 horses have been matched for the trotting match (to be held on 2nd Dartmouth Lake). There will be 3 races. Each race will be on a one mile heat.

A formal complaint was made about the “filthy state” of the Dartmouth Ferry steamers and, “Justly”.

For the Ship Building in Canada, as of June 30, 1871. The total of all the four provinces was 389. Nova Scotia led the country, with 146.

Of those vessels that were Registered, being 540, Nova Scotia had the most, with 203.

On February 22, Alexander Brodie, while working at the Dartmouth Rope Works, slipped, while tending an oakum carder. He attempted to save himself but his arm was drawn into the machine. He was then fearfully mauled and his head and body were severely bruised. The Doctors have no hope for his survival.

At Creighton’s Wharf, Reverend Thomas Augwin was seriously injured by falling down a hatchway on the steamer, *Tiger*. He was saying good bye to two other Reverend Gentlemen who were going to Newfoundland.

He fell down a hatchway that had been left open to place the passengers baggage on board. Two of his ribs on the right side were broken. He was taken to his home and treated. At the time he was a superannuated Minister of the Methodist Church.

On March 9, a Scarlet fever epidemic hit Dartmouth.

The German steamship lines, now plying between New York and the Continent, will in future call at this port for coal. Their agents, Davis and Company, are now increasing their wharf accommodation.

This year the harbour was almost completely covered with ice, except the channel kept open by the Dartmouth Ferry boats and the commercial steam ships that call for coal. It has been 7 years since the harbour froze over.

The ice was later broken up by a gale of wind on March 23 and 24. This gale also caused one of the Dartmouth steamers to lose control and she was driven ashore near the Narrows. The tug boat, *Golish*, went to her assistance and towed her off the shoals, and little damage was reported.

On April 24, the workers of Dartmouth organized an Association under the name of, "Dartmouth Mechanics Institute and Mutual Improvement Society". The officers were, President R. B. Morris, V. P. Mr. R. J. M. Constant, Treasurer J. Albert Welsley, Secretary L. M. Ledley. The managing Committee consisted of S. Hunston, R. Walker, John Ingraham, E. W. Whelpley, and John Ormon.

It was announced that John and William Mullen have a vessel of 300 tons ready for launching at Parrsboro. The flat race, held on May 24, was won by a Dartmouth crew. Parker and Young. The winning prize was \$100.

On the property of the Presbyterian Church of St. James, it was reported that large quantities of human remains were found.

It was at first suspected that with the fever and epidemic of the French fleet and crew in 1746, would be the burial place for them. This was when Duc D'Anville's fleet came in the harbour to rendezvous with their Indian allies and another French fleet that was to attack the British in what is now Canada.

This theory has never actually been confirmed. Another theory is that this area was a burial ground for the Mic Mac Indians when they would summer in the Dartmouth Cove area. The fishing was excellent, both fresh water, from the rivers, and the salt water from the harbour. It was used as a summer encampment for centuries and the Indians always used burial grounds away from their campsites.

On July 6, the steam ferry, *Mic Mac* commenced her trips to Bedford Basin for the summer season.

A report on shipbuilding said there were 6 vessels being built around the province, so far this year.

The Woodside Sugar Refinery has proposed to form a Company with the capital of \$600,000 in 6,000 shares of \$100 each. Several prominent business men have invested. They are listed as Robert Boak, William Esson, T. E. Kenny, James B. Duffers, C. H. M. Black, A. C. Jones, M.P. also J.J. Bremner and Thomas Ritchie.

The Woodside property can be bought for \$80,000 then \$30,000 in cash and the balance in shares of the Company. The Building and Machinery are estimated to cost \$286,000, making a total of \$366,000 but, 30 or 40 thousand dollars can be saved by having some of the buildings constructed of wood. About \$100,000 of the capital will be wanted, during the present year, the balance being divided between 1873 and 1874. This means the whole could be completed for about \$350,000 leaving the balance of \$250,000 as a working capital on the business.

When sufficient amount of stock is subscribed, a meeting will be called for the election of directors. There is a quantity of material now on the grounds, available for the work, the actual outlay on which was \$127,800. This is worth much more now owing to the advance in the price of material.

Halifax has already a part of the West Indies trade and this indicates a certain success that the stock will be rapidly taken up.

In July the people of Dartmouth had a meeting at the Mechanics Institute, to incorporate the town. Only two speakers spoke out against this. They were Justice of the Peace Shields and Doctor DeBrisay. It was then submitted to the people at the Polls for a decision.

On July 10, it was reported there were 22 Nova Scotia ships and barques in Montreal that are nearly all bound to the River Platte. A new bark launched at Richmond called the *Ceta*, was launched. The keel was 150 feet, dept 14 ft. 9 inches, breath of beam, 28 feet and weight about 350 tons. Also launched there was the, *Mary F. Chapman*, for a company in Baltimore.

On July 24, the Ratepayers of Dartmouth decided to apply for an Act incorporating the Town at the next session of the Legislature. The vote was 141 to 98.

August 1 – the annual Yacht Race for the Prince of Wales Challenge Cup took place. There were 9 entries. This is the anniversary of the Club's organization.

There was also a 4 oared whaler race between the Halifax amateurs in the, *Bluenose*, and the, *Mayflower*. The *Bluenose* was built by a Mr. Peters. It was the winning boat in the, "Gentlemen's Amateur Race," at the World's Regatta. The *Mayflower* was built by Mr. Smith under the inspection of James Pryor. Both were first class, "Gig" whalers.

The crew of the *Bluenose* won the race. They rowed 37 strokes to the minute. For the first 39 strokes at three minutes, then down to 36 strokes per minute for the rest of the course. The winning time was 23 minutes.

On August 10, there was a race at Ketch Harbour between two 4 oared squids, called the *Nimble*, owned by Dartmouth, and the, *Quick Step*, owned by a Halifax crew. The distance was 2 miles and paid \$4 a side. The *Nimble* won after a light run.

Another race took place in Halifax Harbour. The course was from Cunard's wharf, to George's Island and back. This was won by the whaler, *Who'd-a-thought*'.

There were 3 different races held on the North West Arm, on August 22. One was a single scull race, also a whaler race, and then a race between the, *Kate*, and a crew from the schooner, *Iris*.

On August 26 there was a whaler race between two crews that rowed from Cunard's wharf, around George's Island and then back. The annual Scull Race for the Harbour Championship was won by John Mann. George Brown did not compete. There were 4 competitors in the race.

On September 25, the water in the Dartmouth Lakes were lowered by four feet. Some person had cut away the dam gate. This stopped operations in the Starr Manufacturing factory, with a great loss to the manager and employees.

On October 8, 1872, the *H. M. S. Cherub* was being repaired on the Dartmouth Marine Slip.

The Dartmouth Y.M.C.A. planned a, "Literary Meeting," on October 18. The program was to consist of music, reading, and a debate on compulsory education.

The Royal Alfred crew raced against the Dartmouth Whalers. They raced on the *Bluenose* and the Dartmouth Whalers won the race and the \$100 prize.

On November 14, the Starr Manufacturing Co. purchased a property just south of the Mount Hope Insane Asylum. They wanted to build a rolling mill for their business.

On December 18, two of the Dartmouth ferries collided with each other at 9:30. This was halfway across the harbour. There was a low fog, very thick, and this reduced the visibility to almost nothing. The steamers had their whistles blowing constantly. When the collision occurred the paddles were reversed, and the helm turned hard, but the boat going to Dartmouth was struck on the starboard bow, and her cabins, paddle box, bulwarks and part of the iron and wood work of the paddle was cut clean away. (They were both going at full speed.)

The injured boat presented a most dilapidated appearance. Only the inside walls of the cabins and the paddle box were left standing. The other ferry was piled up with debris from the broken boards and timber that had been crushed into them by the other ferry boat. Both were heaped up with the portion of the wreckage, which had fallen over on its deck on the ferries passed each other, the boards and canvas covering, which formed the outside of the cabins, a large portion of the iron and woodwork of the paddles, the iron being twisted and broken, and the heavy oak planks split and rent, by the force of the collision.

The effect that this produced may be estimated from the fact that boats were going at almost full speed, that when they caught sight of each other, they were running at each other as fair as might be, and they had only time to veer the slightest degree off their course, when they struck . . . But for this they would have run at each other fair on, and nothing

would have saved them from going down.

No blame could be attributed to any of the men or officers on board. They took every precaution possible to guard against accident. At the very moment before this occurred, they were carefully looking out, and blowing the boats' whistle, and endeavouring to make out the position and course of the boat coming in the contrary direction. They seem simply to have been deceived by the dense fog.

A woman was injured and had a very narrow escape. She heard the crash forward and felt the shock, then rose to go and see the matter, and was struck by a piece of timber, then thrown forward into the passage. Had she remained in the cabin nothing would have saved her. Moreover, had the accident occurred to the boat coming from the Dartmouth side, the consequences might have been very serious.

The cabins were full of passengers on both the ladies and the gentlemen side. Had the state of things been reversed as regards the two boats, one recoils from reflection upon what the effect might be. The injured boat was completely disabled and had to be towed by the other into the dock on the Dartmouth side.

Before we close we have a word to say to the Company in connection with this matter . . . suppose the boats had met fair on, as they came within an ace of doing so, and then gone down, as they would have inevitably, but what would the consequences have been?

There was not a single appliance on board either ferry to save life, except two small life buoys which would have been worse than useless in the case of such an accident as came so near happening.

On the ferry coming to this side there were over 50 people, business men and others besides sleighs and teams with loads. It is terrible to think of what the scene would have been had she sank and all those people thrown into the water – often the numbers are much greater – why are these steamers not provided, like others, with boats for that purpose? There is plenty of room for them on board.

The law, if we are not mistaken, distinctly requires it. Where is the Steamboat inspector, that he cannot attend to this matter, and bring his authority to bear if the company hold the lives of the passengers so cheaply?

Let us hope that this occurrence will awaken them to a sense of their duty in the matter for the sake of their own character, if nothing else.

It cannot be that much to ask of them in view of the little they do to secure the comfort of the public, or even any approach to ordinary cleanliness and decency on board their boats.

... The fact is they are a disgrace to their owners and to the community to allow them to be continued on the ferry. The state of filth in which the small dens, called cabins, are kept is so notorious that passengers prefer the open deck, even in cold weather. The atmosphere is rendered so sickening by the smell of oil used to lubricate the machinery, that it requires an effort to make up one's mind to go through the passage by the cabin doors sometimes.

The Dartmouth people must be the most long suffering people in the world to put up with such a state of things. At the present time, judging from the amount of their traffic, the company must be coining money. Surely the present state of things will not be allowed to continue much longer, even if it be true that the Company, like other corporations, are without a conscience.

On December 27, John Findley and Richard Walsh were fighting at the Dartmouth Ferry station and violently resisting the Police. They were fined \$6 or 60 days each.

January 4, 1872 – The Trustees of Susan Ann Dawson sold to John Starr, merchant, for \$770, a total of 22 lots in the Fairfield property on the east side of Bligh Street to Pelzant Street and Dawson Street and Walker Street.

January 24, 1872 – Ann Mary, the widow of John Cleary sold to Henry Walker, grocer, for \$240, a lot on Quarrel Street next to Dominick Farrell.

January 25, 1872 – Hugh Hartshorne sold to Adam McKay, machinist, for \$1,600, a lot on the west side of King Street to the corner of Portland Street, also a lot on the east side of Prince Edward Street to Portland Street.

January 26, 1872 – James H. Austen sold to Thomas Waugh, truckman, for \$90, the lot number 15 of Austen subdivision, bounded on Thistle Street.

February 3, 1872 – Thomas and Mary Ann Waugh, truckman, sold to James Trider, farmer, for \$100, the lot number 15 of the Austen subdivision or lot number 17 of the Thomas Boggs subdivision 118 ft. on Beech Street and 120 ft. on Thistle Street.

February 6, 1872 – Nathaniel Russel and William Murray, merchant, sold to Alexander Falconer, Minister of the Gospel, for \$550, a part of lot number 10, at a public auction of the Creighton division next to Isabel Lawlor on the Cole Harbour Road, also a lot next to the property of William Henry Waddell.

February 6, 1872 – Owen Redman, blacksmith, and Nancy, sold to Oliver Bonnieve, brickmaker, for \$120, a lot at the Head of Chezzetcook Harbour, next to Warner's line, where the field is divided in half.

February 17, 1872 – James Austen sold to Edmond Walker, for \$60, lot number 7 of Austen's subdivision of lot number 20 of the Thomas Boggs division on Rose Street.

March 2, 1872 – James Austen sold to John Preeper, carpenter, for \$85, lot number 32 of the Austen subdivision, on Tulip Street. The lot size was 118 ft. by 33 ft.

April 12, 1872 – John Stairs and Charlotte, sold to Alonzo Lamont Gates, carpenter, for \$60, the lot number 128 of the Fairfield property at Dawson Street, next to David Falconer's land.

April 16, 1872 – Andrew Shiels and Isabella, sold to Stephen Ultiz, for \$1,600, a lot on the north side of Quarrell Street, next to the property of the late Jonathan Elliot.

April 18, 1872 – John Austen sold to Albert Whelpley, manufacturer, for \$400, lot number one in his subdivision, on the north side of Dahlia Street.

April 18, 1872 – James Whelpley and Jamina, sold to Gavin Holliday, machinist, for \$239.40, the east half of lot number 3, being the west side of number 2 of William Hendrey's subdivision on Dahlia Street.

April 19, 1872 – Edmond Walker and Emma (grocer) sold to Richard Wiseman, for \$100, the lot number 17 in Austen subdivision bounded north by Rose Street.

April 22, 1872 – John Ryan sold to Anne Dunn, widow, for \$60, a lot on the Dartmouth Common, on Best Street and on the road to Bedford, part of lot number 18, next to McCarthy's lot.

May 2, 1872 – Henry and Caroline Lockyer (mariner), sold to James Ryan, tobacconist, for \$280, a lot on the road from Dartmouth to Preston, next to lot number 4 that was formerly owned by Nicholas Murphy.

May 9, 1872 – James Austen sold to James Anderson, for \$300, 4 lots of the Thomas Boggs division on Tulip Street and Rose Street.

May 17, 1872 – James Austen sold to Charles Stanley, cooper, for \$100, the lot number 5, bound on Tulip Street, 33 ft. by 116 ft.

May 21, 1872 – Alexander Stephen and Mary Ann (manufacturer) sold to Frederick Scarfe, manufacturer, for \$1,000, a lot near the Black Rock to Water Street, to the public dock, next to the late Thomas Marvin, also a water lot next to the property of John Ross.

May 25, 1872 – William and Hannah Wetzell sold to James Murphy, farmer, for \$340, a property on the west side of Albert Street, next to Mulgrave Street over to Newcastle Street.

May 27, 1872 – Dominick Farrell sold to James Graham, mariner, for \$1,700, a lot on the north side of Portland Street. This was lot number 1 in the Christian Bartlin estate.

May 30, 1872 – Hugh Hartshorne and Margaret Jane, sold to Adam McKay, machinist, for \$150, the property on the east side of Wentworth Street.

June 4, 1872 – James Austen sold to William Elliot, for \$190, lots of his subdivision, bounded by Tulip Street, Maple Street and Rose Street.

June 13, 1872 – James Johnston, judge, sold to Thomas DeWolfe, for \$16,800, the property known as Mount Amelia, being lot number 2 in Prince Arthur Park, bounded by the property of John Esdaile and James Johnston, to the Eastern Passage Road and Cole Harbour Road, being lot number 1 in Prince Arthur Park, also lot number 18, except for the lodge at the center of Rodney Road to Hastings Drive, containing 17½ acres. This would allow a water supply to the Mansion House from Maynards Lake.

June 13, 1872 – James Austen sold to Peter Boyle, for \$90, the lot number 22 of his subdivision on Rose Street.

July 3, 1872 – Hugh Hartshorne sold to Henry Horne, for \$600, a property on the corner of Portland and Wentworth Street, next to Horne's property.

July 4, 1872 – James Austen sold to Samuel Chesley, law student, for \$80, lot number 8 of Austen subdivision on Rose Street.

July 5, 1872 – David Parker and Fanny (M.D.) sold to John Esdaile, esquire, for one dollar (\$1), part of the Van Buskirk property on the west side of the South East Passage Road, up to Troop's property to Judge Johnston water lot.

July 8, 1872 – James Austen sold to John Walker, shipwright, for \$100, the lot number 3 of his subdivision on Tulip Street.

July 9, 1872 – George and Cathy Adams, sold to Luther Sterns, merchant, for \$3,200, block number 9 of Bogg's property near Rose Street to Maple Street, to Pine Street, 480 ft. by 240 ft.

July 11, 1872 – John and Mary Esdaile sold the proprietors of Prince Arthur's Park, for \$1,000, lot number 5, containing 3 rods and 11 perches.

July 11, 1872 – The Trustees of Susan Jane Dawson, the wife of George Pelzant Dawson, sold to Michael Leahey, for \$260, lots number 18 and 19 on a plan of division of Fairfield. Starting at the corner of Pelzant Street to the east side of Windmill Road, to lot number 20.

July 11, 1872 – Michael and Mary Ann Leahy sold to John Cox, for \$1,300, the lot number 19 of the Fairfield property on the east side of Windmill Road.

July 11, 1872 – Jacob and Alice Payne (baker) sold to Joseph Austen, for \$1,800, a lot on Church Street to the south side of the Dartmouth Common, next to the property of Garret.

July 16, 1872 – John Ryan sold to William Day, ship carpenter, for \$80, a part of the Dartmouth Common, by the Trustees, John Fairbanks, Henry Mott and William Foster, by three indentures of leases conveyed with other lots of the Dartmouth Common for the term of 999 years, to Richard Best and which the lots, with others has been assigned to John Ryan by the Honorable James Cochran and Catherine on November 8, 1856, being lot number 18 on the plan of the Common.

July 17, 1872 – Lewis Fairbanks and Ella, sold to James W. Turner, tanner, for \$1,000, a lot in block letter 'M', on the corner of King Street to Boggs, on South Street, next to William Connors and Lewis Fairbanks.

July 22, 1872 – James Austen sold to John Spence, ship carpenter, for \$200, the lots number 6 and 7 of his subdivision, on Beech Street and Thistle Street.

July 23, 1867 – James Austen sold to Cornelius Casey, laborer, for \$70, the lot number 32 of his subdivision, on Rose Street.

July 27, 1872 – James Austen sold to George Tait, cabinet maker, for \$300, part of the land in Creighton's Division. Tait also bought from Alexander Falconer, minister of the Gospel, for \$350, the lot number 10

in block C of Creighton Division next to the Dartmouth to Cole Harbour Road.

July 27, 1872 – John Preston, shoemaker, sold to William Thomas, storekeeper, for \$225, the lot number 1 and 2 of Austen subdivision from Rose Street to Mayflower Street.

July 27, 1872 – James Austen sold to John Preston, for \$95, the lot number 2 of his subdivision on Maple Street.

August 2, 1872 – John and Charlotte Stairs, sold to Albert Alexander Granger, rope maker, for \$60, lot number 134 of the Fairfield property, 33 ft. on Dawson Street by 100 ft. to David Falconer's land. Albert Granger then sold this lot to Edward Coleman, grocer, for \$65.

August 5, 1872 – James Austen sold to William Patterson, laborer, for \$93, lot number 28 of his subdivision, located on Tulip Street.

August 6, 1872 – Christopher Dart and Mary Anne sold to Dennis Donovan, for \$2,025, a lot on the west side of the road leading to Creighton's ferry, which continued on Portland Street and the south side of Canal Street, to J. N. Allen's property.

August 9, 1872 – John Ryan sold to John Edward Power, carpenter, for \$80, a part of lot number 18 on the Common near the corner of Best Street and Fairbanks Street next to Benjamin Smith property over to John McCarthy's property.

August 12, 1872 – William Hendry sold to William Shorten, laborer, for \$100, the south part of lots 10 and 11 of his subdivision on Beech Street.

August 17, 1872 – Lewis and Ella Fairbanks, sold to William Brenman, for \$720, 8 lots on the west side of the Dartmouth to Preston Road lately conveyed by the Lake and River Navigation Company to Fairbanks.

August 29, 1872 – Lewis Fairbanks sold to David Falconer, for \$300, part of the triangular field at the extension of Quarrel Street, lately conveyed by the Lake and River Navigation Company to Lewis Fairbanks, next to Falconer's land to Andrew Shiels to the north side of Quarrel Street to East Street.

September 2, 1872 – James Black and Elizabeth (tinsmith) sold to Thomas Anguin, clergyman, for \$1,600, part of lot number 2 of the Thomas Boggs Division, on Pine Street and Dahlia Street.

September 4, 1872 – The executors of John Watt sold to Howard Evans, et al, for \$5,000, the lot number 3 of the Fuller or Manor Hill, on the north side of the Cole Harbour Road, and Maynards Lake containing 12 acres and 30 perches.

September 12, 1872 – William Weeks, M.D. and Arabella, sold to Peter McKinnea, carpenter, for \$2,200, property on the corner of Portland Street and King Street.

September 12, 1872 – Benjamin and Martha Smith sold to John Power, for \$1,500, part of lot 19 on the Common, on the east side of Fairbanks Street next to Leonard Ledley.

September 24, 1872 – William Hendry sold to James Austen, for \$450, 4 lots of his subdivision on Dahlia Street and Tulip Street.

September 24, 1872 – James Austen sold to Judson Settle, Blacksmith, for \$85, lot number 27 of his subdivision, on Tulip Street.

September 24, 1872 – Henry Hill and Hester, sold to John Gunn a lot on Water Street, near North Street, for \$1,600, next to Eb Moseley's property.

September 25, 1872 – James Austen sold to James A. Whelpley, machinist, for \$140, the lot number 12 of the William Hendry subdivision, on Tulip Street.

September 25, 1872 – Samuel Hiltz and Caroline, sold to Alfred Foreade, machinist, and A. Bayers, boiler maker, for \$666, the one third share of lot number 8 and south part of lot number 7 in block letter 'V.N.', on the east side of Water Street, next to the Michael Dunn property.

September 25, 1872 – Albert and Harriet Byers (boiler maker) sold to Alfred Foreade, machinist, for \$1,000, the south part of lot number 7 in letter ‘V.N.’ on the east side of Water Street.

September 26, 1872 – Elizabeth Muricon, with Charlotte and Margaret, sold to William Waddel, for \$360, a lot on the east side of the road from Dartmouth to Cole Harbour, next to lot number 10 in block ‘C’ of the Creighton Division, next to Adam McKay.

September 26, 1872 – Howard Evans sold to James Austen, Brent H. Eaton and William Symonds, iron founder, for \$2,300, the lot number 3 of John Hatts division of Manor Hill property, next to the Cole Harbour Road to Maynards Lake, adjoining the Government property.

September 27, 1872 – William and Agnes Symonds (iron founder), sold for \$4000, to James Austen, Brenton Eaton, Howard Evans and John Cahill, the lot number 8 of Thomas Boggs property on Tulip Street, Maple Street and Dahlia Street.

September 27, 1872 – James and Elizabeth Wilson (gardener) sold to Joseph Royffee, fireman, for \$100, a lot on the west side of Gaston Road, next to John Ormon, containing one acre, 3 rods and 6 poles. Royffee also bought for \$82, from George Lennox, a 2 acre lot and 30 perches on the south side of Gaston Road.

October 1, 1872 – Lewis Fairbanks sold to Duncan Waddell, for \$5,695, 14 lots conveyed by the Lake and River Navigation Company, to Toney Street to the highway from Dartmouth to Preston and Truro, starting at the Canal pond, with the use of water for domestic, culinary or stable use.

October 3, 1872 – John and Charlotte Stairs sold to John Dunehy, rope maker, lot number 22 of the Fairfield property, on Dawson Street to David Falconer lot.

October 15, 1872 – James Austen sold to Richard Edgecombe, ship carpenter, for \$200, lots 1 and 2 of his subdivision on Beech and Tulip Street.

October 25, 1872 – John Stairs sold to James Dempster, rope maker, for \$60, the lot number 133 of the Fairfield property on Dawson Street.

November 4, 1872 – Patrick and Margaret Fuller sold to John Elliot, a property on the west side of Water Street, next to Edward Tufts and William Bauers.

November 4, 1872 – The Trustees of Philip Haymen Dod sold to John Stairs, for \$120, the lot number 1 of the Fairfield property at the junction of Dawson Street and the west side of the Common Road, also lot number 114 near Dawson Street to the property of D. Falconer.

November 6, 1872 – Lewis and Ella Fairbanks sold to James Turner, tanner, for \$300, a lot in letter 'M' in the town plot of Boggs Street and South Street. This lot was formerly owned by the Lake and River Navigation Company.

November 12, 1872 – Benjamin and Louisa Russell sold to Albert Whelpley, manufacturer, for \$140, for one third of a lot on the north side of Quarrel Street and Wentworth Street, being the lot number 4 of the William Rudolf range of houses. Garret Kingston then to John Bowes land, which had been conveyed to Jeremiah Donoghue by James Leishman and others, who were the assigners of George N. Russell.

December 4, 1872 – Robert and Martha Waddell sold to the Trustees of the Church of St. James, in Dartmouth, being William Fraser, William Elliot, Peter McNab Jr., Joseph Allen, John Campbell, George Troop and Alexander James, for \$1,632, part of the real estate of Lawrence Hartshorne, and part of a triangular field at the Junction of Cole Harbour and Preston, marked 5 and 6 on a plan in the Surveyor Generals Office.

Federal Acts – Chapter 12 – An Act to Amend the Act to provide the appointment of a Harbour Master for the Port of Halifax.

Section 4 was amended to say . . . “Governor in Council may impose penalties for breach of regulations”.

Chapter 71 – An Act respecting Interest and Usury in the Province of Nova Scotia. There were seven provisions to this Act. One of the provisions said that this Act not to extend to Banks.

Provincial Acts – Bill number 7 was presented, which would incorporate the Town of Dartmouth and it’s vicinity.

Bill number 4 was passed regarding the Dartmouth Common. Regarding Bill number 4, it should be pointed out that the population of Dartmouth was now 3,786 according to the census of 1871. The emphasis was now on property. Section 35 of the Act to Incorporate the Town of Dartmouth stated, . . . “The Common of Dartmouth, the school house and all property, real and personal, which at the passing of this Act of Incorporation, shall be public property or shall have been held in trust for the town of Dartmouth, shall on the passing of this Act vest in and become the property of the town . . .”

Another Bill was presented regarding the Election required.

Previous to 1873, there was an annual Agriculture or town fair held on the Common. A building was put up for these annual agriculture exhibitions that were held during the autumn months.

During the winter months a community skating rink was set up on this property. This led to a new game that would be hockey. It was a combination of the game of “shinny” with skates, and an Indian game similar to “hurley”. The garrisons with their Regiments would come over first from England. Part of their training included games and competitions with the other garrisons.

In the late 1700's it was reported in the local Halifax paper about such a match on the north west arm between the Regiment at Fort George on the citadel and Fort Clearance in Dartmouth.

Obviously the popularity of the game led to communities flooding local rinks to provide a skating surface to play this new game that was called hockey.

At a Sunday School Festival in Dartmouth, the pupils at the Episcopal Church, with their teachers, met in their school room on Thursday evening, January 2, for an entertainment.

A tree dressed with sweet fancies and useful articles was stripped. Dr. Honeyman added materially to the enjoyments by the exhibition of, "magic Lantern views".

The ship, *Eagle*, one day out of Sydney, was disabled by the loss of her propellor and was obliged to bear up to Halifax harbour, under sail. She will be placed on the Dartmouth marine slip for repairs.

On January 15, an old tenement house was totally destroyed by fire. It was owned by Mr. Glendenning and occupied by Mr. John Allen.

On January 23, a skating race took place on First Dartmouth Lake.

The shipping at Halifax Harbour for the year 1872, amounted to 781 vessels with a tonnage of 100,986. The Ships of War totaled 8 British and 6 Foreign. The previous year, 1871, there were 18 British ships of war and 8 Foreign ships of war.

In a drunken brawl at Dartmouth on January 23, Patrick Beehan was cut across the head by a knife in the hands of Robert Gray. At the Supreme Court of Nova Scotia, Robert Gray was committed for trial.

The Steamer, *Eagle*, came off the Marine slip at Dartmouth on January 24. She was warped in at McKays wharf, where her machinery will be repaired. The, *Hector*, having been repaired, was hauled off into the stream where she will remain all winter.

Mr. E. A. Whelpley, the winner of the skating match at Dartmouth, has issued a challenge to any man in Halifax County, to skate a race on the same course, or any other suitable piece of ice, for the sum of \$100 to \$500.

One of the members for the Grand Jury until 1878, is George Adams, a machinest from Dartmouth.

A reward of \$450 was offered by the Government, for the apprehension of the man who carried off Maud Matthews from the home of Mr. Waddell of Dartmouth. The girl's father also offers a reward of \$50.

The economy of Nova Scotia has improved over 1871. The example used was the coal industry. In 1871 the total was 673,242 tons but in 1872 there were 880,950 tons.

In February, the Dartmouth Fire Company had their annual sleigh ride. The Union Axe Company drove to Bedford on Tuesday. The day was pleasant and the sleighing was first class, making the ride exceedingly enjoyable. The Company returned in the evening, carrying lighted torches in the procession. The Truckman's Association also drove to Bedford on Tuesday. The Union Engine Company had their annual sleigh drive yesterday. The turnout was the best of the season.

The Dartmouth Ferry Company, "Blacksmith Shop," caught on fire, but was extinguished without an alarm.

A ship wreck on April 1st took place in Prospect. This was the *Atlantic*, and 500 people lost their lives. There were 3 steamships prepared to go to her relief. The *Atlantic* struck a rock at 3:15 a.m., then commenced to heel over. She was from Liverpool, England, and was bound for New York. The *Atlantic* was with the "White Star Line".

April 16, there was a bad accident at Mosely's Copper Paint Factory. A Mr. Daniel DeBay, an employee, came in contact with a circular saw. The wound was dressed by Doctor Weeks.

On May 6, Dartmouth announced it will have its first election of a Warden and 6 councillors.

On the Dartmouth Marine Railway, the brigantine, *Arctic*, will be re-classed by having her bottom re-caulked to the bends, and have new metal installed. Then she would be in first rate order in every respect. She will then sail for Glace Bay to load coal for New York.

On May 6, the Dreadnaught, was launched and built at Dartmouth by William Devine. She was a small steamer and was built for Peter Jadge and Company. Then she was towed to Cunard's wharf to have her steam engine installed. She will be used to supply water for shipping. Her capacity is 4,000 gallons. The engine will be constructed so that it can be used for both propelling or pumping uses.

On May 9, Mr. Leadly, the proprietor of the "Acadia House" in Dartmouth, was stabbed by Peter McNab when he was refused a drink. McNab had been drinking hard for a week and was rarely sober. When he was first refused an order of "whiskey," he started to smash the furniture. Leadly then interfered but he was stabbed by McNab. When Leadly cried out, some of the patrons rushed in and saved him. A policeman arrived and led McNab away. He was then remanded to the County Jail. McNab was one of the clerks in the Crown Land Department.

On May 21, a boy named Patrick O'Donnell was drowned near the Dartmouth Marine Railway slip.

The Dartmouth Town Council held its first meeting in the residence of the Warden, W. S. Symonds. The appointed Secretary was J. W. Johnston until a clerk was chosen. There were committees chosen. One for preparing bye-laws, streets, School Commissioners, Fire Department, Warden and Constables, Health Officers and a Committee on Public Property meetings to be held quarterly.

Councillor Johnson submitted a draft of a memorial to be presented to the Dominion Government, urging the claims of Dartmouth as a Terminus for the Intercolonial Railway. The memorial was adopted, and

a committee of Johnson, Forbes, and Hyde were appointed to make arrangements for the Railroad Meeting to be held on a Monday evening.

At this meeting, a committee of Esdale, Weeks, James, Alexander and Nathan Russel, were appointed to draw up a petition for signatures to be presented to the Dominion Parliament, urging them to select Dartmouth as a site for this terminus.

At a second meeting of the Dartmouth Town Council, Thomas Short was elected Town Clerk and Treasurer, and by resolution was required to give bonds to the amount of \$8,000. A Committee of Councillors, Allen, Forbes and Mumford, were appointed to procure plans for the required alterations to the Presbyterian Church, which is to be converted into a Town Hall.

The Fire Wardens tendered their resignation. A new board, Councillor Forbes, Chairman, and Peter McNab and John White was elected. The new appraisers chosen were N. Russell, A. McKay and Duncan Waddel to make an evaluation of the town property.

Following this, instructions were given to forward the Railway Memorial to the Governor General.

At the trial of Peter McNab, who stabbed John Leadly, he was pronounced insane and then removed to the Mount Hope Asylum. There he attacked one of the keepers, and would have choked him, but other assistants came to the rescue. These were the Jailor and 2 Policemen who were in the building. A straight jacket was then put on the prisoner.

In June, the Dartmouth Town Council held a meeting and considerable business was transacted.

6. It was resolved that school taxes should hereafter be paid to the Town Treasurer.
7. A list of persons to perform statute labor.
8. Meetings to be held at the old Presbyterian Church, recently purchased by the town.
9. The Halifax Banking Company was selected as the Banker of the Town.

10. Appointed were 3 auditors of public accounts. They were Joseph H. Austen, W. R. Angwin and Thomas Stevens.
11. A committee appointed to consider the question of water supply.
12. A committee on licences was appointed. They were Johnson, Allen and Forbes.

On June 16, J. D. Nash sold lots on Manor Hill, and 20 acres on Mount Edward. These lots had belonged to Stephen Cross.

Shipbuilding in Nova Scotia for the month of June, included 31 vessels. The most notable vessel is the one being built at Maitland by W. B. Lawrence. This vessels is 240 feet on the stocks. It will be the largest ever built in Nova Scotia.

On July 12, Mr. John Oland of the Oland and Company Brewers in Dartmouth, fell from the second flat to the basement of the Brewery. He dislocated his shoulder, injured his head and also sustained internal injuries which may be fatal.

This month the Regatta between the visiting Ross Foley crew from England and the crew of the *H.M.S. Royal Alfred*, was held. The Foley crew used the whaler, *Bluenose*. They won the race in 36 minutes and 54 seconds.

One incident reported from this regatta was a person received from a friend, some money to be bet on the Ross Foley crew. He thought better and instead bet the money on the losing crew. His so called friend is now following him around town, demanding the money back or satisfaction.

On July 17, the Dartmouth ferry excursion on the *MicMac*, will resume to Bedford and then to McNab's Island. She will run to Bedford on Monday and Thursday, and to McNab's Island on Tuesdays.

Edward Targette, an employee of the Dartmouth Skate Factory, had his right hand severely crushed by a heavy bar of iron which fell on it.

The "Excelsior" Club from Dartmouth, consisted of J. Foster, S. S. Thorne, A. Corbin, J. H. Weeks, H. Creighton, S. Crawley, W. Foster and

J. Crossland. They defeated the Quoit Club "Komas". This was the first match of the season for these Quoit players. The distance the hubs was 21 yards. The quoits were the usual size and the terms of the game was the best two out of three.

A report from St. John said the St. John spar makers are now furnishing masts for Nova Scotia vessels. There are 5 vessels that the owners and builders from Nova Scotia have ordered masts, and the vessels will be launched in September.

It was reported that in the vicinity of Parrsboro, there are 11 vessels being built. There are also 3 frames to go to Windsor at Ratchford River. At Advocate Harbour, there will be 4 vessels of large size on the stocks. There are 3 vessels at Newport landing, a bark of 500 tons, a frame of a 900 ton ship and a ship of 1,200 tons for launching next winter.

On August 7, there were two accidents reported at Dartmouth. A lad named Richardson was knocked down and run over by a heavy team of horses and severely injured. Another boy, named "Waddell," aged 7, fell off his father's wharf and drowned before assistance could be given.

On August 13, the Dartmouth ferry steamer, *Chebucto*, was disabled by an accident occurring to the boiler. Some rivets were forced out of their places. The steam then escaped. The fires were then extinguished and the steamer towed to the dock in Dartmouth, where she will be repaired.

The ferry steamer, *MicMac*, was returning from McNab's Island, when an alarming incident occurred. When going to the north ferry dock, the "guy" holding the smoke stack was caught by a property plank, and then thrown down. It fell heavily against the paddle box, and smashed a small boat which lay in the water. This was the only damage, but much alarm was caused by the passengers on board by the crash and the volume of hissing steam which immediately rushed out of the broken pipes, and slightly scalded two passengers who were close by. There were several sailors on the wharf, and they constructed a bridge with some nearby planks. This allowed the passengers to land in safety.

On August 15, a little boy was in a boat that slipped its mooring. The boat then went adrift in the tide and current. He cried out for help and a young man walking by who heard the cry, went to his rescue. This heroic conduct was deserving of more than a passing notice.

The Warden and Council of Dartmouth extended an invitation to the Countess Dufferin, who accepted. She was met by them, and taken in carriages to visit the Starr Manufacturing Works, the Stairs Ropewalk, Symonds Foundry and the Marine Slip. Also other places, so she could form an idea of the industries of this town. They will then drive to Porto Bello where a collation will be spread.

At the skate factory, several pair of finely mounted with nickel, silver, and gold skates, were presented to members of the Vice-Regal party. These gifts were called "celebrated Skates".

On August 23, a "Hurricane" struck. This included sever thunder and lightening storms with heavy showers. This continued all night and then a heavy fog set in. Trees were blown down along with fences, old houses, barns, chimneys and flying branches of all sizes. Yachts were sunk along with several whalers, small boats and sail boats. There were schooners driven ashore but fortunately no collisions between the larger vessels. On McNab's Island there were many vessels driven ashore. Also the Light House chimney near Chebucto Head was blown down.

A report from Philadelphia said the whale ship, *True Love*, arrived there from Greenland. She is 109 years old. She was built at Philadelphia for parties in Hull, England. This vessel has never required any considerable repairs.

On September 4, the new light house vessel, built in England for service at Sambro, is so poorly constructed, that large repairs will have to be made before she is ready for use.

Another light house vessel for the entrance of Halifax Harbour, came off the Marine slip at Dartmouth, having completed all repairs.

At the McPherson yard in Richmond, a fine barque is to be launched

in October. At the yard of Angus MacGillvery, a new schooner was launched, called the, *Mary Ann*, 153 tons, built by John Durant.

On October 2, a burglary occurred in Dartmouth when Mr. G. J. Troop's house was broken into and the silverware was stolen.

At the Ropewalk, the daughter of James Brodie, had one of her arms severely crushed and torn by a spinning Jenny.

Mr. John Payzant was appointed Stipendary and Recorder Magistrate for the town of Dartmouth. The salary was \$400 per annum.

On Monday, October 20, a total of 39 schooners arrived in Halifax Harbour. The Government Steamer, *Lady Head*, arrived from Sable Island with the crew of the steamer, *Whyoming*. They also brought in another crew from a recent ship wreck on Sable Island..

At the MacKay's wharf in Dartmouth, a man was badly mangled, (actually smashed to pieces) when the heavy shears fell after the guy's ropes broke. A workman, Joseph Owens, was struck down and crushed. A piece of hawser was driven into his abdomen, his left leg broken in two places, right leg ripped down to the knee and the upper part of his body was bruised, cut and smashed. There were three physicians that worked on him to relieve his suffering. Another worker saved himself by jumping into the harbour, which was 40 feet below.

On November 7, the Town Council met to discuss an issue from Dr. DeWolfe, from the Insane Asylum, charging Mr. Sackville McKay, the coal measurer with carelessness. The Council reprimanded McKay for this charge.

From Charlottetown P.E.I. an inquiry was read that said a child was stolen from Dartmouth by an Indian. An enquiry was made but neither the Indian, nor the boy was heard of in Dartmouth.

On November 26, an accident occurred at the Canal Bridge on Portland Street. A truckman named Richards, was driving over the bridge when the animal backed the cart over the bridge bank. He was thrown

about 25 feet to the bottom of the canal with the horse and cart that came tumbling after them, lodged upon him. Assistance was rendered and the man extricated in an unconscious condition. The horse and cart were lifted out and were considerably battered by the fall. The driver was expected to recover.

On December 20, Richard Burbridge, an employee at the Symonds Iron Foundry, had his left hand badly crushed between the crank and the bed of the engine. It is feared that some fingers will have to be amputated.

On December 19, the Dartmouth Town Council passed a series of resolutions, setting forth advantages the town could offer as a terminus, “for the Intercolonial Railway, and advocating its location at that place . . .” we believe that the ambitious desires of our neighbours will be gratified.

January 15, 1873 – Charles Bagness, cook, sold to John Egan, Gun maker, for \$80, a lot on the west side of Gaston Road, next to the property of John Lenox and John Ormon, 2 acres.

January 17, 1873 – John Bennet sold to Michael Dayer, for \$2,300, lots 20 and 27 on the Dartmouth Common to Water street and Mott street, except that part conveyed by John Elliot to David Hare.

January 22, 1873 – Henry Hill, builder, sold to Henry Gilchrist and Peter Day, for \$240, the lot number 41 of the Samuel Albro property, on the north side of Mill street, to Hester street.

January 23, 1873 – James Austen sold to Charles Walker, for \$100, lot number 4 of his subdivision, located on Tulip street.

January 23, 1873 – James Austen sold to William Gates, painter, for \$110, the lot number 23 of his subdivision on Tulip street.

January 27, 1873 – James Austen sold to James Walker, for \$100, the lot number 11 of his subdivision on Tulip street.

February 1, 1873 – Owen Evans sold to Brenton Eaton, for \$750, a

part of the real estate of Lawrence Hartshorne triangular field at the junction of the Dartmouth to Cole Harbour and Preston Road, being lot number 9, which was 205 ft. by 122 ft.

February 3, 1873 – John and Mary Esdaile sold to Starr Manufacturing Company Ltd., for \$6,000, a lot on the east side of Halifax Harbour, 12 acres, next to the lot purchased by Esdaile from Timothy McCarthy to the shore line, then 300 ft. inland. Also on this day, Bennet H. Hornsby sold to the Starr Manufacturing Company Ltd., for \$1 (one dollar), a 12 acre lot next to the above property.

February 11, 1873 – Adam McKay and Margaret (machinest) sold to Thomas Swan, boilermaker, for \$900, a property on the west side of King street to Portland street.

February 13, 1873 – Lewis Fairbanks sold to Duncan Waddell, wharf builder, for \$350, a property on the north side of Portland street.

February 28, 1873 – James Austen sold to John White, for \$260, two lots number 6 and 7 on Dahlia street.

March 1873 – Nelson and Mary Jane Grahame, machinest, sold to Richard Beazley and Michael Goulding, for \$1,800, a lot on Quarrel St. next to Ann Connors property, to John Bartlin's property over to Elizabeth Walkers property.

March 5, 1873 – John Harvey sold to William MacDonald, blacksmith, for \$3,000, a property on the corner of Portland street to John Regan's property.

March 7, 1873 – James Austen, et al, sold to Nelson V. Graham for \$220, the lot number 14 of his subdivision, at the corner of Maple St. and Tulip St.

March 18, 1873 – John Cahill sold to John Austen, for \$1,300, one fourth part of lot number 18 on Tulip street to Maple street.

March 19, 1873 – John Gillard Sr., mason, sold to John Gillard Jr.,

builder, for \$400, a lot on Pine street to the north side of Behan's property to a new street, and another lot to Stanford's property.

March 18, 1873 – James McEwan sold to Brenton H. Eaton, Barrister, for \$4,000, a one third part of James Watts land called, Manor Hill, next to Maynards Lake and the Cole Harbour Road.

March 18, 1873 – John White, tinsmith, sold to George Roomer, trader, for \$116, lots 6 and 7 of William Hendy's subdivision on Dahlia street.

March 19, 1873 – John Guillard, and Mary, sold to Job Carter, for \$390, a lot on the east side of Pine street to Myrtle street, 60 ft. by 107 ft.

April 2, 1873 – James Austen, et al, sold to John Misener, Joiner, for \$70, the lot number 39 on Rose St. to Mayflower St.

April 3, 1873 – James Austen, et al, sold to John Preeper, ship carpenter, for \$85, lot number 31 on Tulip street.

April 19, 1873 – James Austen sold to John Russell for \$200, lots 4 and 5 of his subdivision bounded on Beech street.

April 25, 1873 – John Stairs and Charlotte, sold to John Frederick Kerns, factory operative, for \$20, the lot number 133 of the Fairfield property on Dawson street, next to David Falconer property.

April 28, 1873 – Samuel Chesley sold to Albert Whelpley, machinist, for \$100, the lot number 8 in Austen subdivision, on Rose street.

April 28, 1873 – George Russell sold to Albert Whelpley, for \$273, a property on Quarrel street to Wentworth street, over to Tremain's lot.

April 28, 1873 – John Russell sold to Albert Whelpley, for \$250, two lots of Austen's subdivision on Beech street.

April 29, 1873 – Alexander and Mary Marks sold to Gavin Hall, machinist, for \$1,450, lot 19 of Hendry's subdivision on Tulip street to Creightons property, to a lane.

April 29, 1873 – Albert Whelpley and Jamima, sold to George

Holliday, machinest, for \$1,150, lots 1 and 18 of Hendry's subdivision near Dahlia street and the public road leading to the Dartmouth Lakes.

April 30, 1873 – George and Jane Roome (joiner), sold for \$316, to Gavin Holliday, lots 6 and 7 in Hendry's subdivision on Dahlia street.

May 1, 1873 – John and Ann Cronan sold to Henry Deblois, for \$5,500, a lot on the north east corner of Best street and Water street and a water lot number 19 on the harbour.

May 2, 1873 – The Executors of James E. Lawlor, sold to John Behan, Thomas Behan, James Behan, Mary Butler and Kate Butler, for \$200, the lot number 6 of the Lawrence Hartshorne estate.

May 2, 1873 – The Behan family (children and grandchildren of the late William Behan), sold to Alexander Richard, tin plater, for \$1,200, a property of the corner of Pine St. and Ochterloney St., next to John Gillards property.

May 3, 1873 – James Austen sold to John Cahill for \$60, lot number 21 of his subdivision on Rose street.

May 3, 1873 – Douglas Dickson sold to John Prescott Mott, for \$5,200, a property on the west side of the road leading to Creighton's Ferry for 744 ft. to the Harbour, that had been conveyed to Dickson in 1861.

May 3, 1873 – John and Margaret Elliot sold to William McLeod and Edward Tufts, for \$600, a lot on the west side of Water street, next to Tuft's property to William Bauers property.

May 17, 1873 – William Wentzell, shipwright, and Hannah Rebecca, sold to William Williams, carpenter, for \$340, a lot on Albert street near Mulgrave street and Newcastle street.

May 17, 1873 – George and Rebecca Starr sold to John Ingram, machinest, for \$825, lots 7 and 8 in the block letter 'I' on Ochterloney street.

May 20, 1873 – John and Alice Watt, assigned to Charles DeWolfe, the Manor Hill lot 'A,' containing 300 acres and another lot of 4 acres.

May 22, 1873 – James and Margaret Ormon (Trader) sold to Catherine Black, widow, for \$400, the lot number 10, being the garden owned by Lawrence Hartshorne on Wentworth street and Green lane.

June 3, 1873 – Lewis Fairbanks sold to George Lintamen, for \$1,200, a land and water lot at the south end of First Dartmouth Lake. This was the former lot number 1 of the Shubenacadie Canal Company property.

June 4, 1873 – John Gillard and Mary (Builder), sold to Alexander Marks, for \$400, lot number 11 on Pine street and Myrtle street.

June 6, 1873 – James Austen sold to James Loner, machinest, for \$60, a lot in his subdivision, number 23 on Rose St.

June 10, 1873 – G. A. Creighton sold to his son James A. Creighton, merchant, for \$800, a lot on the west side of First Dartmouth Lake, leading to Keeler's farm, to John Forbes lot, to the corner of the croquet ground, having one acre and 32 poles, reserving the right for Creighton to make a road near the lake.

June 11, 1873 – James Austen sold to James Purcell, for \$80, the lot number 25 of his subdivision on Thistle St.

June 12, 1873 – G. A. Creighton sold to James Whelpley for \$2,600, a lot on the west side of First Dartmouth Lake, about 4 acres.

June 14, 1873 – George Connors, boat builder, and his widow Charlotte, sold to George Connors Jr., his son, for \$800, lot 9 on Water street.

June 14, 1873 – James Austen sold to Daniel Sullivan, laborer, for \$60, lot number 22 of his subdivision on Rose street and Creighton property.

June 15, 1873 – John and Mary Gillard Sr., (builder), sold to Benjamin Russel, for \$2,340, property on the south side of Dahlia St. to Pine street next to William Green.

June 17, 1873 – Jabez Conrod, truckman, sold to Gavin Holliday, machinest, for \$150, the lot number 14 of the Austen subdivision on Rose street.

June 18, 1873 – James Austen sold to Samuel Chesley, law student, for \$2,200, a total of 10 lots on his subdivision on Tulip and Dahlia streets.

June 19, 1873 – James Austen sold to James Regan, shipwright, for \$180, the lots numbered 17 and 18 of his subdivision on Beech street. Also on this date, Samuel Chesley sold to William Forbes, machinest, for \$1,100, six lots of the Austen subdivision on Dahlia St. and Tulip St.

June 24, 1873 – Richard and Anne Louise Edgecombe (shipwright), sold to James Ritchey, for \$200, two lots in the Austen subdivision, on Tulip street then to Beech street.

June 24, 1873 – John and Eliza Murray, sold to Charles M. Gladwin, for \$1,600, a lot that had been granted to John Tapper in 1820, being lot letter 'N' on the north by the Dartmouth Common, east on Prince street and south by Church street.

July 3, 1873 – James Austen sold to Alexander Richards, tinsmith, and Stephen Murray, polisher, for \$130, the lot number 19 of his subdivision. Also on this date, Austen sold to Owen Evans for \$270, a total of 3 different lots of the Austen and Brenton Eaton plan of division, of the field between Maynards Lake and the Cole Harbour Road.

July 5, 1873 – George P. Mitchell, et al, sold to Duncan Waddell, for \$1,130, 9 lots of John Watts second division of Manor Hill on the north side of Cole Harbour Road, next to McNabs house, about 15 acres, 2 rods and 26 perches.

July 15, 1873 – Austen, et al, sold to Charles Stanley for \$100, the lot number 34 of the Austen and Brenton Eaton subdivision at Maynards Lake and the Cole Harbour Road.

July 16, 1873 – John and Mary Gillard, Sr., (builder), sold to Albert

Whelpley, machinest, for \$2,000, a lot on Myrtle street to Pine street to the rear of Michael Dormidy, et al.

July 19, 1873 – Henry Yeomans and Benjamin Gray, the executors of James Stanford, sold to Peter Kuhn for \$4,000, a lot on the north side of Ochterloney street, next to Richards lot, to the estate of Thomas Boggs, leading to George Cricton, also a lot next to David Falconer, to Ochterloney street, to Stanfords mash house.

July 19, 1873 – Austen and Eaton sold to George Lansberg, for \$90, lot number 16 on the field between Maynards Lake and the Cole Harbour Road, and bounded south by Brenton street.

July 30, 1873 – James Stanford and Catherine, sold to Michael Lahey, farmer, for £150 pounds, a 10 acre lot of the Creighton estate.

July 30, 1873 – James and Eliza Wilson, Gardner, sold to Daniel Nicholson, attendant at the Lunatic Asylum, for \$450, a 4 acre lot on the road next to Gaston Road, next to James McNab property.

July 30, 1873 – Austen sold to Peter Boyle for \$200, a lot, number 9 on his subdivision that bounded on Tulip street.

July 30, 1873 – William Murray, et al, (Tinsmith), sold to Her Majesty Queen Victoria, for one dollar, through the Cottage Hill property on the south side of the Dartmouth lake, named Hartshorne street, Lorne St., Myrtle St., and Chebucto Avenue.

August 1, 1873 – Dominick Farrell sold to William George Thomas, for \$2,000, a property on Portland street, on the north side of George Connors property.

August 2, 1873 – William and Hannah Wentzell (shipwright), sold to William Conrod, for \$800, a lot on Albert street next to James Murphy lot with a reservation to open a public street, from Mulgrave street, towards Newcastle street.

August 2, 1873 – James Austen sold to William Alexander Isnor, for

\$130, the lot number 31 of Austen division of the field between Maynards Lake and Cole Harbour Road, next to the Government property.

August 2, 1873 – Hugh Hartshorne sold to Adam McKay and Isaac Bell, for \$450, a lot on Portland St. and Wentworth St.

August 6, 1873 – Hyacinth Fuller and Sophia, sold to James Austen, et al, for \$4,000, the block number 15 of the Thomas Boggs property, bounded by Tulip St., Beech St., Dahlia St., and Maple Street.

August 11, 1873 – James Austen sold to William Landsberg for \$110, the lot number 20 of his subdivision on Rose St.

August 11, 1873 – Austen sold to James Landsberg and James Lands, for \$90, the lot number 20 and west half of lot 21, which bounded north on Rose St.

August 11, 1873 – Dennis Donovan and Mary Ellen, sold to Martin Donovan, Grocer, for \$450, a lot on the west side of the road leading to Creighton's Ferry in a continuation of Portland Street, next to Allen's lot.

August 22, 1873 – The trustees of George Dawson sold to William Keating, for \$134, lots 14 and 15 of the Fairfield property near Pelzant street, to Dominick Farrell's property.

August 25, 1873 – William and Laura Cunard sold to John Walker, carpenter, for \$300, a lot leading out of Prince Edward street, next to Edward Tuft's, to Edward Young and Francis Young property.

August 26, 1873 – Henry Hill, builder, sold to John Swaffer, for \$280, a lot on Windmill Road, to the west side of Hester street called lot number 22.

September 4, 1873 – Edward Noland (Indian) and Margaret, sold to James O'Toole, for \$1,120, a lot on the first lake of Dartmouth, next to William Roome to Patrick Murphy. This lot had been conveyed to Noland by Thomas Laidlaw in 1858.

September 22, 1873 – James Austen sold to Robert Settle, farmer, for \$200, two lots of the Austen and Eatons division of the field between Maynards Lake and Cole Harbour Road.

September 27, 1873 – Charles and Mary Ann Stanley (cooper), sold to James Publicover, mechanic, for \$180, the lot number 5 of the Austen subdivision on Tulip street.

October 1, 1873 – Lewis Fairbanks sold to Duncan Waddell, wharf builder, for \$2,000, two lots of land. One was the stone wall that makes a circular dam of the canal basin, and the lot next to number 12 which was 200 ft. to the highwater mark of First Dartmouth Lake to the public road on the west side of the lake.

October 8, 1873 – William and Agnes Isnor sold to James Wilson, gardner, for \$130, the lot number 31 of the Austen and Eaton division of the Maynards Lake field next to Cole Harbour Road to Government property.

October 8, 1873 – Howard Evans sold to Brenton Eaton, for \$1,500, an undivided one fourth lot of number 8 of the Thomas Boggs property that bounded on Tulip St., Dahlia St., and Pine street.

October 10, 1873 – Walter Robb, cabinet maker, and Isabelle, sold to Peter McNab for \$5,000, the property on the corner of Portland St., and Prince Edward St., 120 ft. by 60 ft.

October 11, 1873 – Lewis Fairbanks sold to Albert Hutchinson, yeoman, for \$600, a part of the Shubenacadie Canal property on the north side of Knowland Street, to Harney's property, with the right to remove ice from the First Dartmouth Lake to the ice houses, etc.

October 13 1873 – James Austen, et al, sold to Michael Carroll, for \$50, the lot number 14 of his subdivision, bounded north by Thistle St.

October 13, 1873 – Duncan Waddell sold to John Forbes, machinest, for \$1,235, a part of the land conveyed by the Lake and River Navigation Company, to Lewis Fairbanks, 3 lots from Tony St. to the public road on the west side of First Dartmouth Lake.

October 16, 1873 – Austen sold to Henry Siteman for \$175, the lot number 17 that bounded on Dahlia Street.

October 24, 1873 – Francis Elliot and Mary, sold to the estate of the late James Lawlor, for \$620, a lot on Stairs street, to the property of the Episcopal Church.

October 20, 1873 – Edward Moseley, plasterer, sold to Albert Bayers, boilermaker, for \$1,500, a lot on Water St. on the shore road next to the land of James Gates, north on Water St. to the Common then east to the Roman Catholic Cemetery.

October 30, 1873 – Bridget Sullivan, widow of Cornelius Sullivan, sold to John Sullivan, master mariner, a lot on the west side of King St. and the north side of Point street.

November 1, 1873 – Lewis Fairbanks sold to Edward Bowes, for \$600, part of the land of the Shubenacadie Canal property on the north side of Knowland street, to Albert Hutchins, to the First Dartmouth Lake for 350 ft., to Karney's lot, then north west for 100 ft., then south west for 356 ft., to Knowland St., also the full and unrestricted right for Edward Bowes to cut and remove ice from First Dartmouth Lake, sufficient for an ice house, or ice houses, that may be erected.

November 3, 1873 – Edward Dawson, trustee for Robert Sinclair, sold to John Payzant, Trustee for Adam McKay, for \$2,725, for several lots of the real estate of Robert Sinclair, called the "Grove," there were 33 lots involved.

Deed – November 6, 1873 – Reverend William Donaghue, et al, sold to Anastasia Donaghue for one dollar (\$1.00) lot number 1 in letter 'H' at King St.

Deed – November 24, 1873 – James Austen sold to John Cutter, blacksmith, for \$100, the lot number 10 of his subdivision that bounded on Tulip St.

Deed – December 16, 1873 – Nathan and Kate Richard sold to Henry Durney, moulder, and Henry O’Toole, shipwright, for \$1,200, the property formerly owned by Thomas Boggs next to James Smith land.

December 23, 1873 – James Austen sold to Isaac Leslie of Porters Lake, teacher, for \$77, the lot number 2 of his subdivision that was bounded north by Thistle street.

December 24, 1873 – James Austen, et al, sold to Peter Glawson, laborer, for \$90, lot number 14 at the field at Maynards Lake and Cole Harbour road and the pipe house road to Brenton street.

Deed – December 27, 1873 – Susannah Synott, widow, sold to John White and James Simmonds, tinsmith, for \$2,000, the east half of lot number 36, on the Dartmouth Common and 100 ft. on the Windmill road by 80 ft. in depth.

1871 – Dartmouth Directory

Name / Occupation / Residence

Adams, G. – machinest – Ochterloney St.
Allan, T. – bookkeeper at Smith Brothers
Albro, R. – farmer – Windmill Rd.
Albro, Son & Co. – Nail Factory – Windmill Rd
Allen, Charles – carpenter – Quarrell St.
Allen, Edmond F. – Engineer – Water St.
Allen, F. – Shoemaker – Cole Harbour Rd.
Allen, F. S. – tanner – Ochterloney St.
Allen, John – mason – Quarrell St.
Allen, J. – bookkeeper – Blockhouse Hill
Allen J, & Co. – Tinsmiths – Water St.
Allen, Joseph – grocery – Water St.
Allen, J. W. - variety store – Portland St.
Allen, Mary S. – widow – King St.
Allen, Miss Margaret – dressmaker – Fitzwilliam St.
Allen, Miss Merribah – dressmaker – Fitzwilliam St.
Allen, Phebe – widow of James – King St.
Allen, R. A. – farmer – Rope Walk Rd.
Allen, Thomas – Tinsmith – Water St/Rope Walk Rd.
Allen Thomas, S. – bookkeeper – Dundas St.
Anderson, John – baker, Ochterloney St.
Anderson, John Jr. – baker – Portland St.
Andley A. – Rope Walk Rd.
Angwin, George – machinest
Angwin, J. H. – bookkeeper - Water St.
Archibald, W. – shoemaker – Portland/King St.
Arnold, James – moulder – Church St.
Arnold, J. – farmer – Cole Harbour Rd.
Austin, James – Clerk – Ochterloney St.
Austin, James H. – clerk – crown lands
Austin, J. – gauger and proof officer
Bailey, E. – carpenter – Fitzwilliam St.
Baine, James – Rope Walk Rd.
Baine, John – truckman – Pine St.
Baine, P. – carpenter – Ochterloney St.
Baker, N. – farmer – Old Preston Rd.
Baker, U. – labourer – Cole Harbour Rd.
Balfour, Alexander – Rope Walk Rd.
Balis, H. – labourer – Windmill Rd.
Barnstead, J. H. – collector – Water St.
Barnstead, W. – carpenter – Windmill Rd.

Barrett, George – sailmaker – Water St.
 Barry, Catherine – widow of Henry – Water St.
 Bauer, Arch – watchmaker – James St.
 Bauer, T. A. – labourer – Windmill Rd.
 Bayers, Albert – boilermaker – Water St.
 Beasley, George – ironmoulder – Quarrell St.
 Beckwith, G. – labourer – Windmill Rd.
 Beckwith, W. – labourer – Windmill Rd.
 Beck, A. – tailor – Ochterloney St.
 Behan, P. – carpenter – Ochterloney St.
 Behan, Thomas – porter – Ochterloney St.
 Behan, T. – truckman – Ochterloney St.
 Bell, E. – carpenter – Cole Harbour Rd.
 Bell, G. – farmer – Willow Park farm
 Bell, John – farmer – new Preston Rd.
 Bettinson, J. L. – grocer – Ochterloney St.
 Bird, David – carter – Stairs Rope Walk
 Bird, William, Rope Walk
 Bishop, John – blacksmith – Creighton Ave.
 Bishop, J. W. – blacksmith – Creighton Ave.
 Bishop, J. W. B. – blacksmith – Bishop St.
 Bishop, W. – machinest – Creighton Ave.
 Bishop, W. C. – Boilermaker – Creighton Ave.
 Bissett, C. – farmer – Brookfield farm
 Bissett, William – labourer – Provincial Hospital for the Insane
 Black, J. – farmer – new Preston Rd.
 Black, J. – tinsmith – Preston Rd.
 Black, J. B. – foreman – Stairs Rope Walk/Ochterloney St.
 Black, Martin G. – Teller, Halifax Banking Co. – Dundas St.
 Bonn, P. – Blacksmith on Portland St. – Portland St.
 Bonniffee, Eph. – gardner – Pine St.
 Bonniffee, Oliver – farmer – Pine St.
 Bowes, James – printer – Block House Hill
 Bowes, T. – shipwright – New Prospect Rd.
 Bowers, W. – framer – East Basin Rd.
 Boyle, Peter – labourer – Pine st.
 Boyne, R. – labourer – New Preston Rd.
 Bradie, Alice – Rope Walk Rd.
 Brinnan, M. – carpenter – Block House Hill
 Brodie, J. – teamster, Albro & Son Nail Factory –
 Rope Walk Rd.
 Brodie, W. – farmer – Rope Walk Rd.
 Brown A. – labourer – New Preston Rd.
 Brown, John C. – grocer – Portland St.
 Brown, William – labourer – Bishop St.

Bundy, John – Pine St.
 Bury, Mary – attendant, Provincial Hospital the Insane
 Busby, W. – boilermaker – Fitzwilliam St.
 Butler, James – shoemaker – King St.
 Byers, Albert – boilermaker – Water St.
 Byers, Alfred F. – machinest – Water St.
 Cahill, John – printer – King St.
 Cahill, J. C. – bookkeeper, “Colonist” office – Pine St.
 Campbell, G. – carpenter – Ochterloney St.
 Campbell, John – geologist – Water St.
 Cambell, J. S. – boatbuilder – Block House Hill
 Campbell, R. S. – physician and Surgeon – Water St.
 Carter, Job – skategrinder – Water St.
 Carter, Joseph – labourer – Water St.
 Carver, Reuben – moulder – Fairbanks St.
 Carver, Reuben – moulder – Church St.
 Cashon, John – blacksmith – Portledge St.
 Cattley, J. A. – Bookkeeper – Pine St.
 Chambers, Mary – widow – Fairbanks St.
 Chesley, C. – law student – Fitzwilliam St.
 Chipman, J. – Engineer – Rope Walk Rd.
 Church, Ambrose – map publisher – Ochterloney St.
 Clifford, Hood Mck – Cole Harbour Rd.
 Cligg, William – machinest – Church St.
 Cluny, Patrick – watchman – King St.
 Cocoran, D. – labourer – Cole Harbour Rd.
 Colbright, John – Rope Walk Rd.
 Colbright, Thomas – Rope Walk Rd.
 Cole, T. – labourer – New Preston Rd.
 Cole, W. – farmer – Old Preston Rd.
 Coleman, E. L. – grocer – Ochterloney St.
 Coleman, George – Boatbuilder – Water St.
 Coleman, H. E. – clerk – Ochterloney St.
 Coleman, L. – painter – Ochterloney St.
 Coleman, John – clerk – Ochterloney St.
 Coleman, C. W. – sea captain – Ochterloney St.
 Collins, John – labourer – Windmill Rd.
 Collins, John – labourer – Water St.
 Collins, Samuel – foreman – Rope Walk Rd.
 Condron, John – gardner – Eastern Passage Rd.
 Connors, George – clerk – Portland St.
 Connors, William – Shipwright – Boggs St.
 Connors, William Jr. – labourer – Boggs St.
 Conrod, Janet – attendant, Provincial Hospital for the Insane
 Conrod, John – attendant, Provincial Hospital for the Insane

Cooper, J. – farmer – Old Preston Rd.
 Corbett, G. W. – druggist – Portland St.
 Corbett, John – clerk – Prince Edward St.
 Corbett, M. – clerk – Prince Edward St.
 Corbett, Patrick – ticket master – Prince Edward St.
 Corbin, A. R. – druggist on Water St – Turtle Grove
 Corkum, G. – farmer – Dundas St./Quarrel St.
 Cormack, John – machinest – Water St.
 Cormick, John – Engineer – Water St.
 Courtney, John – mason – Fairbanks St.
 Courtney, T. – ironmoulder – Water St.
 Craig G. – ropemaker – Ochterloney St.
 Craig, George Jr. – Rope Walk Rd.
 Creighton, A. – Com. Merchant – Quarrel St./King St.
 Creighton, G. A.– Com. Merchant – Quarrel St.
 Creighton, T. G. – clerk – Grove Cottage
 Creighton, Peter – shipowner – Quarrel St.
 Creighton, George A. S. – bookkeeper, Black Brothers and Company – resided at the
 “Brae”
 Creighton, James A. – bookkeeper at Lawson, Harrington & Co.– resided at the
 “Brae”
 Crook, George – blacksmith – Boggs St.
 Cross, John – farmer – Old Preston Rd.
 Cross, Stephen – farmer – Mount Edward
 Cross, William – moulder – Church St.
 Crow, Thomas – attendant, Provincial Hospital for the Insane
 Crowe, William – Block House Hill
 Crowell, Thomas – home at the Rope Walk
 Crowell, William – home at the Rope Walk
 Cushing, Ann – widow of Thomas – Water St.
 Cushing, T. – Butcher – Rope Walk
 Daley, Dennis – shipwright – Ochterloney St.
 Dalziel, J. – ropemaker – Fairbanks St.
 Dares, R. – blacksmith – Portland St.
 Dart, Christopher – mason – Bridge St.
 Dartmouth Nail Factory E. Albro and Co.– Proprietors, Rockland
 Dartmouth Rope Work Co. manufacturers of cordage and oakum
 Port Office Address: D.R.W. Co., Halifax NS
 Manager– John F. Stairs of the firm of William and Stairs, Son and Morrow
 Dartmouth Woolen Factory – First Lake
 Day, John – Rope Walk
 Day, Peter – Rope Walk
 Day, Peter – labourer – Windmill Rd.
 Dean, R. – skatemaker – New Preston Rd.
 Debay, Daniel – fireman – Water St.

De Fratus, A. – painter – King St.
 Degoy, Charles – machinest
 Demey, Henry – moulder – Church St.
 Dempster, J. – ropemaker – Rope Walk
 DesBrisay, Charles – Physician, home on Prince William St.
 DeBrisay, L. – widow of Thomas – King St.
 DesBrisay, T. – medical student – King St.
 Devan, Michael – shipwright, Boggs St.
 Devan, W. – boatbuilder – Water St.
 Dewolf, James R., M.D. and L.R.C.S.E. – medical
 superintendent at the Provincial Hospital for the Insane
 Dickson, R. D. – Engineer – Provincial Hospital for the Insane
 Dickson, Mrs. R. D. – Housekeeper at the Provincial
 Hospital for the Insane
 Dilman, J. – farmer – New Preston Rd.
 Doane, Lewis – master mariner – Water St.
 Doane, M. R. – master mariner – Water St.
 Domady, M. – mariner – Ochterloney St.
 Donovan, John – tailor – Ochterloney St.
 Donbrack, J. – farmer – Cole Harbour Rd.
 Donig, Amelia – widow – Cole Harbour Rd.
 Donohue, J. O. – livery stable – Ochterloney St.
 Donohue, J. – carpenter – Windmill Rd.
 Donovan, J. – watchman – Rope Walk
 Donovan, J. – farmer – New Preston Rd.
 Dooly, L. – grist mills – Windmill Rd.
 Dorgan, John – Rope Walk
 Douglas, P. – moulder – Windmill Rd.
 Downie, G. – storekeeper – Provincial Hospital for the Insane
 Downie, Mrs G. – supervisor at the Provincial Hospital for the Insane
 Downey, M. – painter – Downey's Lane
 Drake, A. – Rope Walk
 Drake, F. W. – watchmaker – Ochterloney St.
 Drake, H. – salesman – Water St.
 Drake, J. – cabinetmaker – Ochterloney St.
 Drake, S. – widow of Charles – Water St.
 Drake, William – shoemaker – Prince St.
 Dubray, J. – ropemaker – Rope Walk
 Dudwaugh, C. – machinest – Ochterloney St.
 Duggan, J. – J.P. Commissioner – Provincial Hospital for the Insane
 Dunn, Ann – widow of Michael – Water St.
 Dunn, James – Hunter – Quarrell St.
 Dustan G., – G.J.P. Commissioner and Chairman – Provincial Hospital for the Insane
 Eaton, B. – Barrister – Fitzwilliam St.
 Eaton, J. – carpenter – Windmill Rd.

Edgcomb, Mary – widow of George – Water St.
 Edgcomb, Richard – Shipwright – King St.
 Edgcomb, Thomas – mason – Water St.
 Eisner, E. – farmer, Coal Harbour Rd.
 Ellender, Matt – contractor – Eastern Passage Rd.
 Elliott, A. – clerk – Water and Portland St.
 Elliott, E. – carpenter – Chapel Lane
 Elliott, Francis – merchant – North St.
 Elliott, George C. – Tanner – Fairbanks St.
 Elliott, George – machinest – Church St.
 Elliott, Henry – architect on the Common
 Elliott, J. – tanner – Fairbanks St.
 Elliott, John B. – dry goods – Prince William St.
 Elliott, Maria – widow of John – Portland St.
 Elliott, Miss – dressmaker – Portland St.
 Elliott, Thomas G. – carpenter – Quarrell St.
 Elliott, W. – grocer – soap and candle manufacturer – Block House Hill
 Ennis, Richard – policeman – King St.
 Esdaile, John – merchant – Quarrell St.
 Etter, James – teamster – Church St.
 Etter, Rebecca – attendant – Provincial Hospital for the Insane
 Evans, Charles, – accountant – Portland St.
 Evans, Owen – accountant – Portland St.
 Evans, W. L. – commission merchant – Portland St.
 Fairbanks, Lewis – merchant – Eastern Passage Rd.
 Fairbanks, Samuel – Commissioner – Ochterloney St.
 Fairbanks, S. – widow of Charles – King St.
 Falconer, Reverend A. (Presbyterian) – Boggs St.
 Falconer, D. – Junior Clerk – Ochterloney St.
 Farrell, D. G. – Groceries – Water St.
 Farrell, Paul – Grocer – Ochterloney St.
 Farrell T. – wheelwright – Ochterloney St.
 Farquason, A. – Farmer – Portland St.
 Farquhar, J. – variety store – Portland St.
 Farquhar, Robert – clerk – Portland St.
 Faulkner, A. – Albro & Sons Nailfactory
 Faulkner, A. – nailcutter – Windmill Rd.
 Faulkner, David – grocer – Ochterloney St.
 Faulkner, J. – machinest – Windmill Rd.
 Faulkner, N. – Albro & Sons Nailfactory
 Faulker, R. W. – machinest – Windmill Rd.
 Faulkner, S. – machinest – Water St.
 Faulkner, Walter – machinest – Water St.
 Fenity, William – Church St.
 Feguson, J. – farmer – New Preston Rd.

Fergtuson, P. – farmer – New Preston Rd.
 Findley, Charles – Rope Walk
 Findley, Henry – canal superintendent–New Preston Rd.
 Findley, J. – machinest – Rope Walk
 Findley, W. – ropemaker – Rope Walke
 Forbes, John – machinest – Creighton Ave.
 Forbes, William – clerk – Fitzwilliam St.
 Forcade, Andrew – machinest – N.S.R.
 Forsyth, A. – weaver – Ochterloney St.
 Foster, Edward – clerk – Water St.
 Foster, Edward, V.B. clerk – Water St.
 Foster, James – Clerk – North St.
 Foster, James G. – barrister – Water St.
 Foster, Martha – school teacher – Grey St.
 Foster, Rufus – merchant – Water St.
 Foster W. R. – law student – Water St.
 Fraser, Angus – attendant – Provincial Hospital for the Insane
 Fraser, Herbert – baker – Provincial Hospital for the Insane
 Fraser, Robert – attendant – Provincial Hospital for the Insane
 Fraser, William – teacher, Commercial College – Windmill Rd.
 Fraser, W. J. – commercial merchant – Foot of Lake Rd.
 Freeman, Lewis – master – Quarrell St.
 Fuller, A. – farmer – Coal Harbour Rd.
 Fuller, John – dry goods – Water St.
 Fuller, Patrick – J.P. Tailor – Water St.
 Gaby, James E.– North St.
 Gallagher, D. I. – boilermaker, Dartmouth Boiler Works, Halifax City
 Gammon, Anne B. – widow – Portland St.
 Gammon, W. – shoemaker – Portland St.
 Gammon, W. – tinsmith – Portland St.
 Gaston, J. – carpenter – Coal Harbour Rd.
 Gaston, M – widow – Coal Harbour Rd.
 Gaston, S. – tinsmith – Coal Harbour Rd.
 Gaston, T. – blacksmith – Coal Harbour Rd.
 Gates, A. F. – carpenter – Quarrel St.
 Gates, Andrew – blacksmith – Water St.
 Gates, A. – carpenter – Quarrel St.
 Gates, John – carpenter – Quarrel St.
 Gates, Lamont – carpenter – Bishop St.
 Gay, Alexander – Rope Walk
 Gay, Robert – laborer – Windmill Rd.
 Gentles, Thomas, – baker – Ochterloney St.
 Gentles, T. Jr. – baker – Ochterloney St.
 Gibson, Harrington – carpenter – Water St.
 Gillard, John – mason – Pine St.

Gillard and Sons – mason – Pine St.
 Gladwin, Benson – Rope Walk
 Gladwin, Charles, – mason – Quarrell St.
 Glasson, W. M. – machinest – Ochterloney St.
 Glazebrook, James – fireman – Downey’s Lane
 Glendenning, H. W. – soda water manufacturer on Water St. – home on Water St.
 Glendenning, William – shipwright – Prince Edward St.
 Glover, George – farmer – Windmill Rd.
 Goudge, John – clerk, Savings Bank – Ochterloney St.
 Graham, Benjamin – carpenter – Boggs St.
 Graham, C. – shipcarpenter – Bishop St.
 Graham, G. – house carpenter – Bishop St.
 Graham, Isaac – carpenter – Boggs St.
 Graham, James – sea captain – Boggs St.
 Graham, John – carpenter – Quarrel St.
 Graham, J. – carpenter – Boggs St.
 Graham, Nelson B. – machinest – Quarrel St.
 Grainer, H. – reeler – Rope Walk
 Gray J. – boilermaker – Ochterloney St.
 Gray, John – Water St.
 Gray, R. – shoemaker – Ochterloney St.
 Gray, T. – tobacconist – Ochterloney St.
 Green, Allen – laborer – Bishop St.
 Green, John – watchmaker – Water St.
 Green, H. – grocer and liquors – Water St.
 Green, William – liquors – Water St.
 Grey, H. – widow of William – Portland St.
 Grey, Jeremiah – laborer – Ochterloney St.
 Grey, William – laborer – Portland St.
 Hall, L. – carpenter – Windmill Rd.
 Hamilton, Miss Mary A. – Second teacher, Dartmouth School
 Handley, James – caulker – Portland st.
 Harnish, Nathaniel – attendant – Provincial Hospital for the Insane
 Harris, Frederick W. – clerk – Water St.
 Harris, George D. – artist – Water St.
 Harris, James E. – patternmaker – Water St.
 Harris, J. – blacksmith – Windmill Rd.
 Harris, J. K. – pianoforte tuner – Water St.
 Harris, Joseph – patternmaker – Water St.
 Harrison, Jessie – widow of Thomas – Prince Edward St.
 Harrison, M. – clerk – corner of Water and Portland St.
 Harvey, H. E. – accountant – Creighton Ave.
 Hastings, E. – rope maker – Ochterloney St.
 Hay, John M. – clerk – Ochterloney St.
 Heather, George – peddler – Portland St.

Heifler, J. – laborer – Windmill Rd.
 Henderson, Allan – Rope Walk
 Henderson, Alex – confectioner – Quarrel St.
 Hill, N. – sea captain – Ochterloney St.
 Hinch, Charles – clerk – Ochterloney St.
 Hinch, H. – Blacksmith – Ochterloney St.
 Holland, Miss Ann – clerk – Pleasant St.
 Holliday, Garvin, machinest – Water St.
 Hollies, John – teacher – Chappel St.
 Honeyman, Reverand D.C.L.– Ochterloney St.
 Horne, C. E. – machinest – Eastern Passage Rd.
 Horner, H. J. – Miller – Eastern Passage Rd.
 Horner, D. – Baker – Coal Harbour Rd.
 Hoyne, E. – marble cutter
 Hubert, Nicholas M.
 Hudson, Helen – widow – Coal Harbour Rd.
 Hughes, James – labourer – Old Preston Rd.
 Humphrey R. – farmer – New Preston Rd.
 Hunt, Aubrey – clerk
 Hunt, Reverand A. S. – Quarrell St.
 Hunt, Reverand Edwin – Baptist Church
 Hunt, Johnson – law student
 Hunt, L. T. – medical student
 Hunston, John – moulder
 Hunston, S. – Engineer
 Hurley, M. – Butcher – Water St.
 Huskin, J. – farmer – Coal Harbour Rd.
 Hutchinson, A. – Grocer – New Preston Rd.
 Hutchinson, A. – farmer – New Preston Rd.
 Huxtable, Annie – King St.
 Huxtable, John – painter
 Huxtable, R. C. – nailfactory
 Hyde, T. A. – grocer – Ochterloney St.
 Hyde, W. – machinest – Coal Harbour Rd.
 Ingraham, J. – machinest – Ochterloney St.
 Ingraham, J. S. – machinest
 Innis, A. S. – widow of Robert – Coal Harbour Rd.
 Innis, Richard – police constable
 Innis, George – farmer
 Innis, George C. – cabinetmaker, Coal Harbour Rd.
 Isennaugh, Jacob – carpenter
 Isenor, William – attendant – Provincial Hospital for the Insane
 Isenor, W. – coachman
 Jackson, G. – shipwright
 Jacobs, J. – commissioner – Fitzwilliam St.

James, A. – Barrister – Creighton Ave.
James, T. – farmer – Coal Harbour Rd.
Jenkins, John – boatbuilder
Jenkins, John Jr. – carpenter
Jenkins, Thomas – carpenter
Johnson, Archibald – tanner
Johnson, G. – machinest
Johnson, Moses A. – tanner
Johnson, Archur C. – clerk – Eastern Passage Rd.
Johnson, Helen – widow of J. A.
Johnson, Henry – Assistant engineer – Rope Walk
Johnson, Henry – student at law – Mount Amelia
Johnson, James – barrister – Eastern Passage Rd.
Johnson, James – Judge – Coal Harbour Rd.
Johnson J. – bookkeeper – Mount Amelia
Jones, Daniel – Prince and Water St.
Jones, John – truckman
Kane, Michael – moulder
Kean, C. – labourer – Eastern Passage Rd.
Keans, J. F. – Rope Walk
Keans, Fred – Rope Walk
Keating, W. – house carpenter
Kedy, James – Tufts Cove
Kedy, Nathen – Rope Walk
Keens, Frederick – foreman Tar House
Kehoe, Patrick – labourer – Fairbank St.
Keiler, William – farmer
Kennedy, F. – moulder – Black Rock
Kennedy, Jane – widow of William – Water St.
Kennedy, John – laborer, Water St.
Kenedy, M. – widow of John – Ochterloney St.
Kennedy, P. – farmer – New Preston Rd.
Kennedy, W. – farmer – New Preston Rd.
Keys, John – house carpenter – New Prospect Rd.
Keizer, William – boots, etc. – King St.
Kidy, David – Rope Walk
Kimbeall, Daniel D. – foreman – Church St.
King, Charles – Carpenter – Water St.
Kingston, G. C. – wheelwright – North St.
Kingston, Paul – farmer
Kirchen, R. – truckman – Fitzwilliam St.
Knight, G. H. – Lochman St.
Knowland, Edward – liquors – Preston Rd.
Kuhn, A. – Farmer – old Preston Rd.
Kuhn, A. – carpenter – Coal Harbour Rd.

Kuhn, G. – farmer – New Preston Rd.
 Kuhn, P. J. – dry goods, Water St and Portland St. – lives on Ochterloney St.
 Laidlaw, A. – Iceddealer – Preston Rd.
 Laidlaw, G. – Iceddealer – New Preston Rd.
 Laing – machinest – Prince Edward St.
 Lang, D. H. – machinest – Boggs St.
 Lawler, Albert – Rope Walk
 Lawlor, Albert E. – Bookkeeper – Greenlane & Boggs St.
 Lawlor, I. – widow of James – Portland St.
 Lawlor, J & Co. – Grocery, hardware – Portland St.
 Lawson, Dundas St.
 Leadly, J. E. – Acadia Hotel – Ochterloney St.
 Leadly, Leonard – Butcher – King St.
 Leadly, Leonard – stovefitter – King St.
 Leahy, Michael – farmer
 Leahy, Michael Jr. – carpenter
 Leahy, W. – grocer – Stayner's Wharf in Halifax – Boggs St.
 Leahy, M. Widow of James – Mount Hope Rd.
 Le Bay, J. – laborer – Rope Walk Rd.
 Lee, Daniel – laborer – New Preston Rd.
 Lee, G – laborer – New Preston Rd.
 Ledster, R. – machinest – Mount Hope Rd
 Le Mont, C. – miller – New Preston Rd.
 Lennerton, J – blacksmith – Dartmouth Lakes
 Lennerton, W. – shipwright – New Preston Rd.
 Lennox, G. – farmer – Coal Harbour Rd.
 Lenton, J. – carpenter – Portland St.
 Letson, W. A. – clerk – Ochterloney St.
 Lenterman, William – rope walk
 Levie, Mary – widow of Richard – Quarrell St.
 Levie, W. H. – skatecutter – Water St.
 Lewis, Thomas – Dundas St.
 Lieth, John – ropemaker – Rope Walk
 Linderman, James – carpenter – Fitzwilliam St.
 Lintiman, F. – farmer – First Lake
 Litster, Robert – machinest – Quarrell St.
 Lomer, G. – boilermake – Fitzwilliam St.
 Lomer, J. – boilermaker – Ochterloney St.
 Lomer, T. – butcher – Fitzwilliam St.
 Looner, John – Water St.
 Lowe, Margaret – widow of Edward – King St.
 Lyle, Deborah – widow of Alex – Portland St.
 Lyle, J. – shipcarpenter – Portland St.
 Lynch, Alex – carpenter – Water St.
 Lynch, George – carpenter – Fairbanks St.

Lynch, H. L. – moulder – Ochterloney St.
 Major, Catherine – widow – F.W.A.C. New Preston Rd.
 Manning, J. F. – assistant controller – com.
 Mansfield, Isaac – blacksmith – Portland St.
 Mansfield, John – laborer – Portland St.
 Marks, Alexander – mariner – Quarrell ST.
 Marine Slip – Boggs St.
 Martin, G. W. – fisherman – Fairbanks St.
 Mason, George – laborer – Portland St.
 Mason, Georege – laborer – Fairbanks St.
 Mason, H. J. M. – machinest – Ochterloney St.
 Marvin, D. – widow – Prince Edward St.
 Marvin, N. – carpenter – Prince Edward St.
 May E. – attandant – Provincial Hospital for the Insane
 McCabe, Mrs. Anistatia – Ochterloney St.
 McCabe, M. – carpenter
 McCall, W. – machinest – Portland St.
 McCarthy, Jeremiah – laborer – Mount Hope Rd.
 McCarthy, J. – laborer – Windmill Rd.
 McCartney, J. G. – Jeweller – Portland St.
 McCartney, Mrs. Catherine – grocer and liquors – Portland St.
 McCaskill, Alexander – attendant – Provincial Hospital for the Insane
 McCaulley, John – attendant – Provincial Hospital for the Insane
 McCormack, John – brassfounder
 McCully, Samuel – school teacher – Boggs St.
 McDonald, A – Grocer – Water St.
 McDonald, E. – widow A. S. – Prince Edward St.
 McDonald, Donald – Rope Walk
 McDonald, John – merchant – King St.
 McDonald, Matilda – attendant – Provincial Hospital for the Insane
 McDonald, William – attendant – Provincial Hospital for the Insane
 McKay, Adam – proprietor – Dartmouth Boiler Works
 McKeagney, R. W. – assistant physician – Provincial Hospital for the Insane
 McKenzie, G. A. – clerk – King St.
 McKie, John – Coal Harbour Rd.
 McKinnon, Elizabeth – attendant – Provincial Hospital for the Insane
 McKenzie, William – attendant – Provincial Hospital for the Insane
 McKnight, Reverand A. – Common
 McLaughlin, J. – boilermaker – Creighton Ave.
 McLean, Angus – attendant – Provincial Hospital for the Insane
 McLean, D. – townclerk and collector – Quarrell St.
 McLeay, Isabella – widow of John – Mount Hope Rd.
 McLellan, E. – servant – Provincial Hospital for the Insane
 McLeod, A. W. – clerk – King St.
 McLeod, Angus – exciseman, inland revenue – Water St.

McLeod, Ann – servant – Provincial Hospital for the Insane
 McLeod, Marion – attendant – Provincial Hospital for the Insane
 McLeod, William – grocer – Water St.
 McMahan, J. – ropemaker – Water St.
 McMard, Arthur – machinest – Church St.
 McNab, A. W. – carpenter – Blockhouse Hill
 McNab, Ellen – attendant – Provincial Hospital for the Insane
 McNab, J. – clerk, local works – Coal Harbour Rd.
 McNab, James – carpenter
 McNab, J. H. – supervisor – Provincial Hospital for the Insane
 McPhee, Catherine – Portland St.
 Meaden, William – tanner
 Meagher, Edward – blacksmith – Water St.
 Meaher, John – machinest – Church St.
 Mechanic’s Institute, Ochterloney St.
 Merson, E. – widow of Alexander – Fitzwilliam St.
 Merson, G. – machinest – Fitzwilliam St.
 Merson, J. – carpenter – Fitzwilliam St.
 Miles, J. – labourer – Windmill Rd.
 Miller, E. – boot and shoemaker – Portland St.
 Miller, Edward E. – boot and shoemaker – Pine St.
 Miller, Tobias H. – shoemaker – Pine St.
 Misener, James – cabinetmaker – Water St.
 Mitchell, J. – plumber – Ochterloney St.
 Mizner, George – carpenter – Pine St.
 Mizner, John – trader – Fitzwilliam St.
 Mizner, William – Ochterloney St.
 Moland, Parker – shipwright – Boggs St.
 Montgomery, Hugh – grocer – Water St.
 Morash, Frank – watchman – Provincial Hospital for the Insane
 Morash, G. – farmer – Coal Harbour Rd.
 Morris, Richard B. – King St.
 Morrisey, T. – confectioner – Water St.
 Morrison, Alexander – attendant – Provincial Hospital for the Insane
 Morton, Charles – boilermaker – Windmill Rd.
 Morton, J. – boilermaker – Fitzwilliam St.
 Morton, J. – blacksmith – Fitzwilliam St.
 Morton, William – engineer – North St.
 Mosely, E. – carpenter – Blockhouse Hill
 Mosely, H. – boat builder – Ochterloney St.
 Mosher, J. – watchman, woolen factory
 Mosher, M. – shipwright, Mount Hope Rd.
 Mosher, R. – machinest – Fitzwilliam St.
 Mott, C. – machinest, Starr’s Factory – Fitzwilliam St.
 Mott, John P. – soap and candle and spice manufacturer – Hazlehurst

Moysly, Edward – mason – Water St.
 Moyes, John – boilermaker
 Mumford, F. – carriagesmith – Fitzwilliam St.
 Mumford, F. Jr. – carriagesmith – Fitzwilliam St.
 Mumford, L. – blacksmith in Smithfield – Halifax
 Murphy, Daniel – laborer – Bishop St.
 Murphy, J. – Boilermaker – Dartmouth Boiler Works
 Murphy, J. D. – blacksmith – Windmill Rd.
 Murphy, Jeremiah – blacksmith – Portland St.
 Murphy Jeremiah Jr. – blacksmith – King St.
 Murphy & Son – Blacksmiths and Farriers – Portland St.
 Murray, J. – patternmaker – Church St.
 Murray, W. T. – Tinsmith – Portland St.
 Newland, James – carpenter – Block House Hill
 Newland, William – carpenter – Block House Hill
 Nickerson, Elizabeth – servant – Provincial Hospital for the Insane
 Northup, Jeremiah M.P.P. – merchant – Water St.
 Northup, Joseph – merchant – Fairfield
 Nussey, Joseph – finisher woolen factory
 O'Brien, James – laborer – Fairbanks St.
 O'Brien, S. – ropemaker – Rope Walk
 O'Donoghue, J. – livery stables – Ochterloney St.
 Oland, Conrad G. – brewer – Turtle Grove on Windmill Rd.
 Oland, E. H. – brewer – Turtle Grove on Windmill Rd.
 Oland, John C. – brewer – Turtle Grove on Windmill Rd.
 Oland, John D. – brewer – Turtle Grove on Windmill Rd.
 Orman, John – carpenter – Fairbanks St.
 Orman, W. – carpenter – Windmill Rd.
 Orman, James R. – grocer and liquors – Portland St.
 Orman, Henry – clerk – Portland St.
 Ovenston, John – liquors – Ochterloney St.
 Paisley, Reverend C. H. A. M. (Methodist)
 Parker, Alexander – Ochterloney St.
 Parker, David – laborer – Windmill Rd.
 Parker, D. McN. – physician – Mount Hope Rd.
 Parker, Henry J. – clerk – Ochterloney St.
 Pawwaw, Fred M. – clerk, Post Office
 Patterson, John – drill sergeant – Windmill Rd.
 Paw, George A. V. – merchant – Block House Hill
 Payne, Jacob – baker – Portland St.
 Payzant, Lewis – grocer – Quarrell St.
 Pearce, Abraham – engineer – Boggs St.
 Pearce, William – engineer – Dundas St.
 Pellett, John H. – Ochterloney St.
 Peno, Abraham – ropemaker – Rope Walk

Pentz, Richard – laborer – Portland St.
Phiner, Henry – ship carpenter – Water St.
Pitt, Alexander – ironmoulder – Water St.
Pitts, B. V. – grocer – Portland St.
Pitts, W. A. – grocer – Portland St.
Preeper, John – shipwright – Portland St.
Presbyterian Church, King St.
Prescott, John – tanner and currier
Preston, J. – boot and shoemaker – King St.
Preston, Thomas W. – painter – King St.
Prospier, Clargy – labourer – Water St.
Provincial Hospital for the Insane – Eastern Passage Rd.
Publicover, George – painter – Dundas St.
Purcell, Samuel – cooper – Water St.
Pyke, George A. – bookkeeper, Quarrell St.
Quinn, Ann – attendant – Provincial Hospital for the Insane
Quinn, James – miller – Windmill Rd.
Quinn, J. – boat and shoemaker – King St.
Rasley, A. – boot and shoemaker – Portland St.
Reardon, Simon – machinest – Church St.
Reddie, T. – carpenter – Block House Hill
Regan, James – carpenter – Quarrel St.
Regan, John – grocer and liquors – Portland St.
Reid, James – builder – Eastern Passage Rd.
Richardson, Reverand J. B. A. M. – Episcopel Church – Dundas St.
Ring, Francis – boilermaker – Water St.
Ring, W. – private watchman – Water St.
Ritchie, J. – tinsmith – Coal Harbour Rd.
Roberts, Ellen – widow of James – Portland St.
Robson, Charels, – dry goods – Halifax
Rogers, John C. – clerk – Quarrel St.
Roome, George – grocer – Ochterlony St.
Ross and Company, Wollen factory
Ross, C. – clerk – Water St.
Ross, D. – bookkeeper – Black Rock
Ross, Reverand J. D. D. – principal, Dalhousie College – Ochterloney St
Ross, J. – farmer, Ashdale farm – Cole Harbour Rd.
Rouffe, J. – fireman – Provincial Hospital for the Insane
Russell, A. – blacksmith – Water St.
Russell B. – B.A. law student – Fitzwilliam St.
Russell, J. – tinsmith – Fitzwilliam St.
Russell, N. – tinsmith – Portland St.
Russell, N and Co. – stove dealers – Dundas St.
Russell, William – blacksmith – Portland St.
Rutherford, A. – farmer – New Preston Rd.

Ryan, J. – labourer – Windmill Rd.
 Ryan, M. – carpenter – Windmill Rd.
 Savage, T. – labourer – Cole Harbour Rd.
 Savage, T. – labourer – Fitzwilliam St.
 Scarfe, F. – brickmaker – Ochterloney St.
 Seckins, E. – cooper – Windmill Rd.
 Settle, Judson – blacksmith – Pine St.
 Shields, A. – stipendiary magistrate – Ochterloney St.
 Shields, A. Jr. – blacksmith – Quarrel St.
 Shields, G. – J.P. – Ochterloney St.
 Short, T. – bookkeeper – New Preston Rd.
 Shortell, P. – boot and shoemaker – Water St.
 Shortin, Robert – laborer – Water St.
 Shortland, W. – ropemaker – Rope Walk
 Shrun, E. – laborer – Ochterloney St.
 Shrum, Wiliam – farmer
 Shute, Robert – mason – Chapel Lane
 Simmons, J. – tinsmith – Water St.
 Sinclair, R. B. Colonel – adjutant general, N.S. militia – New Preston Rd.
 Sinclair, S. – ropemaker – Rope Walk
 Sinnot, T. – mason – Windmill Rd.
 Skate Manufactory – office Hollis St and Duke St.
 Slater, Mary – widow of John – Quarrel St.
 Smith, A. – merchant – King St.
 Smith, Benjamin – laborer – Fairbanks St.
 Smith, D. – private watchman – Water St.
 Smith, D. – engineer, Rope Walk
 Smith, Edward – laborer – Water St.
 Smith, Elisha – Quarrel St.
 Smith, F. – laborer – Ochterloney St.
 Smith, Josiah – Quarrel St.
 Smith, S. – ropemaker – Rope Walk
 Smith, W. – carpenter – Pine St.
 Smith, W. – harnessmaker – Portland St.
 Snow C. – widow of Charles – Ochterloney St.
 Spencer, John – caulker – Boggs St.
 Stairs, John F. – manager of the Dartmouth Rope Walk Company of Stairs Son &
 Morrow
 Stanley, Edward – blacksmith – Boggs St.
 Staples, B. F. – teacher of penmanship – Windmill Rd.
 Steamboat ferry office, Portland St.
 Sterns, L. – dry goods – Water St.
 Stevens, George – laborer – Provincial Hospital for the Insane
 Stevens, J. – moulder – Fitzwilliam St.
 Stevens, T. G. – clerk – Dundas St.

Stewart, Elizabeth – widow of James – King St.
 Stewart, J. – carpenter – Mount Hope Rd.
 Storey, G. – soaphandler – Water St.
 Storey, Mary – widow of Charles – Water St.
 Storey, M. – cabinetmaker – Rope Walk
 Strum, J. – ropemaker – Rope Walk
 Sullivan, D. – laborer – Cole Harbour Rd.
 Sullivan, P. – ironmoulder – Church St.
 Suttle, James – blacksmith on Portland St – Cole Harbour Rd.
 Suttle, J. – blacksmith – Pine St.
 Swaffer, J. – gardner – Windmill Rd.
 Swan, Thomas – boilermaker – Quarrell St.
 Symonds, W. S. & Co. – Dartmouth Iron Foundry – Church and Water St.
 Tapper, John R. – blacksmith – Prince William St.
 Taylor, Edward – farmer – First Lake
 Taylor, John – farmer
 Taylor Thomas – farmer
 Tears, W. H. – clerk – Portland St.
 Thirman, J. – manager, woolen factory
 Thomas, Lewis – grocer – Quarrel St.
 Thompson, William – confectioner
 Thorne, James H. – clerk, money order office – Quarrel St.
 Thornton, Robert – Rope Walk
 Tulloch, A. – farmer – Cole Harbour Rd.
 Tobin, Honorable Michael – Old Preston Rd.
 Tremain, Miss H. P. – Portland St.
 Tremain, L. E. – sea captain – Quarrell St.
 Trider, James – farmer – Eastern Passage Rd.
 Troop, George J. – hardware – Eastern Passage Rd.
 Trower, G. – ropemaker – Windmill Rd.
 Tufts, Benjamin – laborer, Albro & Sons Nail factory
 Tufts, C. – ballaster – Windmill Rd.
 Tufts, E. – ballaster – Windmill Rd.
 Tufts, G. – laborer – Windmill Rd.
 Tufts, J. – fisherman – Windmill Rd.
 Tufts, J. W. – dry goods – Water St.
 Tufts, Richard – Rope Walk
 Tufts, William – Ochterloney St.
 Turnbull, George – moulder – Ochterloney St.
 Turner, Annett – servant – Provincial Hospital for the Insane
 Turtle Grove Brewery, John Oland & Co. – proprietors – Turtle Grove
 Turner, James – tanner
 Umla, Matilda – servant – Provincial Hospital for the Insane
 Vale, James – laborer
 Van Buskirk, James D. – surveyor – Ochterloney St.

Wentzell, William – shipwright
Waddell, Charles – machinest – Church St.
Waddell, Robert – undertaker – Quarrel St.
Walch, Timothy laborer – Pine St.
Walker, Charles – moulder – Church St.
Walker, Edmund M. – grocer – Ochterloney St.
Walker, G. – carpenter – Windmill Rd.
Walker, H. C. – groceries – Portland St.
Walker, James – carpenter – Ochterloney St.
Walker, John – carpenter – Boggs St.
Walker, R. – carpenter – Ochterloney St.
Walker, R. – carpenter – Quarrel St.
Wall, R. – laborer – Warren Lane
Wallace, John – cashier in the Provincial Building, Savings Bank – Norwood
Wallace, T. – soaphandler – Ochterloney St.
Walsh, H. – widow of William – Fairbanks St.
Walsh, Michael – caulker – Boggs St.
Wambolt, A. – carpenter – Creighton Ave.
Warner, Edward – shipcarpenter – Fitzwilliam St.
Warner, J. – machinest – Ochterloney St.
Warner, Robert – Truckman – Boggs St.
Warner, Samuel – printer – Windmill Rd.
Warr, Thomas – laborer – Pine St.
Warren, C. S. – bookkeeper – Prince St.
Watson, J. – carpenter – Windmill Rd.
Watt, Henry – carpenter – Ochterloney St.
Webb, Edward – shipwright – Prospect Rd.
Webb, Edward Sr. – shipwright – Prospect Rd.
Webb, William E. – house carpenter – New Prospect Rd.
Webber, William – laborer – Pine St.
Weeks, George – fireman – Water St.
Weeks, Joseph H. – Barrister – King St.
Weeks, W. H. – physician and surgeon – King St.
Wells, Ann – widow of John – Water St.
Wells, George – shipcarpenter – Portland St.
Wells, John – shipcarpenter – Water St.
Wesleyan Methodist Church, Ochterloney St.
Westlake, R. – widow of Edward – Water St.
Weston, Byron A. – law student
Weton, Ekekiel S. – foreman at the Marine Slip – Boggs St.
Weston, William – rope walk
Whately, J. – Butcher – Ochterloney St.
Whelpley, A. – machinest – Mount Hope Rd.
Whidden, Charles – clerk – Water St.
Whidden, J. – carpenter – Ochterloney St.

White, E. – merchant on Lower Water St. – Coal Harbour Rd.
 White, John – stove store – Ochterloney St.
 White, John – tinsmith – Ochterloney St.
 Wilson, G. – shipcarpenter – Creighton Ave.
 Wilson, J. – cabinetmaker – Ochterloney St.
 White, Samuel A. – flour mills – Canal St.
 Whitely, James – butcher – Ochterloney St.
 Whitely, James – labourer – Fairbanks St.
 Wilkins, T. H. – hairdresser – Water St.
 Williams, William – carpenter – Water St.
 Williamson, George – moulder – Church St.
 Willis, J. – commissary department – Water St.
 Wilson, Agnes – attendant – Provincial Hospital for the Insane
 Wilson, Charles – Rope Walk
 Wilson, E – widow of William – Quarrel St.
 Wilson, Francis – laborer – Quarrel St.
 Wilson, Henry – moulder – Water St.
 Wilson, James – cabinetmaker – Ochterloney St.
 Wilson, J. – farmer – Springhill cottage
 Wilson, J. C. – gardner – Cole Harbour Rd.
 Wilson, S. – carpenter – Ochterloney St.
 Wilson, Walton – carpentre – Quarrel St.
 Wilson, William – boilermaker – King St.
 Wilson, W. – carpenter – Ochterloney St.
 Wilson, W. – merchant – Ochterloney St.
 Wilson, Henry – clerk, Building Society – Tulip St.
 Wisdom, J. – grocer – Portland St.
 Wolfe, J. – carpenter – Cole Harbour Rd.
 Woodaman, J. D. – grocer and liquors, New Scotland House – Water St.
 Woods, Daniel – professor of mathematics – Portland St.
 Wright, H. – wharf builder – Windmill Rd.
 Woods, Very Reverend Cannon John – Ochterloney St.
 Wright, John B. – groceries and liquors – Portland St.
 Yawers, George – Rope Walk
 Yethe, A. – shoemaker – Ochterloney St.
 York S. – farmer – New Preston Rd.
 Young, Edward – shipwright – Portland St.
 Young, F. – shipwright – Prince William St.
 Young, George – caulker – Portland St.
 Young, H. T. – clerk – Prince Edward St.
 Yound, John – caulker – Windmill Rd.
 Zwicker, Hiram – blacksmith

History of Halifax and District Families and Halifax Harbour
Vital Statistics Volume III
1850 – 1873

BIRTH RECORDS 1850

January, Sarah Rebecca Smith, Dartmouth
January, Margaret Ann Loner, Dartmouth
February, Jesse Ann Isnor, Dartmouth
February, Mary Elizabeth Wright, Dartmouth
February, Susannah Thompson, Preston
February, Ann Garret Thompson, Preston
February, Agnes Mellisa Hutt, South East Passage
February, Donald McDougal, Dartmouth
March, Janet Redfern, Eastern Battery
March, David Thomas Hare, Dartmouth
March, Mary Ann Hare, Dartmouth
May, Sophia Sarah Isobel Winock, Cole Harbour
May, Elizabeth Upton, South East Passage
June, Sophia Stewart, Dartmouth
July, John Marvin, Dartmouth
July, Charles Andrew Falkner, South East Passage
July, Frederick Woodeman, Dartmouth
August, Emma Jane Preston, Dartmouth
September, John William Himmelman, South East Passage
October, Sophia Settle, Cole Harbour
October, Rebecca Morash, Cole Harbour
October, William Frederick Shrum, Dartmouth
October, Elizabeth Ann Webb, Dartmouth
October, Helen Smith, Dartmouth
November, Enos Edward Rynard, Dartmouth
November, Mary Jane Horne, South East Passage
November, Elizabeth Jane Conrod, South East Passage
November, John Edward Osborne, Cow Bay
December, Elizabeth Jane Wright, Dartmouth
December, Thomas Grosse Creighton, Dartmouth
December, Frederick Walker, Dartmouth
December, Elizabeth Ann Himmelman, South East Passage
December, George Davidson, Porter Lake
December, Charles Fitch, Porter Lake
December, Maria White, South East Passage
December, Catherine Falkner, South East Passage

Birth Records 1851

February 4, Eliza Rebecca Murphy, Dartmouth
February 4, John Furgerson, Dartmouth
February 4, William Henry Levy, Dartmouth
February 4, Elizabeth May Findley, Dartmouth
May, Alexander McKenzie, Dartmouth
June, Ann Sophia Bell, Dartmouth
June, Harriette Ann Green, Preston
June, Fanny Adelle Lane, Dartmouth
August, Charles Nelson Ott, Dartmouth
September, Elizabeth York, Dartmouth
October, Lucinda Dale, Dartmouth
October, Mary Ann Brodie, Dartmouth
October, Henry Grahame Ormon, Porter Lake
October, James Valentine Donig, Cole Harbour
October, George Cox, Dartmouth
November, Johanna Timmins, South East Passage
November, Mary Jane Horne, South East Passage
November, Elizabeth Jane Conrod, South East Passage
November, John Edward Osborne, Cow Bay
December, Frederick Walker, Dartmouth
December, Elizabeth Ann Himmelman, South East Passage
December, George Edward Davidson, Porter Lake
December, Charles Allan Fitch, Porter Lake
December, Maria White, South East Passage
December, Catherine Elizabeth Faulkner, South East Passage

Birth Records 1852

June, Margaret Sarah Keizer, Porter Lake
June, Martha Catherine Dunsworth, South East Passage
July, Catherine Welchman, South East Passage
August, Alexander Faulkner, Dartmouth
August, Joseph E. Evans, Dartmouth
August, Richard Byers, Dartmouth
September, Allan Warnell, Dartmouth
September, Emma Catherine Stevens, Porter Lake
March, Frederick Lennox, Dartmouth
March, John Brown Lenneston, Dartmouth
March, John Ball, Dartmouth
April, Helen Elizabeth Merson, Dartmouth
April, William Henry Merson, Dartmouth
April, Joseph Howe Keizer, Porter Lake
May, Wellington Howard Connors, Dartmouth

May, Margaret Elizabeth Publicover, Dartmouth
June, Joseph Morash, Cole Harbour
June, Lalia Morash, Cole Harbour
October, Susan Ott, Dartmouth
October, Catherine Gertrude Stewart, Dartmouth
November, Louis Albert Himmelman, South East Passage
November, Lucinda and James and Philip Cain, Preston
November, Andrew and Spencer Cain, Preston
November, Louisa Jane Cane, Preston
November, Peter Downey, Preston
November, Alicia Crawley, Preston
December, Mary Eliza Crawley, Preston
December, William Richard Wright, Dartmouth

Birth Records 1853

January, Isabella McKenzie, Dartmouth
January, Prescott Hoskins, Cole Harbour
January, Elizabeth Hunt, Dartmouth
February, Mary Ann Brown, Dartmouth
February, Harriet Brown, Dartmouth
March, Thomas William Osborne, Cow Bay
March, David Moser Thompson, Preston
March, Mary Susan Snow, Porter Lake
March, William Hunt, Dartmouth
May, Henry Horne, South East Passage
May, Henry Edmund Coleman, Dartmouth
May, Mary Brown, Porter Lake
May, Alice Ann Clow, Preston
May, Richard Clow, Preston
May, Jane Elizabeth Sawler, Cole Harbour
June, Samuel Edward Rust, Dartmouth
June, Catherine Cecilla Bonn, Porter Lake
June, Eliza Ross, Dartmouth
June, Mary Elizabeth Tufts, Tufts Cove
July, Margaret Calwell York, Dartmouth
August, William Keating, Dartmouth
August, Annie Duckett Wilson, Cole Harbour Road
August, Eliza Ann Conrod, Cole Harbour Road
August, Sarah Beamish, Porter Lake
August, Stephen Nathaniel Russel, Dartmouth
July, Edward James Horne, South East Passage
September, Lucy Margaret Horne, South East Passage
September, James Turner Brodie, Dartmouth
September, Ann Keating, Dartmouth

September, Joseph William Romkey, South East Passage
September, Mary Eliza Cox, Dartmouth
October, George Cribby Reddy, Preston
October, Eliza Elenor, Whynott, Cole Harbour
October, Louisa Ann Richards, Dartmouth
October, Edward Charles Himmelman, South East Passage
November, Alexander Brown Davidson, Porter Lake

Birth Records 1854

January, Mary Ann Dower, Dartmouth
January, John MacDonald, Dartmouth
January, Ann Elizabeth Costly, Cole Harbour
February, Christiana Bose, Cow Bay
February, George Albert Bose, Cow Bay
February, Caleb Henry Morash, Dartmouth
February, Sarah Ann and Lalia Elizabeth Gaston, Dartmouth
February, William Stone
March, Alfred Smith, Dartmouth
April, Isaac Morash, Cole Harbour
April, John Hunt, Dartmouth
April, Charles Hall Irvine, Dartmouth
April, Charles Frederick Linteman, South East Passage
April, Cornelia Trelowney Jenkins, Dartmouth
May, James Caleb Findlay, Dartmouth
May, James Frederick Bell, Preston
June, Margaret Wells, Dartmouth
June, Anna Louisa Taylor Linerton, Dartmouth
June, Edward Ott, Dartmouth
July, Sarah Jane Falkner, South East Passage
July, Sarah Anne Davidson, Porter Lake
July, Lucy Louissa Shrum, Dartmouth
July, Charlotte Myrer, Dartmouth
August, John Issac Publicover, Dartmouth
August, Eliza Ann Shrum, Dartmouth
September, Elizabeth and Thomas and John Southall, Dartmouth
August, William Timmins, South East Passage
August, Jane Elliott, Dartmouth
November, Sarah Elizabeth Bell, Preston
November, Elizabeth Harriett Horne, South East Passage
November, William Henry Crawley, Preston
November, Charles Richard Crawley, Preston
November, Nancy Crawley, Preston
November, Edward Andrew Ormond, Dartmouth
November, James Crawley, Preston

November, Benjamin and Moses Smithers, Preston
December, Christina Snow, Dartmouth
December, John Frederick Cleary, South East Passage
December, Charles Alfred Hillier, Dartmouth
December, George Herbert Hillier, Dartmouth
December, Mary Ann Louisa Fraser, South East Passage
December, Charles Walter Young, Dartmouth
December, Ellen Sarah Horne, South East Passage

Birth Records 1855

January, Thomas Joshua Jones Short, Dartmouth
January, Elizabeth Martha Brown, Dartmouth
January, James Frederick Horn, Cow Bay
January, Harriet Louisa Osborne, Cow Bay
January, Jeffrey William Osborne, South East Passage
January, Alice Maria Redden, South East Passage
January, Susannah Martha Robinson, Preston
February, John William Hutt, Dartmouth
February, William Fretwell, Dartmouth
February, Douglas Stewart, Dartmouth
March, Sarah Elizabeth Drake, Dartmouth
March, Hannah Louisa Griswold, Porter Lake
March, Mary Jane Newlands, Dartmouth
April, Gore Montague, Dartmouth
April, Isaac Edward Conrod, Porter Lake
April, Alexander Griswold, Porter Lake
April, William Henry Salter, South East Passage
April, John Cummins, Cow Bay
May, George McKenzie Findley, Dartmouth
June, Rebecca Jane Prevoe, Dartmouth
July, James Thomas Ready, Preston
July, Lewis Peter Himmelman, South East Passage
August, Rebecca Rachael Osborne, Cow Bay
August, Charles Wright, wharf builder, Dartmouth
September, Agnes Barbara Johnston, Dartmouth
September, George William Evans, Dartmouth
September, Henry John York, Dartmouth
September, Rachel Stevens, Dartmouth
September, James Thompson Drummond, Preston
September, Phoebe Louisa Allen, Preston
September, Charles William Dunsworth, South East Passage
September, Mary Ann Elizabeth Levi, Dartmouth
September, Adam Cane, Preston
October, Abraham Jones, Dartmouth

October, Elizabeth Ann Soward, South East Passage
October, George and Frederick and James Riley, Preston
November, Sarah Ann Dower, Dartmouth
November, Barbara Ellen Sawler, Cole Harbour
November, Mary Ann Hunt, Dartmouth
November, William Edward Delucry, Porter Lake
November, Jane Elizabeth Davidson, Porter Lake
November, Charlotte Elizabeth Davidson, Porter Lake
December, William Holmes, Porter Lake
December, Catherine Rebecca Bell, Preston
December, Georgina Clifford, Dartmouth
December, Margaret Falkner, South East Passage
December, Joseph Charles Turner, Preston

Birth Records 1856

January, Henry Yeomans Mott, Dartmouth
January, Joseph Negus, South East Passage
January, Lewis Edward Romkey, South East Passage
January, Edward Horne, South East Passage
January, Rachel Sarah Horne, South East Passage
January, Ellis Melinda Snow, Porter Lake
January, John Mansfield, Dartmouth
January, Sophia Sarah Elenor Wynock, South East Passage
February, Abel Vienot, Dartmouth
February, George William Himmelman, South East Passage
February, Elizabeth Wilson, Dartmouth
March, John Henry Donaldson, South East Passage
March, Charles Stewart Drake, Dartmouth
March, Mary and James and David Barry, Dartmouth
March, Jane and William Barry, Dartmouth
March, William Charles Smith, Dartmouth
March, Samuel Baily, Dartmouth
March, Mary Ann Bowes, Cow Bay
April, John Samuel Horner, Dartmouth
April, William Welchman, South East Passage
April, Horatio Richard Bishop, Dartmouth
April, Thomas Green, Dartmouth
May, James William Sawler, Cole Harbour
May, Mary Ann Timmins, South East Passage
May, David Edward Hutt, South East Passage
May, Amelia Bliss Johnson, Dartmouth
June, Sophia Susan Reddy, Preston
June, Richard Smith, Preston
June, Isabel Maria Smithers, Preston

June, James Alexander Colly, Preston
June, Henry Edward Hertle, South East Passage
June, Emma Francis Keizer, Porter Lake
June, Albert Ormon Brown, Porter Lake
June, Mary Jane Horne, South East Passage
July, Hery Lewis Hutt, South East Passage
July, Charles Samuel Beamish, Porters Lake
August, Isabella and Martha Southall, Dartmouth
August, Helen Jane Stewart, Dartmouth
August, Jane Catherine Bell, Preston
August, Thomas Edward Loner, Dartmouth
August, James Killam, Dartmouth
August, Anne Eugene Albro, Dartmouth
August, Daniel Isaac Clark, Porters Lake
September, Nelson Tufts, Dartmouth
September, James Tyson Stanford, Dartmouth
September, John Lewis White, South East Passage
September, Edward Griswould, Porter Lake
September, David and James Bisset, Cole Harbour
September, Sarah Ann Findlay, Dartmouth
November, Sarah Elizabeth Shrum, South East Passage
November, William Frederick McKenzie, Dartmouth
November, James Scott Laidlaw, Dartmouth
November, Charles George Conrod, Porter Lake
November, John Henry Conrod, Porter Lake
November, Caroline Martha Wright, Dartmouth
November, Matilda Jane Wright, Dartmouth
November, Frazier Cornwallis Allen, Dartmouth
November, William Henry Horn, South East Passage
December, Blanche Francis Sinclair, Dartmouth
December, Mary Ann Knight, Dartmouth
December, Sarah Ann Alice Lennox, Dartmouth
December, John Samuel Salter, South East Passage

Birth Records 1857

January, Archibald Johnson Young, Dartmouth
January, Sophia Catherine Brodie, Dartmouth
January, Martha Jane Publicover, Dartmouth
February, Harriet Amelia Brown, Dartmouth
February, Margaret Elizabeth Horner, Dartmouth
February, Mary Catherine Connors, Dartmouth
February, Matilda Catherine Osborne, Cow Bay
February, William Keating, Dartmouth
March, George Gordon Parks, Porters Lake

March, Harriet Elizabeth Lucy Reeves, Dartmouth
March, Cecilia Byng Clarke, Dartmouth
March, Arthur Drake, Dartmouth
March, Fulton Frederick Wooderman, Dartmouth
March, James Hemmeon Wooderman, Dartmouth
April, William Cleverly Mott, Dartmouth
April, John Laidlaw, Dartmouth
April, George Robert Gibson, Dartmouth
April, Elizabeth Osborne, South East Passage
April, David Lewis Hartling, South East Passage
April, Harriett Louisa Osborne, South East Passage
May, Mary Emma Ross, Preston
May, George William Warner, Dartmouth
May, Helena Jane Poole, Dartmouth
May, William Stewart Himmelman, South East Passage
June, Joseph Edward Bell, Preston
June, Sydney Beckwith Stewart, Dartmouth
June, Isabel Archibald Gaston, Cole Harbour
June, Amelia Miriam Johnston, Dartmouth
June, Jane Angelina Griswold, Porter Lake
June, John Lewis Frost, South East Passage
July, Mary Elizabeth Bissett, Cole Harbour
July, Isabella Rebecca Smith, Dartmouth
July, Harriett Louisa Faulkner, South East Passage
July, William Henry Himmelman, South East Passage
July, Sophia Louisa Soward, South East Passage
August, Ann Elizabeth Jackson, Dartmouth
August, Edward Collins, Preston
September, Lucy Maria Wright, Tufts Cove
September, Thomas William Wright, Tufts Cove
September, Margaret Martha Wright, Tufts Cove
September, George Henry Wright, Tufts Cove
September, Georgina Stone, Dartmouth
September, Harriett Rebecca Ott, Dartmouth
September, John Henry Dunsworth, South East Passage
September, Edward Wallace Dunsworth, South East Passage
September, Thomas Sawlor, Cole Harbour
October, Emily Ross, Dartmouth
October, Ellen Elizabeth McKenzie, South East Passage
October, George Washington Ogilvie, Porter Lake
November, James Henry Johnson, Dartmouth
November, George Henry Clayton, Preston
November, Thomas William Publicover, Dartmouth
November, Thomas Tines, Dartmouth
November, Alexander Justice Morash, Cole Harbour

November, Janet Wilson, Cole Harbour Road
December, Richard James Osborne, Cow Bay
December, Robert and James and Christina Thompson, Preston
December, Charlotte Adelaide Victoria Keiser, Porter Lake
December, Harriett Ann Otto, Preston

BAPTISMS 1858

January, Andrew Donaldson, South East Passage
January, Inkerman Vienot, Dartmouth
January, Edward Lowe Elliott, Dartmouth
January, Frederick William Elliott, Dartmouth
February, Edward Henry Whillock, Eastern Battery
February, Martha Olivia Ormon, Dartmouth
February, Catherine Crowell, Porter Lake
February, John Stillman Himmelman, South East Passage
March, William Jenkins Emerson, Dartmouth
March, Alice Jane Horne, South East Passage
March, Richard Thomas Levi, Dartmouth
March, John William Negus, South East Passage
April, John William Busby, Dartmouth
April, Henry Brooking Bell, Preston
April, George Cribby Stewart, Dartmouth
April, Joshua Jones Ready, Preston
April, Eliza Jane Harding, South East Passage
April, Jane Walker, Dartmouth
April, Elizabeth Ann Franklin (B), Dartmouth
May, Elizabeth Margaret Tullock, Cole Harbour
May, Herbert James Bishop, Dartmouth
May, Francis Drake, Dartmouth
June, Dorothy Eliza Wilson, Dartmouth
June, John Thronum Albright, Preston
June Dorothy Eliza Wilson, Dartmouth
June, Joseph Frederick Osborne, South East Passage
June Janet Mary Lawler, Cole Harbour
July, Frances Henry Drake, Dartmouth
July, Thomas Norman Drake, Dartmouth
July, Clara Ann Farquharson, Dartmouth
July, Leslie Rebecca Robertson, Dartmouth
July, John Henry Robertson, Dartmouth
July, James Edward Clarke, Porter Lake
July, James William Fowler, Porter Lake
July, Clara Brown, Dartmouth
July, James William Hutt, South East Passage
July, Priscilla Elizabeth Connell, South East Passage

August, Robert William Davidson, Porter Lake
August, William Stewart Himmelman, South East Passage
August, John Alfred Watson, Bedford Basin Road
August, Elizabeth Ann Watson, Bedford Basin Road
August, George Bonn, Dartmouth
August, Judson Wells, Dartmouth
September, () Coleman an adult baptized in Dartmouth
September, Isabell Mott, Dartmouth
September, Hugh Ross Morash, Cole Harbour
September, Albertine Adelaide Young, Cole Harbour
September, Mary Jane Smith, Dartmouth
September, Martha Laidlaw, Dartmouth
September, James Tobias Laidlaw, Dartmouth
September, Rhoda and Emery Griswell, Porter Lake
September, Alma Davidson, Porter Lake
September, Margaret Snow, Porter Lake
September, Nancy Snow, Porter Lake
October, Lousia Jane Timmins, South East Passage
October, Laura Agnes Horne, South East Passage
October, Eliza Jane Shrum, Dartmouth
October, William Joseph Frost, South East Passage
November, John Edward Shiers, South East Passage
November, Amelia Sarah Wright, Bedford Basin Road
November, Alice Jane Horner, Dartmouth
November, John William Wells, Dartmouth
November, Margaret Jane Horne, South East Passage
December, Cecilia Jane Brodie, Dartmouth
December, Joseph Solomon Conrod, Cole Harbour
December, George Henry Sawler, Cole Harbour
December, John Edmund Horner, Dartmouth
December, Priscilla Ann Romkey, South East Passage
December, James Henry Smith, Dartmouth

Baptisms 1859

January, Mary Ann Elizabeth Bell, Dartmouth
January, Alexander Settle, Cole Harbour
January, Melissa Alice Osborne, Cow Bay
January, Freman Wentworth Bissett, Cole Harbour
January, Priscilla Catherine Hartlie, South East Passage
January, John Campbell, Dartmouth
February, Edward James Trider, South East Passage
February, Charles Edward Findlay, Dartmouth
February, George Caleb Walker, Dartmouth
February, William James Miller, Dartmouth

March, James Edward Barly, Dartmouth
March, Ann Maria Messervey, Dartmouth
March, Eliza Ann Mitchell Horn, South East Passage
March, Edmund Joseph Osborne, Cow Bay
April, Paschel Welsford Bonn, Porter Lake
April, Benjamin Gibson, Dartmouth
April, Harriett Sophia Gammon, Dartmouth
April, Eliza Louisa Giles, Cole Harbour
April, Isabella and Edmund and Anne Giles, Cole Harbour
April, Andrew Horne, South East Passage
May, Thomas William Preeper, Dartmouth
May, Alexander and William, Porter Lake
June, Agnes Caroline Smith, Dartmouth
June, William Edward White, Dartmouth
June, Catherine Ann Henniger, South East Passage
June, William Mckenzie Evans, Dartmouth
June, George Rufus Brown, Porter Lake
June, William Henry McDow, Porter Lake
July, Benjamin Enos Whynock, Cole Harbour
July, Sarah Ann Glendilling, Dartmouth
July, Catherine Rebecca Kyser, Dartmouth
July, Henry Jacob Conrod, Cole Harbour
July, Susan Coslly, Cole Harbour
July, John Albert Brown, Preston
August, Daniel Gross, Preston
August, Mary Elizabeth Harding, South East Passage
August, James Albert Whynock, Cole Harbour
August, Ellen Elizabeth Osborne, South East Passage
August, George Joseph Soward, South East Passage
August, Mary Ann Salter, South East Passage
August, Mary Ellen Hines, South East Passage
August, Catherine Elizabeth Beamish, Porter Lake
August, Mary Ann Morash, South East Passage
August, William Robert Fraser, South East Passage
August, John Clyde Campbell, Dartmouth
September, Christiana Osborne, Cow Bay
September, George Edward Ott, Dartmouth
September, Elizabeth Donaldson, South East Passage
October, Emma Theresa Bell, Preston
October, Eliza Lilla Wright, Bedford Basin Road
October, James Thomas Johnson, Porter Lake
October, William Robert Griswold, Porter Lake
October, Elizabeth Jane Negus, South East Passage
October, Louisa Mary Himmelman, South East Passage
October, Marshall Campbell, Dartmouth

November, George Simmons Stanford, Dartmouth
November, Sarah Ann Walker, Dartmouth
November, Margaret Meadens, Dartmouth
November, Matilda Elizabeth Hutt, South East Passage
November, Daniel Foster Publicover, Dartmouth
December, George William Publicover, Dartmouth
December, Helen Stewart, Dartmouth
December, Albert Ormon Cullymore, Porter Lake
December, Henry Lewis Dunsworth, South East Passage

Baptisms 1860

January, William Thomas Marvin Wilson, Dartmouth
January, Benjamin Albert Dares, Porter Lake
February, Charles Daniel Lawlor, Cole Harbour
February, Martha Jane Morash, Cole Harbour
February, Frederick William Short, Preston Road
February, Mary Wilson, Cole Harbour Road
February, Robert Thomas Ritchie, Cole Harbour Road
February, Robert Gray, Preston Road
February, Mary Drake, Preston Road
February, Mary Ellen Drake, Dartmouth
February, John Edward Parks, Porter Lake
March, Martha Ann Hutt, South East Passage
March, Eliza Jane White, South East Passage
March, William Charles Busby, Dartmouth
April, Donald William Stewart, Dartmouth
April, Lewis Morash, Cole Harbour
April, Alexander Messervey, Dartmouth
April, Henry Edward Cassedy, Dartmouth
April, Robert and Mary and William Hooper, Dartmouth
April, Harriett Almyra Bissett, Cole Harbour
April, Grace Malet Passon, Dartmouth
May, John Brown, Dartmouth
May, James Alexander Stephens, Dartmouth
May, John Joseph Mabry, Dartmouth
May, Sarah Ann McKenzie, South East Passage
May, Mary Ann Mosher, Dartmouth
May, Elizabeth Clark, Porter Lake
May, Andrew Thomas Conrod, Porter Lake
June, Rosa Walker, Dartmouth
June, Clara Isabel Levi, Dartmouth
July, Ronald Drummond Sinclair, Dartmouth
August, Newton Head Drake, Dartmouth
August, Mary Catherine Hutt, South East Passage

August, Margaret Emily Sawler, Cole Harbour
September, Susan Jesse Belle, Preston
September, Albert Edward Craig, Tufts Cove
September, Albert Bishop, Dartmouth
September, William Henry Walker, Dartmouth
September, George Frederick Bowes, Cow Bay
October, Mary LeMarchant Greig, Dartmouth
October, Eliza Jane Romkey, Cole Harbour
October, Richard James Horne, South East Passage
October, James Christopher Donaldson, South East Passage
October, William Henry Ott, Dartmouth
October, John Henry Horne, South East Passage
October, Margaret Ann Horne, South East Passage
October, James Alfred Brown, Dartmouth
October, Charlotte Augusta Lennox, Dartmouth
October, Catherine Louisa Lennox, Dartmouth
November, Alexander Reuban Shrum, Dartmouth
November, Mary Ann Wells, Dartmouth
November, Louisa Elizabeth Osborne, Cow Bay
November, William Henry Hines, South East Passage
December, Francis Fanny Farquharson, Dartmouth
December, Lawrence Hartshorne, Dartmouth
December, Rebecca Maria Pence, Dartmouth

Baptisms 1861

January, Ann Ritchie, Cole Harbour
January, Frederick David Horne, South East Passage
January, Elizabeth Bonn, Porter Lake
February, James David Bolland, Dartmouth
March, Mary Susannah Davidson, Porter Lake
March, Lydia Griswold, Porter Lake
March, Alma Jane Keizer, Dartmouth
March, John McDonald, Dartmouth
April, George Albert Romkey, South East Passage
April, Matilda Hartlin, South East Passage
April, Emily Jessie Campbell, South East Passage
April, John Henry Shrum, Dartmouth
April, Louisa Newlands, Dartmouth
May, Myra Gertrude Reddy, Preston
May, Christianna Dares, Porter Lake
May, John Thomas Timmins, McNab Island
May, Henry Brown, Dartmouth
May, Margaret Elizabeth Sawler, Cole Harbour
June, Mary Ann Laidlaw, Dartmouth

June, William Henry Harding, McNab Island
June, Eliza Sophia Laidlaw, Dartmouth
June, Haliburton James Ogilvie, Porter Lake
June, Francis William Drake, Dartmouth
June, Charles Roach, Dartmouth
June, Charlotte Stanford (adult), Dartmouth
June, Elizabeth Stanford (adult), Dartmouth
June, Julia Adelia Henery, East Road Dartmouth
July, Mary Ann Settle, Cole Harbour
July, Esther Elizabeth McLaughlin, Preston
July, Emma Adelaide Preeper, Dartmouth
July, Mary McVicar, Dartmouth
July, George Horne, South East Passage
July, Emily Jane Drake, South East Passage
July, Albert Welsford Gaetz, Porter Lake
August, Isabella Ann Ross, Preston
August, Lewis Alexander Hutt, South East Passage
August, Joseph William Hennigar, South East Passage
August, Eliza Ann Goldworthy, Porter Lake
August, John Hay Johnston, Porter Lake
August, Jessie Ellen Osborne, Cow Bay
September, Margaret Elizabeth Salter, South East Passage
September, James Frederick Wynoch, Cole Harbour
September, Mary Ellen from John James and Lucy Ann Trider, McNabs Island
September, Florence Isabel Ormon, Dartmouth
October, Clara Amanda Vienot, Dartmouth
October, Walter Mott, Dartmouth
October, Charles Cleary, Dartmouth
October, George William George, Porter Lake
October, John William McGlone, Dartmouth
November, George Edward Linterman, Dartmouth
November, Matilda Elizabeth Hutt, South East Passage
November, John Lewis Soward, South East Passage
December, Augusta Adelaide Wynoch, Cole Harbour
December, Thomas Alvin Morash, Cole Harbour
December, Alice Adelaide Wells, Dartmouth

Baptisms 1862

January, Samuel George Meaden, Dartmouth
January, Henry Johnston, Dartmouth
January, George Emory Graham, Porter Lake
February, George Leonard Moser, Dartmouth
February, Georgina Eliza Trider, South East Passage
February, William Henry Horn, South East Passage

February, Elizabeth Horner, Dartmouth
February, Francis Alice Greig, Dartmouth
February, Charles Robert Jackson Reeves, Eastern Road
February, Mary Elizabeth Publicover, Dartmouth
March, Frances Alexander Negus, South East Passage
March, Alexander Mathew Dunsworth, South East Passage
March, Alice Elizabeth Himmelman, South East Passage
April, Emma Jane Findley, Dartmouth
April, Louisa Jane Scarfe, South East Passage
April, Robert Bissett, Cole Harbour Road
April, John Marshal Blackie, Dartmouth
April, Alexander Frost, McNab Island
April, Martha Elizabeth Ritchie, Cole Harbour Road
April, Sarah Wilson, Cole Harbour Road
May, John Charles Hewitt, Dartmouth
May, Ellen Rachel Morash, South East Passage
May, Ann May Wilson, Dartmouth
May, John Edward Trider from Edward and Eliza, South East Passage
May, William Reid, South East Passage
May, Ethel Sinclair, Dartmouth
May, James Philip Harding, McNabs Island
May, Edward Henry Watt, Dartmouth
May, Nathan Albert Conrod, Cole Harbour
May, James Philip Wooderman, Dartmouth
June, Walter William Osborne, Cow Bay
June, George Edward VanBuskirk, Dartmouth
June, Mary Ann Clarke, Porter Lake
June, Joseph Henry Osborne, South East Passage
June, Ann Elizabeth Webber, Dartmouth
July, Maria Lucy Wright, Road to Bedford Basin
July, Benjamin Daniel Horne, South East Passage
July, Susan Sarah Morash, Cole Harbour
July, Alice Catherine Horner, Dartmouth
July, Samuel Richard Horner, Dartmouth
August, William Drake, Dartmouth
August, George Russell Drake, Dartmouth
August, James Head Drake, Dartmouth
August, George Johnston, Dartmouth
August, Henry William Newlands, Dartmouth
August, Isabel Reddy, Preston
August, Jessie Barbara Stewart, Dartmouth
August, Walter Morash, Cole Harbour
August, John Albert Hunt, Dartmouth
August, James Edward Conrod, South East Passage
August, John William Bowes, Cow Bay

August, George Albert Dares, Porter Lake
September, Sarah Jane Cooper, Dartmouth
September, Clara Jane Waugh, Dartmouth
September, Thomas Colter Creighton, Dartmouth
September, Isabel Hedtler, Dartmouth
September, John Northup Paw, Dartmouth
September, Douglas Charles Hawkins, South East Passage
September, Albert Edward Fowler, Porter Lake
September, George William Griswold, Porter Lake
September, Mary Ellen DeYoung, South East Passage
October, Mary Busby, Dartmouth
October, George Edward White, South East Passage
October, Barbara Elizabeth Drake, South East Passage
October, Alice Maude Horne, South East Passage
October, John Edward Walker, Dartmouth
November, Mary Janet Donaldson, South East Passage
November, Henrietta Hynes, South East Passage
November, Henry Christopher Salter, South East Passage
November, Sophia Agnes Wright, Bedford Basin
November, Agatha Eliza Dakin, Dartmouth
November, George Vandlimes Bonn, Porter Lake
November, Joseph Albert Tierney, Porter Lake
November, John Frederick and George Henry Stephens, Dartmouth
November, Charles Nathaniel Shrum, Dartmouth
December, Melissa Anne Tappet, Dartmouth
December, Henry Albert Roach, Dartmouth
December, Albertina Webber, Dartmouth

Baptisms 1863

January, Rebecca Faulkner, Dartmouth
January, John Edward Wells, Dartmouth
January, Mary Gordon Hartshorne, Dartmouth
February, Charlotte Alice Levy, Dartmouth
February, Euphemid McVicar, Dartmouth
February, Henrietta York, Cow Bay
February, Arthur Henry Kerr, Porter Lake
February, Frederick Edwin Pentz, Dartmouth
February, Mary Preston, Dartmouth
March, Joseph Hooper, Dartmouth
March, Dora Margaret Walker, Dartmouth
March, Edmund Stevens, Dartmouth
March, Ann Brown, Porter Lake
March, Francis Alice Ott, Dartmouth
March, Arthur Edmund Himmelman, South East Passage

April, William Sherlock Laidlaw, Dartmouth
April, Francis and Elizabeth Ann and Charles Henry Gross, Preston
April, George Frederick Robinson, Cow Bay
April, Ann Weeks, Cow Bay
April, Elizabeth Jane McKenzie, South East Passage
May, Frederick Philip and Arthur Warren Jenkins, Dartmouth
May, Alfred Gillard Jenkins, Dartmouth
May, Elizabeth Emmerson Brodie, Dartmouth
May, Freeman Henry Osborne, Cow Bay
May, William Thomas Osborne, Cow Bay
May, Matilda Ann Negus, South East Passage
May, William Simon Craig, Tufts Cove
May, William Edmund Parker, Tufts Cove
May, Frances Edward Young, Tufts Cove
May, Elizabeth Allen McLaughlin, Preston
June, Alice Elizabeth Rundle, East Battery Fort Lawrence
June, Jessie Possow, Dartmouth
July, Charles Ogilvie, Porter Lake
July, David George Conrod, Porter Lake
July, James Newton Stewart, Dartmouth
July, Josiah Ross Hyde, Dartmouth
August, John Ormon, Tufts Cove
August, James Horne, Dartmouth
August, Francis Laura Scarfe, South East Passage
September, Walter Thomas, Preston
September, Albert James McKinnon, Preston
September, Charlotte Wiseman, Preston
September, Mary Melvina Jones, South East Passage
September, Susan Margaret Osborne, Cow Bay
September, William Elliot Farquharson, Dartmouth
October, Arthur Graves Hutt, South East Passage
October, Adelaide Jane Osborne, Cow Bay
November, Hugh and Rose and Bain Ross, Preston
November, Ella Lavina Hawkins, South East Passage
November, Enos Josiah Hartlie, South East Passage
December, Jacob Otto, Preston
December, Frances Keizer, Dartmouth
December, Adam Walter Griswold, Porter Lake
December, William Henry Trider to Edward and Eliza, South East Passage
December, James and Grace Ann Cassidy, Dartmouth

Baptisms 1864

January, Harriett Timmins, McNab Island
January, Mary Ann Meden, Dartmouth

February, James Henry Trider to James and Bridget, Dartmouth
February, Moses Andrew Russell, Dartmouth
February, Mary Morash, Cole Harbour
February, Adelaide Amelia Himmelman, South East Passage
February, Martha Tupper Johnson, Porter Lake
February, Thomas Patrick Smith, Dartmouth
February, John Walker, Dartmouth
February, William Alexander Morash, South East Passage
February, Edward Lawlor, Dartmouth
March, Arthur Philip Shiers, South East Passage
April, Sarah Cooper, Dartmouth
April, William Henry Horne, South East Passage
April, Albert Horner, Dartmouth
April, Mary Ann Bell, Dartmouth
April, James Alexander Hastings, Dartmouth
April, Emma Amelia Brown, Dartmouth
April, Edith Lillie Sinclair, Dartmouth
May, Gertrude Preeper, Dartmouth
May, Mary Coombes, Dartmouth
June, Stewart Elliott, Dartmouth
June, Edith Maude Ready, Preston
June, Ellis Irene Sawler, Cole Harbour
June, George William Clarke, Dartmouth
June, Harriett Rebecca Gross, Preston
June, Florence Kuhn, Dartmouth
July, Francis Louisa Wilson, Dartmouth
July, James Gapples, Dartmouth
August, Isabella Ada Watt, Dartmouth
August, Joseph Conrod, South East Passage
August, William Henry Horne, South East Passage
August, Robert Thomas, Preston
August, Richard Edward Bailey, Dartmouth
August, James Edward Henry Busby, Dartmouth
August, John Young, Dartmouth
August, Elizabeth Mayberry, Dartmouth
September, Rosetta Griffith, South East Passage
September, Steven John Drake, South East Passage
September, Martha Cole, Dartmouth
September, William Howard Murray, Dartmouth
September, James Hobart Young, South East Passage
September, Mary Catherine Hutt, South East Passage
September, William Henry Burns, South East Passage
September, Margaret Eliza Davidson, Porter Lake
October, William James Brown, Eastern Battery Fort Lawrence
November, Catherine Caroline Publicover, Dartmouth

November, Elizabeth Harriett Dares, Porter Lake
November, George Edward Shrum, Dartmouth
November, Richard Benjamin Mosher, Dartmouth
December, Margaret Ann Horne, South East Passage
December, Clara Grace Yorke, South East Passage
December, Provost Francis Horne, South East Passage
December, Joseph William Soward, Preston

Baptisms 1865

January, Lois May Webber, Dartmouth
January, John Edward Morton, Dartmouth
January, Agnes Griswold, Porter Lake
January, Frederick William Lockyer, Dartmouth
January, Alice Sophia Costly, Cole Harbour
January, Annie Ada Ott, Dartmouth
February, Ada Ann Webber, Dartmouth
February, Annie Isabella Bishop, Dartmouth
February, Sarah Ann Walker, Dartmouth
February, Mary Ann Stephens, Dartmouth
February, Thomas Frederick Lowner, Dartmouth
February, Amelia Sophia Cribby, Preston
February, Eliza Ann Crowell, Porter Lake
February, William James Bonn, Porter Lake
February, Charles Edward Dares, Porter Lake
February, Elizabeth Ann Fowler, Porter Lake
February, Charlotte Hooper, Dartmouth
February, Emiline Elizabeth Roach, Dartmouth
March, Susan Francis Walker, Dartmouth
March, Jessie Isobel Newlands, Dartmouth
March, Mary Osborne, Cow Bay
March, Catherine Osborne, Cow Bay
March, Jane Victoria Young, South East Passage
March, George William Tulloch, Cole Harbour
March, Henry Philip Wells, Dartmouth
April, James Wallis Robinson, Cow Bay
April, Sarah and Sydney Drake, Dartmouth
May, Florence Miller, Dartmouth
May, Mary Ann Jenkins, Dartmouth
May, Elizabeth Margaret Hartlin, South East Passage
May, John Edward Young, South East Passage
June, Bertha Rebecca McLaughlin, Preston
June, Jane Margaret Wynoch, Cole Harbour
June, Melvina Settle, Cole Harbour Road
August, George Chester White, Dartmouth

August, John Pryor Osborne, South East Passage
August, Daniel Frederick Osborne, South East Passage
September, Victoria Ann Dunsworth, South East Passage
September, Selina Savage, Dartmouth
September, Decosta Thomas, Dartmouth
September, Emma Elizabeth Glendenning, Dartmouth
September, Isabel Stewart, Dartmouth
September, Charlotte Handley, Dartmouth
September, Mary Margaret Gaston, Preston
October, Agnes Anne Horner, Dartmouth
October, Rosina Maria Ouseley, Dartmouth
October, Thomas Albert Sawler, Cole Harbour
October, Margaret Ann Donaldson, South East Passage
October, Robert Benjamin Salter, South East Passage
October, Joseph Stephen Morash, South East Passage
October, Sarah Louisa Trider to John James and Lucy, South East Passage
November, Henrietta Catherine Cleary, South East Passage
December, George Ambrose Keizer, Dartmouth
December, Mary Matilda Kuhn, Dartmouth
December, Isaac Abraham Roach, Dartmouth
December, Willet Augustus Conrod, Cole Harbour
December, Wiswell Olenzo Bissett, Cole Harbour
December, Anne Elizabeth Murray, South East Passage
December, Grace Amelia Young, Dartmouth

Baptisms 1866

January, Reginald Sinclair, Dartmouth
January, Edwin Clyde Bowes, Cow Bay
January, Henry Edward DeYoung, South East Passage
January, Martha Jane Horner, Dartmouth
January, John William Tapple, South East Passage
January, Francis Mary and James William Horner, Dartmouth
January, Margaret Maude Trider to James and Bridget, Dartmouth
February, William Howard Shrum, Dartmouth
February, Edward Soward, South East Passage
February, Sarah Janet Tufts, Dartmouth
March, John Benjamin Farquharson, Dartmouth
March, Augusta Thorne, Dartmouth
March, Mary Hane Horne, South East Passage
April, William Alexander Soward, South East Passage
April, Beatrice Preeper, Dartmouth
April, Robert James Murray, Dartmouth
April, Margaret Ellen Loner, Dartmouth
April, Laura Maude Ott, Dartmouth

May, Alan Wentworth Horne, South East Passage
May, William Norman Bowes, Cow Bay
May, Daniel Horne, South East Passage
May, William Pryor and Ann Elizabeth Ormon, Tufts Cove
May, Rupert Frederick Walker, Dartmouth
June, Sophia Harriett Bell, Dartmouth
June, Charles Stephens, Dartmouth
June, Louisa Brown, Dartmouth
June, George William Rutherford, Montaque Gold Mines
June, Elizabeth Hutchinson, Montaque Gold Mines
June, John James Hynes, South East Passage
July, Elizabeth Conrod, South East Passage
July, Thomas Henry Bell, Preston
July, Amanda Laidlaw, Dartmouth
July, Judson Hyde, Dartmouth
July, Marion Maude Onsley, Dartmouth
July, Sophia Caroline Bell, Preston
July, Ella Louise and Mary Louisa Casttley, Dartmouth
July, William Albert Himmelman, South East Passage
August, Emma Ada White, Dartmouth
August, Anne Marie Morash, Cole Harbour
August, Thomas William Bosley, Dartmouth
August, Wiliam Nelson Harrington Graham, Dartmouth
September, Laura Southall, Dartmouth
September, Rose Ann Dunsworth, South East Passage
September, James Hope Wright, Bedford Basin Road
September, George Richard Lloys, Dartmouth
October, Ellen Hynes, South East Passage
October, Fanny Rebecca Hawkins, South East Passage
October, Alfred Samuel Ready, Preston
November, Isabel Busby, Dartmouth
November, William John Wilson, Dartmouth
November, Charles Lamont Gates, Dartmouth
November, George Donaldson, South East Passage
November, Amy Elizabeth Lawlor, Dartmouth
November, Elizabeth Bertha Watt, Dartmouth
November, Florence May Misener, Dartmouth
December, Isabella Cole, Dartmouth
December, Fitzmaurice Manning, Dartmouth
December, Ann Bertha Hunstable, Dartmouth
December, Annette Osborne, South East Passage
December, John William Gaston, Preston
December, Lewis Augustus McKinnon, Dartmouth

Baptisms 1867

January, Jane Rebecca Robertson, Cow Bay
January, Richard Philip Edgcombe, Dartmouth
January, Margaret Louisa Gregg, Dartmouth
January, Mini Jane Bowes, Cow Bay
February, Barbara Ellen Timmins, McNab Island
February, Laura Ellen Turner, South East Passage
February, Adelaide York, South East Passage
February, Richard Cassidy, Dartmouth
March, Margaret Publicover, Dartmouth
March, Wentworth Horn, South East Passage
April, Frederick James Newlands, Dartmouth
April, Harriet Sophia Savage, Dartmouth
April, Louisa DesBrissay McFizure, Dartmouth
April, Clara Maude Hooper, Dartmouth
April, David William Fultz, Dartmouth
April, Frederick McRae, Dartmouth
April, Andrew Maynard Tulloch, Cole Harbour
May, Henry Charles Walker, Dartmouth
May, Amos Seymore Webber, Dartmouth
May, Elizabeth Rebecca Stanley, Dartmouth
May, Henry Wallace, Dartmouth
May, James Crowell, South East Passage
May, Stephen Edward Brown, South East Passage
May, Dora Ellen Negus, South East Passage
May, Susan Emeline Settle, Cole Harbour
June, Laura Ann Osborne, Cow Bay
July, Robert Henry Wesley Miles, Dartmouth
July, Mary Elizabeth Jane Short, Dartmouth
July, Robert Farley Thomas, Dartmouth
August, Arthur Bowes, Cow Bay
August, Emerson Mortimer Jenkins, Dartmouth
September, Bessie White, Dartmouth
September, James William Cooper, Dartmouth
September, George Robert Osborne, Cow Bay
September, Minie Jane Osborne, Cow Bay
September, Christiana Shrum, Dartmouth
September, Charlotte Maria Weeks, Dartmouth
September, Mary Ellen Rhind, South East Passage
September, Lucy Ann Trider to John and Lucy Ann, South East Passage
September, Norman Augustus Morash, Cole Harbour
September, Peter Laidlaw (ice dealer), Dartmouth
October, Francis Elenor Mahoney, Preston Road
October, Anne Louisa Smart, Dartmouth

October, Mabel Adelaide Stather, Dartmouth
October, John Gaston Settle, Dartmouth
November, Henry Alex and Anne Laura Phenor, Dartmouth
November, Alice Doherty, South East Passage
November, William Ferdinand Pryor, Dartmouth
November, George Douglas Wilson, Dartmouth
November, Elizabeth Robertson Ormon, Dartmouth
November, Frederick William Bailey, Dartmouth
November, Robert Settle, Cole Harbour
November, Ada Conrod, South East Passage
December, Charlotte Louisa Faulkner, Dartmouth
December, Mary Elizabeth Walker, Dartmouth
December, Harriett Tapple, South East Passage
December, James George Cleary, South East Passage
December, George William Murray, South East Passage
December, Newton Hiriam Kuhn, Cole Harbour
December, Norman Frederick Bowes, Cow Bay

Baptisms 1868

January, James Edward and William Henry Moser, Dartmouth
January, William Lawlor, Cole Harbour
February, Sarah Elizabeth Hunt, Dartmouth
February, William James Wells, Dartmouth
March, () Huxtable, Dartmouth
March, Henry Paw, Dartmouth
March, Harry Atholl Murray, Dartmouth
March, Eliza Anne Hawley, Dartmouth
March, William Frederick Hartley, South East Passage
March, Mary and Sarah Jane Horne, South East Passage
March, Henrietta Hawkins, South East Passage
March, Mary DeYoung, South East Passage
April, Mary Anne McDow, Dartmouth
April, Hattie Atkin and Grace MacDonald Leadly, Dartmouth
April, Blanch Webber, Dartmouth
May, Albert Henry Grose, Preston
May, Daniel James McKenzie, South East Passage
June, Ralph Manning, Dartmouth
June, Lilly Emily Osborne, Cow Boay
July, Sarah Ann and Anne Laura Mesiner, Dartmouth
July, Laliah Ann Morash, Dartmouth
July, George Alexander Dorrey, Dartmouth
July, Anne Louisa Wynoch, Cole Harbour
August, William Henry Wilson, Dartmouth
August, Charles Booth Green, Dartmouth

August, James Nelson Jenkins, Dartmouth
August, Alice Harriet Morash, Preston
August, David William and Catherine Ann Batty, Dartmouth
August, Anne Elizabeth Bell, Preston
August, Isabel Emma Cole, Dartmouth
August, William John Bell, Preston
August, Charles Frederick White, Dartmouth
August, Herry Richardson Ready, Preston
August, Arthur Clearance Walker, Dartmouth
September, Alice Maude Himmelman, South East Passage
September, Matilda Horne, South East Passage
September, Emma Carol, South East Passage
September, Isabel McKenzie, South East Passage
September, Alexander York, Cow Bay
October, Elizabeth Ann Bates, Dartmouth
October, John Edward Brown, Dartmouth
October, William Cooper, Dartmouth
October, Emma Jane Roache, Dartmouth
November, George Barrett, Dartmouth
November, Lepousir McKenna, Dartmouth
November, Clarence Webber, Dartmouth
December, Irma Alberta Tufts, Dartmouth
December, Bertha Arnold York, South East Passage

Baptisms 1869

January, Emma Florence Walker, Dartmouth
January, Lily May Young, Tufts Cove
January, Winnifred Creighton, Dartmouth
January, Alexander and Jane and Hiriam Boyne, Dartmouth
January, Robert and Catherine and Caroline Boyne, Dartmouth
January, John and William and David and Alexander and Maynard and Mary and Susan and Sophia Cole, Dartmouth
January, Murdock Marks, Dartmouth
January, Caroline Isobel Fultz, Dartmouth
February, Silas Alan Conrod, Cole Harbour
March, Frederick and Arthur James and Leander Watson, Bedford Basin
March, Ann Laura Hooper, Dartmouth
March, Flora Mcguire, Dartmouth
March, Mary Young, Dartmouth
March, Jane Sophia Conrod, South East Passage
March, Henry Edward Alexander Publicover, Dartmouth
March, William Henry Loner, Dartmouth
April, John Roderick Morash, Cole Harbour
April, John Thomas Stewart, Dartmouth

April, Charles Frances Morton, Tufts Cove
May, Thomas William Conrod, Dartmouth
May, Robert Carter, Dartmouth
May, Sydney Stewart Bowes, Cow Bay
May, Eliza Harriet Osborne, Cow Bay
May, Robert Desbrisay Laidlaw, Dartmouth
May, William Esterbrook, Montague Gold Mines
May, Jonathan Tredminick, Montague Gold Mines
May, Emma and William Tredminick, Montague Gold Mines
June, Vasey and Jane Barker, Montague Gold Mines
June, Charles Lynch, Dartmouth
June, James and Harriett Tapple, South East Passage
June, John and Maynard Booth, South East Passage
June, Reuben and Mary Ann Crowell, Porter Lake
June, Edith Gertrude Hatt, Dartmouth
June, Anne May Wilson, Dartmouth
June, James Banning Richard Turple, Dartmouth
July, Anne Gladwin (adult), Dartmouth
July, Robert Dixon Gladlow, Dartmouth
July, James Henry Hatfield, South East Passage
July, Frederick Arthur Horne, South East Passage
July, Catherine Elizabeth Horne, South East Passage
August, Henry Reuben Busby, Dartmouth
August, Maria Elizabeth Parker, Dartmouth
August, Ida May and Minnie Florence Savage, Dartmouth
August, Edward Foster Farquharson, Dartmouth
August, George Frances Pyke, Dartmouth
August, John Albert Misener, Dartmouth
August, Minnie Wooderman, Dartmouth
August, James and Jane Walker, Dartmouth
August, James Leo Young, South East Passage
August, Bertha Jane Ormond, Dartmouth
September, Emma Paw, Dartmouth
September, Joseph Watson Robinson, Cow Bay
September, Phoebe Elizabeth Horne, South East Passage
September, Resinate Ramsey Wallace, Dartmouth
September, Sherman Timothy Reddy, Preston
September, Richard Banning Hartlen, South East Passage
September, James Joseph Murray, South East Passage
October, Amy and Kate Gross (Black), Preston
October, Nelson, Leah and Louisa Winder (Black), Preston
October, Anne Downey (Black), Preston
October, James and Henry and Simon Downey (Black), Preston
October, Eliza Crawley (Black), Preston
October, Harriett Smith (Black), Preston

October, Mary and Eliza Walker, Dartmouth
October, Mary Albro Corbin, Dartmouth
October, James Thomas Settle, Dartmouth
November, Minnie Susanna Dunsworth, Dartmouth
November, George William Alexander Gammon, Dartmouth
December, Arthur Frances Stephens, Dartmouth
December, Agnes DeYoung, South East Passage

Baptisms 1870

January, Emma Hay, Dartmouth
January, Laurence Matheson Donaldson, South East Passage
January, Sarah Anne Negus, South East Passage
January, Thomas Albro Stephens, Dartmouth
January, Ernest John Bright Hollis, Dartmouth
February, Anne Ellen Boyne, Dartmouth
February, Margaret Ellen Dilman (adult), Dartmouth
February, Margaret Boyne (adult), Dartmouth
February, James Douglas Tulloch, Cole Harbour
March, James Arthur Farquhar, Dartmouth
March, Ellen Osborne, Cow Bay
March, Josephine Elizabeth Roche, Cole Harbour
March, George Walter Forcade, Dartmouth
March, Celia Jane Barrett, Dartmouth
March, Susanna Morash, Dartmouth
March, Florence Elizabeth Newlands, Dartmouth
March, Savilla Catherine Osborne, Cow Bay
March, Harry and William Fuller, Dartmouth
April, Lewis Cattley, Dartmouth
April, Daniel Parker Mott, Dartmouth
April, Harriett Stanley, Dartmouth
April, Mary Maude Weeks, Dartmouth
April, James Banning Richardson, Dartmouth
April, Kathleen Manning, Dartmouth
April, Mary Elizabeth Rasley, Dartmouth
April, Joseph Henry Hines, South East Passage
April, Amy Rebecca Turner, South East Passage
April, Amelia Louisa Adair, McNab Island
April, Frederick Joseph Hawkins, South East Passage
April, Elizabeth Ann Soward, South East Passage
May, Jerusha Hines, South East Passage
May, Susan Ball (adult), Preston
May, Norman Ambrose Gaston, Preston
May, Rosina Gaston, Dartmouth
June, Alexander Lyle Preeper, Dartmouth

June, John William Albert Bell, Dartmouth
June, Elenor Hughes, Dartmouth
June, Francis Helena and Grace Alexander Hughes, Dartmouth
June, William Clyde Morash, Cole Harbour
June, Harriett Matilda Preeper, Dartmouth
June, Sophia Francis Bissett, Cole Harbour
June, Francy Margaret Handley, Cow Bay
June, Richard Douglas Bowes, Cow Bay
July, John Edward Cooper, South East Passage
July, James Sweeney, Dartmouth
August, Mary Elizabeth Loner, Dartmouth
August, James Norman Walker, Dartmouth
August, Elizabeth Kate Murray, Dartmouth
August, James William Farquharson, Dartmouth
August, George Seymore Edgecombe, Dartmouth
August, Elenor Rebecca Negus, South East Passage
August, Joseph Frances DeYoung, South East Passage
September, Howard William Wentzell, Dartmouth
September, Charles and William Walker (adults), Dartmouth
September, Lavinia Walker, Dartmouth
September, Marion Taft Jentryes, Dartmouth
September, Elizabeth Hiffman (adult), Dartmouth
September, Florence Ida Corbin, Dartmouth
October, Isabella Miles, Tufts Cove
October, Emma Alice Gaston, Preston
October, John B Elliott (adult), Dartmouth
October, Eliza Farquharson (adult), Dartmouth
October, Sydney Elliott, Dartmouth
October, Ellen Elizabeth Loner, Dartmouth
October, John Edward Collins, Dartmouth
November, Laura Susan McDonald, Dartmouth
November, James Henry Gray, Dartmouth
November, Alexander Parker Marks, Dartmouth
December, Grace Leadly Davis, Dartmouth
December, Jacob Frederick Marks, Dartmouth
December, William Albert Sawler, Dartmouth

Baptisms 1871

January, John Carter, Dartmouth
January, Ann Louisa Young, Dartmouth
January, John Lingley Wilson, Dartmouth
February, Hope Franklin Hatt, Dartmouth
February, Mary Bliss McDonald, Preston
February, Walter James McDonald, Preston

February, Arthur Sydney Conrod, Preston
February, Elizabeth Laidlaw, Dartmouth
February, Charles Cambridge Pryor, Dartmouth
February, Blanch Gray Ormond, Dartmouth
March, Mary Jane Cole, Dartmouth
March, Raymond Howard Webber, Dartmouth
March, Margaret Jane Day, Dartmouth
April, Robert Henry Stewart, Dartmouth
April, Thomas Cole, Dartmouth
May, William Arthur Williams, Dartmouth
June, Richard William Pauley, Dartmouth
June, Henry Havelock Little, Dartmouth
June, Walter Mosher, Dartmouth
June, Sydney Alexander Farquharson, Dartmouth
June, Agnes Francis Blair, Montaque Mines
June, Clair Anne Barker, Montaque Mines
June, Jane Jeffry, Montague Mines
July, Teresa Hay, Dartmouth
July, George Henry Morton, Tufts Cove
July, Arthur Harris Gatez, Dartmouth
July, Laura Webber, Dartmouth
July, Mary Edith Hunslow, Dartmouth
July, Hattie Hooper, Preston
July, Florence Reddy, Preston
August, Albert Rupert Wright, Bedford Basin
August, Sarah Maude Prescott, Dartmouth
August, Margaret Jane Busby, Dartmouth
August, Gertrude Weeks, Dartmouth
August, Helen Crosslind, Dartmouth
August, Edward Glendenning Walker, Dartmouth
August, Frances Archibald Young, Tufts Cove
August, Fenwick George Misener, Dartmouth
August, Florence Royal (), Dartmouth
August, Cassandra Melinda (), Dartmouth
August, Royal Henriette (), Dartmouth
August, Isabella Florence Bird, Dartmouth
August, James Edward Phenor, Dartmouth
August, Edith Lawlor, Dartmouth
October, Charlotte Teresa Arnold, Dartmouth
October, James Austin Gammon, Dartmouth
October, Arthur Loner, Dartmouth
October, Edith Pasley, Dartmouth
October, Andrew Robert Corbin, Dartmouth
October, Mildred Beatrice Gay, Tufts Cove
December, Robert Brenton Cribby, Preston

December, Catherine Anne Boyd, Preston
December, Francis Morash, Dartmouth
December, William and Matthew McLaughlin, Preston
December, Emma Walker, Dartmouth
December, Roy Francis Walsh, Dartmouth
December, Jesse Edna Martin, December

Baptisms 1872

January, Alice Dempster, Dartmouth
January, William Pyke, Dartmouth
January, Charles Stanley, Dartmouth
January, James Martin Marks, Dartmouth
January, () Murray, Dartmouth
January, Mary Talbot, Dartmouth
February, Rachel Loner, Dartmouth
February, Grace Foscade, Dartmouth
February, Clara Elizabeth Young, Dartmouth
February, John Manning Creighton, Dartmouth
February, Richard Frances Young, Dartmouth
March, Charles Augustus Sweeney, Dartmouth
March, Alfred Sydney Walker, Dartmouth
March, Ida Elizabeth Gladwin, Dartmouth
March, Francis James Gleason Short, Dartmouth
April, Alexander Fisher Jenkyns Oland, Dartmouth
April, Sarah Margaret Kians, Dartmouth
May, William Renforth Swaffer, Dartmouth
May, William Henry Melanson, Dartmouth
May, Irene Gross, Preston
June, Alfred Carter, Dartmouth
July, Jean Eliza Pawley, Dartmouth
July, Charles Krinowski, Dartmouth
July, Charles Krinowski, Dartmouth
July, Mary Louise Myers, Dartmouth
July, Josephine McDonell, Dartmouth
July, William Holland Pirie, Montague Mines
August, Florence May Miller, Dartmouth
August, Fraser Allen, Dartmouth
August, Charles Ritchie, Dartmouth
August, Henry Lethbridge, Dartmouth
August, James Lawlor Ormon, Dartmouth
August, Isabella Melissa Mumford, Dartmouth
August, John Windham Farnham Lewis, Dartmouth
August, Eva Gladwin, Dartmouth
August, Henry Gilbert Crossland, Dartmouth

September, Harry Reginald Walker, Dartmouth
September, Leander William Stephens, Dartmouth
September, Archibald McKenzie, Dartmouth
September, William Henry and Grace Florence Savage, Dartmouth
September, Martha Amelia Gaston, Preston
September, Thomas Nelson Marvin, Dartmouth
September, Charles Alexander Gay, Tufts Cove
September, Helen Jane and Henry Walter Glendenning, Dartmouth
September, James Edward Preeper, Dartmouth
September, Harold Ashton Richardson, Dartmouth
October, Frank Edward Isenor, Dartmouth
October, James Henry Gaston, Preston
October, Robert Lennon Douglas, Dartmouth
November, Isabella Maude Huxtable, Dartmouth
November, Elizabeth Margaret and Mary Bell Lynch, Dartmouth
November, Mary Ann Waugh, Dartmouth
December, Matilda Jane Walker, Dartmouth
December, Charles Richard Hilton, Dartmouth
December, Harry Durney, Dartmouth
December, Jane Isabel Wells, Dartmouth

Baptisms 1873

January, William Samuel Philips, Montaque Mines
January, Percy Simmonds, Dartmouth
January, Helen Maude Collins, Dartmouth
January, William Edward Young, Dartmouth
February, Edith Johnston, Dartmouth
February, Eliza Johnston, Dartmouth
February, Bertha Ann Shrum, Dartmouth
February, William Mary Publicover, Dartmouth
February, Frank Malcolm, Dartmouth
March, Jesse Emma Parker, Dartmouth
March, George Charles Laidlaw, Dartmouth
March, Charles Ethebred Oland, Dartmouth
March, Mary Stephens Oland, Dartmouth
March, George Woodhouse Oland, Dartmouth
March, Edward Charles Wallace Williams, Dartmouth
March, James Francis Morash, Dartmouth
March, Clifford Burton Prescott, Dartmouth
March, Charles Frederick William Linteman, Dartmouth
April, Clara Anne and John William Gillard, Dartmouth
April, Charles William Cole, Dartmouth
April, Phoebe Corbin, Dartmouth
April, Arthur Thomas, Montague Mines

April, Anna Baker, Preston Road
April, Archibald John Rasley, Dartmouth
April, James Alfred Hunt, Dartmouth
May, Katie Francis Jenkins, Dartmouth
May, Gilbert Arthur Jenkins, Dartmouth
May, Albert York, Montague Mines
May, Frederick Hudson Creighton, Dartmouth
May, Frederick Allison Payzant, Dartmouth
May, William Purcell, Dartmouth
June, James Leonard Gross (Black), Preston
June, William Henry Nedeu, Dartmouth
June, Arthur Charles Pyke, Dartmouth
June, Mack James MacKenzie, Dartmouth
July, Robert George Mosher Busby, Dartmouth
July, Mary Florence Bell, Dartmouth
July, Isabel Archibald Settle, Dartmouth
July, Clara May Glawson, Dartmouth
July, Herbert Elliot Gatez, Dartmouth
July, Caroline Salome Young, Tufts Cove
August, Ellen May Young, Dartmouth
August, Richard Welch, Dartmouth
August, Al Edwin Walker, Dartmouth
August, Mary Amelia Hian, Dartmouth
August, Florence May Barber, Dartmouth
August, George Henry Loner, Dartmouth
August, Harold Reid Douglas, Dartmouth
September, Donald William Campbell, Dartmouth
September, Albert Gilchrist, Dartmouth
September, Lilian May Ormon, Dartmouth
October, Catherine Barnstead, Tufts Cove
October, Charles Thomas, Montague Mines
October, William Richard Levey, Dartmouth
November, James Doulgas Topple, Dartmouth
November, Agnes Ethel Murray, Dartmouth
November, Bertha Farquharson, Dartmouth
November, Peter George Archibald Douglas, Dartmouth
November, Rose Adelaide Beyer, Dartmouth
November, Ethel Carver, Dartmouth
December, Victor Samuels Marvin, Dartmouth
December, John Edwin and Marcy Rosetta Hancock, Montague, Mines
December, Lilah Gatez, Dartmouth
December, Alexander Marks, Dartmouth
December, Alfred Huxtable, Dartmouth

Baptisms 1872

January, Isabel Cameron, Dartmouth
January, Edwin James Pawley, Dartmouth
January, Henry Collins, Fort Clearance
January, Ida Elizabeth Misener, Dartmouth

BURIALS 1850

Richard Ward, Dartmouth, age unknown

Burials 1852

() Wagner, Dartmouth, 52 years

Burials 1853

James Hawkins, South East Passage, 55 years
Isabella Stewart, Dartmouth, infant
Elizabeth Coleman, infant

Burials 1854

June Walker, Dartmouth, 37 years
Edward Ott, Dartmouth, 3 months
John Southall, Dartmouth, 2 months
Elizabeth Hunt, Dartmouth, 22 years
Mary Ann Dower, Dartmouth, 11 months 10 days
William Frederick Shrum, Dartmouth, 4 years 5 months
George James Himmelman, South East Passage, 15 months
Sarah James, Dartmouth, 3 years
Edward McKenzie, South East Passage, 25 years
George William Laybolt, South East Passage, 2 years 10 months
Anne Fraser, South East Passage, 24 years
Edward Charles Himmelman, South East Passage, 17 months

Burials 1855

Eliza Ann Shrum, Dartmouth, 2 years
Martha Hutt, South East Passage, 11 years
Mrs. Lewis Hutt, South East Passage, 24 years
Anastasia Osborne, Cow Bay, 6 years
John William Himmelman, South East Passage, 4 years 5 months
Lewis Himmelman, South East Passage, 34 years
Alexander Henry Jost, Dartmouth, 5 years

William P. MacKay, Dartmouth, 3 years
Adam Horne, South East Passage, 29 years
W. Thomas Osborne, Cow Bay, 2 years
George Hunstone, Dartmouth, 4 years
Elizabeth O'Brien, Dartmouth, 80 years
Samuel Albro (son of Robert), Dartmouth 4½ years
Mrs. Lucy Ann Horne, Cow Bay, 21 years
Margaret Elizabeth Publicover, Dartmouth, 2 years 9 months
Thomas Wooderman, Dartmouth, 51 years
James Turner Walker, Dartmouth, 20 years
Charles Thomas Beamish, Dartmouth, 7 months
Harriett MacKay, Dartmouth, 5 years 3 months
Louisa Ann Connors, Dartmouth, 6 years
Henry Seymour Davis, Dartmouth, 2 years
Mrs. Elizabeth Hawkins, South East Passage, 57 years
Joseph Soward, South East Passage, 16 years
Mary Goreham, Dartmouth, 85 years
() Snow, Dartmouth, age unknown
Caleb Henry Morash, Cole Harbour, 20 months
Mrs. Sarah DesBrissey, Dartmouth, 85 years
John Duke Clifford, Cole Harbour, 23 years
George Mansfield, Dartmouth, 23 years

Burials 1856

David Hutt, South East Passage, 19 years
Susannah Rebecca Divos (Black), Dartmouth, 13 months
John Bell, Cole Harbour, 11 years
Harriett Brown, Dartmouth, 4 years
Elizabeth Sophia Calligan, Dartmouth, 1 year 11 months
Isabella Parker, Dartmouth, 6 years 3 months
John Negus, South East Passage, 21 years
John Samuel Horner, Dartmouth, 4 months
Thomas Tines (Black), Dartmouth, 3 years
Thomas Caldwell, Cole Harbour, 58 years
Sarah Jane Ott, Dartmouth, 5 months
Mrs. Harriett Withrow, Dartmouth, 42 years
Isabella Miller, Dartmouth, 17 years
Amelia Bliss Johnston (Black), Dartmouth, 7 months
Mrs. Rachael Horne, South East Passage, 83 years
Jacob Kuhn, Dartmouth, 81 years
James Killam, Dartmouth, 7 months
Daniel Kendall (Black), Dartmouth 80 years
Mrs. Jane Meagher, Dartmouth, 50 years
Nelson Tufts, Dartmouth, 1 year 4 months

Martha Southall, Dartmouth, 9 weeks
Susan York, Dartmouth, 1 year
Edward Horne, South East Passage, age unknown
Christina Ann Stephens, Dartmouth, 41 years
John Parker, Dartmouth, 51 years
Josiah Ash, Dartmouth, 43 years
Thomas Marvin, Dartmouth, 55 years
David Hare, Dartmouth, 88 years
John Valentine Hutt, South East Passage, 87 years
Henry Yorke, Dartmouth, 39 years
George Hibbert, South East Passage, 50 years
Harriet Amelia Brown, Dartmouth, 4 months
Adam Laidlaw, Dartmouth, 5 years
William Keating, Dartmouth, 5 years
Thomas Reddy, Preston, 60 years
Caleb Walker, Dartmouth, 80 years
Ann Barbara Himmelman, South East Passage, 87 years
James Hemmeon Wooderman, Dartmouth, 1 year 2 months
Bridget Lowe, Dartmouth, 85 years
George Simpson, Dartmouth, 65 years
John Lewis Frost, South East Passage, 4 months
Fanny Cordelia Smith, Dartmouth, 22 years
William Stewart Himmelman, South East Passage, 9 months
Sarah Prescott, Dartmouth, 44 years
Mrs. George Turner, Dartmouth, 52 years
George James Webby, Dartmouth, 12 years
Lucy Maria Wright, Dartmouth, 8 months
Henry Barry, Dartmouth, 38 years
W. Thomas Harris, Dartmouth, 83 years
James Lohner, Dartmouth, 63 years
Thomas Miller, Dartmouth, 13 years
James Edward Otto, Preston, 2 years 9 months

Burials 1858

William Charles Smith, Dartmouth, 3 years 2months
William Graser, South East Passage, 79 years
Christiana Gray, buried at Dartmouth, 10 months
Mrs. Elenor Sheirs, South East Passage, 95 years
Michael James Osborne, Cow Bay, 5 months
George Cribby Stewart, Dartmouth, 3 weeks
Dorothy Elizabeth Rodigrose, Dartmouth, 26 years
Richard Thomas Levi, Dartmouth, 2 months
() Ladds, Dartmouth, 82 years
Mrs. James Ormond, Dartmouth, 31 years

John Thornham, Preston, 72 years
Mary Elizabeth Drakes, Dartmouth, 6 years 5 months
Mrs. Sarah Negus, South East Passage, 84 years
Lewis Himmelman, South East Passage, 23 years
Wallace Major, Dartmouth, 21 years
Louisa Clifford, Dartmouth, 12 years
Harriett Cleary, South East Passage, 18 years
Joseph Weir, Dartmouth, 82 years
William Watson, Dartmouth, 8 years
Hannah Barbara Gammon, Dartmouth, 16 years
Leliah Rebecca Robertson (Black), Dartmouth, 1 year 4 months
William Miller, Dartmouth, 68 years
Sarah Jane Prescott, Dartmouth, 8 years
George Alexander Gammon, Dartmouth, 55 years
Elizabeth Ann Spriggs (Black), Dartmouth, 15 months
Edmund Coleman, Dartmouth, 46 years
James Tobias Laidlaw, Dartmouth, 1 year
Mary Ann Emma Ross, Preston, 1 year 3 months
Benjamin R. Gammon, Cole Harbour, 3 years 3 months
Elizabeth Himmelman, South East Passage, 7 years
Daniel T. Bissett, Cole Harbour, 2 years 9 months
John Stillman Himmelman, South East Passage, 1 year 3 months
Elizabeth M. Tulloch, Cole Harbour, 8 months
Jesse Laidlaw, Dartmouth, 7 months
Alice Turner, Dartmouth, 10 months
Isabella O'Brien (adopted by George Bell), Dartmouth, 14 years
John Wells, Dartmouth, 6 weeks
Ellen Boynten, Dartmouth, 3 years 7 months
Jane Walker, Dartmouth, 8 months
John Robinson (Black), Dartmouth, 7 years
Walter DeWolfe, Dartmouth, 3 years 5 months
Ellen DeWolfe, Dartmouth, 11 years
George Bainbridge, Preston, 11 years 4 months
Elizabeth Myers, Dartmouth, 22 years
Mary Jane Smith, Dartmouth, 7 months
Maria Messervey, Dartmouth, 5 weeks
Mrs. Elizabeth Wagner, Cole Harbour, 54 years
Herbert Clifford, Cole Harbour, 20 years
John Gross (Black), Preston, 3 years
John L. C. Morash, Cole Harbour, 22 years
Robert Cooper, Cole Harbour, 26 years
Mrs. Mary Ann Shrum, Dartmouth, 36 years
William Farquharson, Dartmouth, 30 years
Joseph Negus, South East Passage, 4 years 7 months
James Cleary, South East Passage, 55 years

Henry Alexander Misener, Dartmouth, 9 years 2 months
Mrs. Susan Evans, Dartmouth, 26 years
Andrew Horne, South East Passage, 5 months
William White, Dartmouth, 5 months
Margaret Ann Horne, South East Passage, 18 days
William Evans, Cole Harbour, 3 months
James Albert Wynock, Cole Harbour, 3 months
Elizabeth Donaldson, South East Passage, 5 days
John William Negus, South East Passage, 1 year 9 months
Mrs. Francis Louisa Faulkner, South East Passage, 37 years
Mary Stewart, Dartmouth, 37 years
George Brinley Creighton, Dartmouth, 65 years
George Vendelin Bond, Dartmouth, 1 year 5 months

Burials 1860

Helen Jane Stewart, Dartmouth, 3 years 10 weeks
Sophia Stewart, Dartmouth, 9 years 8 months
James W. Bell, Preston, 7 years 11 months
Elisha Duggan, Dartmouth, 22 years
Walter Scott Dean, South East Passage, 19 months
Agnes Morash, South East Passage, 4 years 11 months 25 days
William Josiah Morash, South East Passage, 3 years 4 months
John Brown, Dartmouth, 2 months
John Joseph Mayberry, Dartmouth, 1 day
Matilda Hutt, South East Passage, 8 months
Rosa Walker, Dartmouth, 71 days
Mrs. Elizabeth Walker, Dartmouth, 28 years
William Clifford, Dartmouth, 16 years
William Henry Merson, Dartmouth, 22 years
William Rose, Dartmouth, 63 years
Arthur Mithcell Uniacke Oakes, Dartmouth, 2 years
Mrs. Margaret Osborne, Cow Bay, 58 years
Mrs. Mary Ormon, Porter Lake, 96 years
Arthur James (Black), Dartmouth, 1 month
Priscilla Catherine Hartling, South East Passage, 2 years
Lewis Hutt, South East Passage, 24 years

Burials 1861

John Crack, Cole Harbour, 43 years
Sophia Connor, Dartmouth, 19 years
John Wooderman, Dartmouth, 25 years
George Romkey, South East Passage 45 years
Elizabeth Trider, South East Passage, 56 years

Matilda Gaston, Dartmouth, 28 years
John Stewart, Dartmouth Hospital, age unknown
James Strathen, South East Passage, 73 years
Sarah Beamish, Porters Lake, 36 years
Louisa Newlands, Dartmouth, 8 days
Sarah Beamish, Porters Lake, 7 years
James Hartling, South East Passage, 20 years
Elizabeth Himmelman, South East Passage, 15 years
Mary Ann Giles, Cole Harbour, 64 years
Henry Cassidy, Dartmouth, 1 year
Mrs. Sophia Cribby, Preston, 63 years
Mary Ann Laidlaw, Dartmouth, 7 months
Charles Roach, Dartmouth, 3 weeks
Arabella Fitch, Porter Lake, 7 years 4 months
Rebecca Maria Pence, Dartmouth, 15 months
James Reddy, Preston, 6 years 6 months
James Donig, Dartmouth, 50 years
George Osborne, Cow Bay, 37 years
Alexander Reuban Shrum, South East Passage, 11 months
Samuel Gaston, Cole Harbour, 18 years

The following belonged to one family:

Sarah Griswold, Porter Lake, 11 years
Mary Ann Griswold, Porter Lake, 9 years
Emery Griswold, Porter Lake, 8 years
Louisa Griswold, Porter Lake, 7 years
Edward Griswold, Porter Lake, 5 years
Rhoda Griswold, Porter Lake, 3 years
Lydia Griswold, Porter Lake, 1 year

Alexander Brown, Porter Lake, 13 months
James Frederick Whynoch, Cole Harbour, 4 months
Louisa Bowes, Cow Bay, 14 years
Philip Cephort, South East Passage, 91 years
Albert Ormon Brown, Porter Lake, 5 years 7 months
Esther McLaughlin, Preston, 8 months
Clara Amanda Vienot, Dartmouth, 18 months
John Fitch, Porters Lake, 52 years
George Joseph Soward, South East Passage, 2 years 5 months

Burials 1862

John Rosegrass, Dartmouth, 63 years
John George Miller, 68 years
William Bond, Porter Lake, 5 years

Edward Lowe, Dartmouth, 63 years
William Frost, South East Passage, 89 years
Samuel Rosegrass, Dartmouth, 20 years
Henry Johnston (Black), Dartmouth, 9 months
Charles Hewitt, Dartmouth, 25 years
William Wells, Dartmouth, 30 years
Charles P. Allen, Dartmouth, 56 years
Frances Hall, Dartmouth, 69 years
John Rent, Bedford Basin, 56 years
Sidney Major, Dartmouth, 1 year 11 months
Reverend James R. Shier, Dartmouth, 63 years
Emery Griswold, Porter Lake, 76 years
Grace Harris, Dartmouth, 88 years
Elizabeth Hague, Dartmouth, 81 years
Henry Bell, Dartmouth, 5 years
Louisa Jane Scarfe, South East Passage, 2 months 16 days
Susan Bell, Dartmouth, 3 years
Elizabeth Wilson, Dartmouth, 30 years
Elizabeth Tulloch, Cole Harbour, 35 years
Robert Walker, Dartmouth, 11 months
Ann May Wilson, Dartmouth, 1 month
John Wooderman, Dartmouth, 3 weeks
Hannah Louisa Leverton, Dartmouth, 8 years 6 months
Martha Elizabeth Ritchie, Dartmouth, 7 months
John Marshall Blackie, Dartmouth, 15 months
George Johnston, Dartmouth, 11 months
Martha Ross, Dartmouth, 51 years
Sarah Jane Cooper, Dartmouth, 15 months
Elizabeth Stanley, Dartmouth, 28 years
Margaret Jenkins, Dartmouth, 72 years
Leonard Roast, Cole Harbour, 83 years

Burials 1863

Henry Johnston, Porter Lake, 19 years
William Wilson, Dartmouth, 70 years
Susan A. Morash, Cole Harbour, 9 months
Elenor Brennan, Porter Lake, 18 years
Mary Ann Bell, Dartmouth, 4 years
Eliza Wynosky, Cole Harbour, 4 years
Sarah Hyde, Dartmouth, 13 months
J. W. Bonter, Dartmouth, 28 years
Florence Wooderman, Dartmouth, 3 years
John Taylor, Cow Bay, 63 years
Jacob Horne, Dartmouth, 27 years

Charles Gross, Preston, 9 years
Francis E. Young, Tufts Cove, 6 months
Lily Blanche Wooderman, Dartmouth, 3 months
James Newton Stewart, Dartmouth, 3 months
James Morash, Cole Harbour, 23 months
Sarah Creighton Albro, Dartmouth, 15 years
Jessie B. Stewart, Dartmouth, 13 months
William Henry Trider, South East Passage, 3 months

Burials 1864

Mrs. Stewart, Dartmouth, 51 years
Mary Bell, Dartmouth, 60 years
James J. Bell, Cole Harbour, 2 years 2 months
Emma DesBrissay, Dartmouth, 25 years
Mr. F.W.A.C. Major, Dartmouth, 75 years
Melita Major, Dartmouth, 24 years
Ann Harrington, Dartmouth, 77 years
Margaret Tufts, Dartmouth, 54 years
George Himmelman, South East Passage, 54 years
Albert Horner, Dartmouth, 3 months
Margaret MacLennon, Dartmouth, 25 years
Stewart Elliott, Dartmouth, 7 months
James Boggs, Dartmouth, 64 years
Elizabeth Eisenor, Dartmouth, 70 years
Ann McDermott, Dartmouth, 27 years
Alice Horner, Dartmouth, 5 years
Francis Scarffe, Dartmouth, 1 year
Louisa Bookman, Dartmouth, 27 years
Charles Drake, Dartmouth, 45 years
Elizabeth Kuhn, Dartmouth, 80 years
Jane Sawler, Cole Harbour, 9 years
Henry Wilson, Dartmouth, 23 years
Alfred Rushton, Dartmouth, 45 years
John Macrunder, Dartmouth, 69 years
Mary Coombs, Dartmouth, 8 months
John Settle, Cole Harbour, 88 years

Burials 1865

John Robertson Dartmouth, 60 years
Joseph York, South East Passage, 67 years
Janet Innes, Dartmouth, 75 years
George Bell, Dartmouth, 75 years
James McKenzie, South East Passage, 24 years

Charles Lintamen, Dartmouth, 18 years
Adolphus Kennickle, South East Passage, 58 years
Henry Webber, Dartmouth, 30 years
Catherine Osborne, Cow Bay, 76 years
Joseph Roast, South East Passage, 33 years
Anne Ada Ott, Dartmouth, 8 months
Mary Ann Stevens, Dartmouth 6 months
Henry Smith, Dartmouth, 4 months
William Negus, South East Passage, 92 years
Mary Cameron, Dartmouth, 45 years
George Kuhn, McNabs Island, 53 years
George Donig, Dartmouth, 24 years
George Turner, Dartmouth, 74 years
Alice Miller, Dartmouth, 9 years
George Sinclair Thorne, Dartmouth, 9 years
Richard Hartshorne, Halifax, 42 years
James Angus Mosher, Dartmouth, 6 years
Agnes Harding, South East Passage, 14 months
Catherine M. Mosher, Dartmouth, 9 years
John Gaston, Dartmouth, 54 years
Christie Sawler, Cole Harbour, 38 years
Lawrence Hartshorne, Dartmouth, 80 years
Ada Ann Webber, Dartmouth, 14 months
Margaret Ann Donaldson, South East Passage, 6 days
Matthew Dunsworth, South East Passage, 23 years
Mary E. Smith, Dartmouth, 31 years
Martha Gaston, Dartmouth, 83 years
Isabella Duncan Creighton, Dartmouth, 34 years
James Wensell, South East Passage, 28 years
Alice E. Himmelman, South East Passage, 4 years

Burials 1866

Emiline Conrod, Cole Harbour, 25 years
Margaret Trider, Dartmouth, 7 weeks
Thomas Wilson, Dartmouth, 38 years
Jacob Kuhn, Dartmouth, 47 years
Charles Beck, Cole Harbour, 24 years
Alonzo Bissett, Cole Harbour, 8 months
Reverend James Stewart, Dartmouth, 46 years
Cecilia Innes, Dartmouth, 17 years
John Parker, Dartmouth, 67 years
John Fraser, South East Passage, 27 years
Isabella Bowers, Dartmouth, 69 years
Laura M. Ott, Dartmouth, 5 months

Esther O. Marshall, Dartmouth, 6 weeks
James Henry Trider, Dartmouth, 3 years
Mary Johnston, Dartmouth, 29 years
William Keizer, Cole Harbour, 41 years
Jacob Waggner, Cole Harbour, 72 years
Agnes Naugle, South East Passage, 14 years
Charles Tufts, Dartmouth, 55 years
Bessy Parker, Dartmouth, 30 years
Samuel Giles, Cole Harbour, 53 years
Hood Clifford, Cole Harbour, 57 years
John Turner, Cole Harbour, 13 years
John Roast, Dartmouth, 88 years
Cassie Hennigar, South East Passage, 8 years
Nathaniel Conrod, Cole Harbour, 27 years
George Mosher, Dartmouth, 51 years
() Ott, Dartmouth, age unknown
Ann Hawthorne, Dartmouth, 78 years
Rebecca Connors, Dartmouth, 43 years

Burials 1867

Ellen Boggs, Dartmouth, 46 years
Agnes Horner, Dartmouth, 16 months
Samuel Horner, Dartmouth, 4 months
Charles Stephens, Dartmouth, 9 months
Robert Thomas, Dartmouth, 24 years
Joseph Tattnell, Dartmouth, 40 years
Florence E. Miller, Dartmouth, 4 years
John W. Tapple, South East Passage, 1 year
Jane Coleman, Dartmouth, 59 years
Margaret Jones, Dartmouth, 77 years
Ann Kurchen, Dartmouth, 78 years
Jesse Nickerson, Dartmouth, 40 years
Charles Hackett, Cow Bay, 65 years
Amanda Laidlaw, Dartmouth, 17 months
Jonas Jones, Dartmouth, 30 years
John Ross, Preston, 20 years
L.E. VanBuskirk, Dartmouth, 68 years
James Hanley, Dartmouth, 71 years
Mary E. Rhind, South East Passage, 3 months
Margaret A. Jones, Dartmouth, 77 years
Ann Kurchen, Dartmouth, 78 years
Emma Ada White, Dartmouth, 1 year
Samuel Giles, Cole Harbour, 80 years
Margaret Keebler, Dartmouth, 24 years

James Heffren, Dartmouth, 4 months
Bessie White, Dartmouth, 3 months
Ellen Hynes, South East Passage, 11 months

Burials 1868

James Mayer Smith, Dartmouth, 76 years
Catherine Wells, Dartmouth, 36 years
Nancy Myers, Dartmouth, 70 years
Sarah Glendenning, Dartmouth, 70 years
Richard Horn, South East Passage, 7 years
Edward Watt, Dartmouth, 7 years
John Simpson Edsell, Dartmouth, 62 years
Lewis Kaizer, Cole Harbour, 7 years
Edward Osborne, Cow Bay, 29 years
Alice Doherty, South East Passage, 3 months
Elizabeth Walker, Dartmouth, 29 years

Burials 1869

Charlotte Mosher, Dartmouth, age unknown
Isabel Mott, Dartmouth, 9 years
Barbara Hughes, Dartmouth, 55 years
Sophia Hunt, Dartmouth, 24 years
Jacob Brown, Preston, 81 years
Margaret Lennex, Dartmouth, age unknown
Catherine McKowan, Dartmouth, age unknown
Benjamin Mosher, Dartmouth, 20 years
Mary McKay, Dartmouth, 48 years
Thomas B. DesBrissey, Dartmouth, 66 years
Thomas Conrod, Dartmouth, 2 months
Jane Brodie, Dartmouth, 80 years
Jane Sawler, Cole Harbour, 70 years
Julia Ann Pyne, Dartmouth, 21 years
Laura Tapple, South East Passage, 5 months
Maria Cooper, Dartmouth, 4 months
Charles Short, Dartmouth, 2 months
Flora McVicar, Dartmouth, 6 months
Susan Kuhn, Dartmouth, age unknown
George Connors, Dartmouth, 52 years
Alfred Esterbrooks, Montague Mines, 18 months
Margaret Morash, Cole Harbour, 90 years
Mary Albro, Dartmouth, 77 years
Clearance Webber, Dartmouth, 3 months
Jane Conrod, South East Passage, 8 months

Bertha York, South East Passage, 10 months
Ann Hutt, South East Passage, 33 years
Catherine Conrod, South East Passage, 22 years
Esther McLaughlin, Preston, 80 years
Mary and Elizabeth Walker, Dartmouth, 17 days
Irene Morton, Dartmouth, 6 weeks
Minnie Savage, Dartmouth, 6 months
James Hatfield, South East Passage, 6 months
Elenor Shiers, South East Passage, 10 months

Burials 1870

Caroline, Fultz, Dartmouth, 29 years
Mary Lawlor, Cole Harbour, 80 years
Jane Watson, Bedford Basin, 40 years
Elenor Passow, Dartmouth, 79 years
Martha J. Conrod, South East Passage, 17 months
Mary Ann Conrod, Cole Harbour, 24 years
James Prescott, Tufts Cove, 3 months
Henry Hatfield, South East Passage, 23 years
James A. Farquharson, Dartmouth, 3 months
Elizabeth Wright, Dartmouth, 3 months
Elizabeth York, Montague Mines, 50 years
Mary Weeks, Dartmouth, 3 weeks
Bertha Ormond, Dartmouth, 1 year
Susan Bell, Preston, 42 years
Susan Morton, Dartmouth, 23 years
Daniel Isaac Horne, South East Passage, 5 weeks
Rosa Jane Major, Dartmouth, 17 years
Harriett Morash, Cole Harbour, 23 years
William Myers, Dartmouth, 8 years
Francis DeYoung, South East Passage, 27 years
Amy Leadley, Dartmouth, 8 months
Elizabeth Rowe, Montague Mines, 4 months
Robert Barker, Montague Mines, 1 year 2 months
Eliza McKenzie, Dartmouth, 52 years
John James Dennis Oland, Dartmouth, 51 years
Victoria McDonald, Preston, 10 years
Elizabeth Murray, Dartmouth, 4 months
Matthew Bainbridge, Preston, 70 years

Burials 1871

Isobel Conrod, Preston, 25 years
Alexander Misenor, Dartmouth, 22 years

Alice Harvey, Dartmouth, 46 years
Richard Walker, Dartmouth, 57 years
George Webber, Dartmouth, 34 years
William VanBuskirk, Dartmouth, 21 years
Ann Ramsey, Dartmouth, 98 years
Charlotte Weeks, Dartmouth, 4 years
Amelia Donig, Dartmouth, 57 years
James R. Blair, Montague Mines, 2 years
Horatio R. Bishop, Dartmouth, 15 years
Mary Farquharson, Dartmouth, 76 years
John R. Tapper, Dartmouth, 84 years
Charles Morton, Tufts Cove, 32 years
Anne Boyne, Dartmouth, 1 year
Joseph N. Tufts, Tufts Cove, 3 months
Grace Hughes, Dartmouth, 14 months
Florence Reddy, Preston, age unknown
Mary Jane Cole, Dartmouth, 8 months
Hannah Cole, Dartmouth, 39 years
Ellen Loner, Dartmouth, 11 months
Anne E. Hunt, Dartmouth, 24 years
Margaret Busby, Dartmouth, 2 months
Hattie Cooper, Dartmouth, 6 months
Edith Rasley, Dartmouth, 12 days
William Cribby, Preston, 33 years
Mary Lennerton, Dartmouth, 99 years
John McVicar, Dartmouth, 41 years
Alice Wilson, Dartmouth, 16 months
Francis Morash, Dartmouth, 2 days

Burials 1872

William Pyke, Dartmouth, 3 weeks
Ann Jones, Dartmouth, 80 years
Rachel Loner, Dartmouth, 2 days
Grace Fonade, Dartmouth, 1 month
Joshua Jones, Dartmouth, 83 years
John Stewart, Dartmouth, 4 years
Norman Heard, Dartmouth, age unknown
Alexander Brodie, Dartmouth, 18 years
Isabella McKenzie, Dartmouth, 19 years
Margaret Boyne, Dartmouth, 19 years
Albert Keady, Dartmouth, 7 years
Susan Boyne, Dartmouth, age unknown
Jane Webster, Montague Mines, 2 months
Catherine Readdy, Dartmouth, 76 years

John Carter, Dartmouth, 15 months
Celia Augusta McKenzie, Dartmouth, 35 years
The following belonged to one family:
Elizabeth Meden, Dartmouth, 6 years
Mary Ann Meden, Dartmouth, 8 years
William Henry Meden, Dartmouth, 4 years

Burials 1873

Thomas Ritchie Gaston, Dartmouth, 22 years
Bertha Shrum, Dartmouth, 16 days
Thomas Savage, Dartmouth, 68 years
Anne Stanford, Dartmouth, 40 years
Jesse Parker, Dartmouth, 29 years
Maria Tapper, Dartmouth, 84 years
George C. Laidlaw, Dartmouth, 3 weeks
Catherine E. Craik, Cole Harbour, 76 years
Sarah Kean, Dartmouth, 1 year
Elizabeth H. Stevens, Dartmouth, 28 years
Charles Hilton, Dartmouth, 7 months
Charles E. Tremain, Dartmouth, 28 years
William Bowers, Dartmouth, 77 years
Alice Miller, Dartmouth, 2½ months
Edward Williams, Dartmouth, 10 months
Titus L. Grant, Dartmouth, 83 years
Ellen M. Collins, Dartmouth, 14 months
Anne M. Glawson, Dartmouth, 44 years
Harriet Price, Montague Mines, 3 months
John Merson, Dartmouth, 37 years
James M. Chamberlain, Preston, 71 years
Cassandra Keans, Dartmouth, 20 years
Elizabeth Munro, Dartmouth, 15 months
James Bell, Preston, 83 years

PARISH OF CHRIST CHURCH RECORDS, DARTMOUTH - Burials 1846

Anne Margaret Wick, Dartmouth, 15 months
Joseph Findlay, Dartmouth, 38 years
Mary Ann Miller, Dartmouth, age unknown
Mary Ann Edmunds, Dartmouth, 4 years
Alexander H. Russell, Dartmouth, 2 weeks
Herry Marvin, Dartmouth, 5 years
James Innis, Dartmouth, at birth

Parish of Christ Church Records, Dartmouth - Burials 1847

Timothy C. B. Cribby, Preston, 24 years
Margaret Ann Howe, Dartmouth, 81 years
Elizabeth Ann Lennerton, Dartmouth, age unknown
Elizabeth Hawkins, South East Passage
Simon Fudge, Dartmouth, 57 years
James Osborne, Cow Bay, 30 years
Alexander Cummins, Cow Bay, 85 years
Henry Osborne, Cow Bay, 34 years
John Publicover, Dartmouth, 54 years
George Horne, South East Passage, 83 years
John Robertson, Dartmouth, 46 years
Ann Wornell, Dartmouth, 76 years
Sarah Jane Evans, Dartmouth, 8 months
Elizabeth Robertson, Dartmouth, 57 years
Joseph Laneaux, Cole Harbour, age unknown

Parish of Christ Church Records - Burials 1848

Elizabeth Wick, Cole Harbour, 31 years
Henrietta Carritt, Dartmouth, 51 years
Frederick Woodeman, Preston, age unknown

Parish of Christ Church Records - Burials 1850

Ellen Tempest, Dartmouth, 1 year 7 months
John Cummins, Cow Bay, age unknown
James Merson, Dartmouth, 54 years
Elizabeth Brown, Dartmouth, 52 years
Mary Ann Allen, Dartmouth, 3 years
William Aleman, Dartmouth, 10 months
John Prescott, Dartmouth, age unknown
John Davis, Dartmouth, 77 years

Parish of Christ Church Records - Burials 1851

George Donig, Dartmouth, 72 years
William Turner, South East Passage, 65 years
Alice Morton, Dartmouth, 4 months
George Cox, Dartmouth, 17 months
Elizabeth McKieth, Dartmouth, 14 years

Parish of Christ Church Records - Burials 1852

John Ball, Dartmouth, 2 days
Sophia Cribby, Preston, 22 days
William McLaughlin, Preston, 77 years
Abigail Whidden, South East Passage, 36 years
Richard Byers, Dartmouth, 5 months

Parish of Christ Church Records - Burials 1853

Mary Welchman, Cow Bay, 67 years
Lucy N. Seely, Dartmouth, 7 years
John Blaze, Dartmouth, 59 years
Catherine Bissett, Cole Harbour, 73 years
Isabella Smith, Dartmouth, 1 years
Frances E. Albro, Dartmouth, 6 years 5 months
Susan Ott, Dartmouth, 9 months
William Keating, Dartmouth, 10 months
John Lennox, Dartmouth, 1 year 10 months
John Lennox, Cole Harbour, 86 years
Stephen Russel, Dartmouth, 3 weeks
Mary Eliza Cox, Dartmouth, 4 weeks
Joseph Jones, Cole Harbour, 65 years
Eliza Whynock, Cole Harbour, 5 months

Parish of Christ Church Records - Burials 1854

Wellington Connor, Dartmouth, 23 months
Christiana Bose, Cow Bay, 43 years
George Bowers, Dartmouth, 28 years
Sarah Kendall (Black), Dartmouth, 77 years
Mary Johnston, Dartmouth, 84 years
Mary Ann Ash, Dartmouth, 70 years
Margaret Wells, Dartmouth, 6 months
John Graham, Dartmouth, 7 years
Elizabeth Hunt, Dartmouth, 22 months
Rebecca Gordon, Lake Porter, 50 years

DARTMOUTH CHRIST CHURCH RECORDS - Marriages 1845

Mary Page to Nathaniel Feblow, February 25
Sarah Fox to John Edward McLean, October 10
Catherine Innes to Francis Mumford, November 15
Jane Brown to John Davidson, November 16

Dartmouth Christ Church Records - Marriages 1846

Jane Evans to George Ferguson, date unknown

Dartmouth Christ Church Records - Marriages 1847

Charlotte Louise Osborne to William Alexander Cummins, June 3

Ann Elizabeth Fountain to George Davidson, July 17

Eliza Wagner to Nathaniel John Tapper, August 15

Elizabeth Brodie to John Keating Belcher, November 14

Elizabeth Himmelman (widow) to James Hawkins (widower),
December 22

Dartmouth Christ Church Records - Marriages 1848

Elizabeth Cleary to Joseph Osborne, April 13

Cecilia Kemnetall to William Smith, May 22

Maria Roach to David Johnson, October 23

Jane Myra to John Isaac Publicover, November 12

Margaret Hackett to William Pye, December 17

William Himmelman to Margaret Hunter, December 28

Margaret Turner to John Himmelman, December 29

Dartmouth Christ Church Records - Marriages 1849

Sarah Elizabeth Jones to John Martin Graham, February 16

Margaret Cribby to James Stewart, September 16

Isabel Tullock to James Lawlor, October 24

Mary Ann Miller to Wentworth Green, December 31

Dartmouth Christ Church Records - Marriages 1850

Isabel Isenor to James Sower, January 8

Martha S. Graham to James R. Ormon, January 21

Ann Barnes to James Ryley, April 18

Sarah Ross to Henry Morash, May 17

Ann Catherine Miller to Henry John Harris, June 9

Elizabeth Jones to Thomas Short, October 15

Mary Ann Isner to Richard Levy, November 11

Jane Publicover to Samuel Murphy, November 23

Jane Strathan to Adam Horne, December 3

Margaret Newcombe to William Murphy, December 14

Elizabeth Conrod to Edward Gates, December 15

Sophia Gates to Edward Conrod, December 16

Mary Jane Barnstead to James Wright, December 19

Barbara Lyle to Samuel Jenkins, December 22
Margaret Hawes to Francis Jensey, December 26

Dartmouth Christ Church Records - Marriages 1851

Barbara Elizabeth Brown to George Wells, January 11
Charlotte Eisan to Henry York, February 8
Clarissa Bonn to John Stevens, August 8
Abigail Evans to William Hunt, December 16
Susanna Conrod to William Misener, December 21
Sarah Conrod to Ephraim Roast, December 22

Dartmouth Christ Church Records - Marriages 1852

Catherine Horne to John Cleary, January 3
Sarah Jane Bowers to Donald McKenzie, January 11
Catherine Henderson to Paschal Bonn, September 20
Mary Ann Cribby to James Reddy, October 26

Dartmouth Christ Church Records - Marriages 1853

Lucy Ann Cleary to Frederick Horne, January 5
Hannah Ann Dickie to William Goff, May 5
Mary Jane Publicover to Thomas Baker, May 8
Catherine Brown to John Dower, May 22
Jane Elizabeth Shiers to James Wooderman, November 13
Mary Ann Winters to John Frost, December 14
Catherine Frost to Lewis Himmelman, December 21

Dartmouth Christ Church Records - Marriages 1854

Catherine Cleary to John Osborne, January 20
Ann P. Mason to Charles Hutt, May 18
Rebecca Walker to Thomas Mott, September 26
Barbara Ann Laybolt to John Alexander Soward, October 19
Mary Negus to Christian Bowes, October 22
Margaret Logan to William Johnson, October 25
Ann Himmelman to Robert Fraser, November 1
Catherine Rodrigrass to Richard Horner, November 6
Elizabeth May Dunsworth to Lewis Edward Hutt, December 7
Caroline Elizabeth Feader to Abel Vienot, December 12
Eilizabeth Marvin to George Wilson, December 25

Dartmouth Christ Church Records - Marriages 1855

Eliza Gammon to James Wilson, January 13
Agnes Jane Osborne to Lewis Hartle, January 25
Margaret Hutt to William Cassidy, February 4
Mary Ann Brown to John Wise, March 4
Elizabeth Crawley to George Gross, May 13
Sarah Heisler to Davi Hiltz, May 29
Maria Seymour to James Robart, June 4
Barbara Ann Gammon to John Tines, June 19
Mary Ann Smithers to John Williams, July 23
Ann Elliot to Alexander Henderson, August 16
Mary Coleman to John McNabb, August 28
Abigail DeYoung to Joseph Horner, September 24
Catherine Thomas to Joseph DeYoung, November 1
Elizabeth Trider to Daniel McKenzie, November 13
Mary Ann Johnson to David Webster, November 18
Elizabeth Cessedy to Jacob Tines, November 20
Julia Ann Carter to John Dielever, November 20
Margaret Dares to James Clarke, December 4
Elizabeth Jane Gibbs to Joseph Frost, December 27
Amelia Carter to James Neal, December 26
Mary Ellen Bauld to Frederick Harrigan, December 28

Dartmouth Christ Church Records - Marriages 1856

Elizabeth Crawford to Dennis Smith, January 29
Catherine Ann Crowell to George Frederick Lennox, March 6
Charlotte Eisenhauser to George Henry Stone, April 14
Eliza Clayton to Henry Smith, June 2
Anne Amelia Walker to John Grahame, June 15
Mary Jane Dillman to Robert Thomas Boyne, July 21
Mary Howe Foster to Francis C. Elliott, July 23
Eliza Moull to John Gray, August 7
Mary Eliza Young to Archibald Johnston, August 13
Sarah Ann Killam to William Joseph, August 18
Catherine Neal to Paul Crawley, August 18
Sarah Jane Johnston to William Henry Bond, August 27
Elizabeth Allen to William Sparks, September 6
Amy Carter to Joseph Evans, October 6
Caroline Eisenhauer to Alexander Wiseman, October 9
Mary Matilda Fitch to Jesse Fowler, October 21
Elizabeth Ann Young to Daniel Slaunwhite, November 6
Letitia Brotherson to Ingram Mosher, November 9
Amelia Johnston to George Hamilton Wilkenson, November 19

Alice Ellis Green to Charles Warner, November 19
Arabella Graves to James Corkum, November 22
Elenor Mansfield to William Julian, November 28
Susanna Bundy to James Johnson, December 4
Eliza Elliott to Peter Farquharson, December 10
Susannah Morash to George William Draper, December 11
Mary Elizabeth Morton to William Henry Busby, December 28
Elizabeth Crack to Andrew Tullock, December 30

Dartmouth Christ Church Records - Marriages 1857

Lewis Meisner to Sophia Conrod, January 18
William Berrsford Fultz to Caroline Elizabeth Fultz, March 14
James Hennigar to Ellen Margery York, April 12
Richard Walker to Margaret Silver, May 2
James Publicover to Elizabeth Shean, May 10
David Parker to Ann McGrath, May 13
Henry Hines to Lydia Hines, June 5
Elias Horne to Margaret McKenzie, June 13
Frederick Robertson to Harriett Blakely, June 14
Henry Walker to Rebecca Taylor, June 14
Francis Drake to Sarah Glendenning, June 24
James Connell to Elizabeth Hutt, August 16
Artemas John Adam Feader to Charlotte York, September 8
Edward Ernst to Matilda Young, September 28
Samuel Clayton to Sarah Smithers, November 5
William Charles Morton to Francis Jackson, November 10
Henry Hardin to Caroline DeYoung, November 18
Samuel Smith to Louisa Gross, December 7
John Colby to Sarah Smith, December 8
Asa Davidson to Susanna Margaret Conrod, December 10
Edward Henry Bell to Elizabeth Gaston, December 19
Isaac Horne to Eliza Miers, December 28
Edward Shiers to Catherine Morrison, December 28

Dartmouth Christ Church Records - Marriages 1858

John Wells to Catherine Ross, January 13
James Goldworthy to Mary Ann Conrod, February 23
Joseph Publicover to Catherine Myra, March 1
Peter McKinnon to Elizabeth Thomas, March 4
Charles William Glendenning to Mary Ann Devan, April 4
Peter Vincent to Ann Sharp, May 18
Peter James Kuhn to Jane Stanford, June 9
John Myers to Catherine Duffulin (?), June 13

Thomas Evans to Susan W. Clifford, August 15
Daniel McGuire to Margaret Kennefick, September 24
William Drake to Sarah Elizabeth Cripps, September 28
Samuel Wawnosky to Elizabeth Wentsell, November 4
James Gates to Sarah Conrod, November 20
Thomas Slaunwhite to Eliza Martin, December 4
James Bissett to Elizabeth Mangin, December 14
James Dares to Elizabeth Brennan, December 30

Dartmouth Christ Church Records - Marriages 1859

William York to Charlotte Cummins, January 4
Alexander Morash to Mary Ann Giles, January 6
William Gray to Elizabeth Taylor, January 10
Henry Phener to Mary Jane Bissett, January 20
Frederick Horne to Francis Weeks, January 26
George Linney to Susannah Thornum, January 30
William Dunsworth to Catherine Himmelman, March 24
George Moser to Mary Ellen Shrum, July 18
Jacob Wagner to Mary Ann Neiforth, July 21
Charles Edward Craig to Francis Mary Wilcox, September 20
John Mayberry to Elizabeth Conners, October 4
John Bowes to Sarah Himmelman, October 17
Raymond Jamison to Elizabeth Myers, October 25
William George Walker to Mary Tulloch, November 6

Dartmouth Christ Church Records - Marriages 1860

Isaac Publicover to Maria Dares, January 5
James Shrum to Mary Ann Miller, January 8
Lewis Edward Hutt to Olivia Mason, February 10
James Bollan to Sarah Jane Boutlier, February 18
John Morash to Sarah Keizer, May 27
John McVicar to Martha Jane McKay, May 29
Thomas Alexander Bates to Mary Jane Hatch, May 30
George Payne to Augusta Allen, May 31
Richard Pence to Agnes Corkum, June 12
Charles Jackson to Mary Ann Wise, July 2
William Ormon to Harriett Hawkins, August 18
Edward Trider to Elisa Mason, August 28
John Laybolt to Lucy Keizer, September 2
Thomas McGlone to Maria Nagle, September 16
James Ormon to Margaret Lyle, September 20
James Reyno to Lucinda Crouse, September 25
William Webber to Mary Thomas, October 2

Charles Edward Hewitt to Isabella Martha Fulton, October 17
Richard George Bishop to Catherine Elizabeth Richard, October 24
Samuel McLaughlin to Mary Morash, November 1
Abraham Brown to Hannah Ann Colly, November 19
Joseph Flint to Lavinia Neil, November 26
Joseph Roche to Agnes Bissett, December 6
George Lintamen to Anastasia Horne, December 9
James Neiforth to Caroline Conrod, December 15
Peter Conrod to Elizabeth Farquharson, December 26

Dartmouth Christ Church Records - Marriages 1861

Stephen Drake to Catherine Jane Blakley, April 15
John Simpson Pickram to Maria Amelia Barnstead, May 4
John Hunt to Louisa Eisener, May 12
William Murray to Catherine Elliott, June 2
Henry Watt to Elizabeth Shiels, June 4
Gilbert Dakin to Eliza Parker, August 14
James Cleary to Elizabeth White, August 29
David Conrod to Jane Pettipas, October 12
George Tufts to Louisa Barnstead, November 5
Patrick Furney to Mary Ann Keizer, November 7
George Dunsworth to Ellen DeYoung, November 28
John Bundy to Sarah Ann Spyke, December 10
George William Jones to Eliza I. Bowen, December 26

Dartmouth Christ Church Records - Marriages 1862

Benjamin Meister to Mary Ann Lattie, January 6
James York to Catherine Margaret Edward, January 8
George Stephens to Alice M. Foley, April 10
William B. Smith to Jane Ellen Innes, June 19
James H. Murray to Catherine Elizabeth Soward, September 2
John Albert Young to Caroline Tufts, September 21
Peter DesBrisay to Sarah E. DesBrissey, October 8
William Robinson to Mary Ann Osborne, October 29
Joseph Allen to Margaret Tulloch, October 27
Edward Hastings to Elizabeth Derckhoff, October 29
John Gaston to Margaret Evans, November 1862
George Hunt to Sarah Smith, November 30
Henry Gough to Catherine Elizabeth Gaetz, December 2
James Trider to Bridget St. John, December 10

Dartmouth Christ Church Records - Marriages 1863

David Osborne to Sarah Coffin, February 10
James Moore Miles to Elizabeth Beckwith, August 25
John Henry Horne to Mary Mack, September 22
Samuel Jones to Emma Henry, October 11
Thomas Skinner to Mary Farquharson, November 18
George Daly to Elizabeth Greenough, November 24
Nathaniel Conrod to Emily Naugle, November 30
Samuel Crawley to Mary Esther Jackson, December 1
James Thomas Bishop to Sarah Ann Glennie, December 30
James Murray to Emma Shaffer, December 12

Dartmouth Christ Church Records - Marriages 1864

John Gregavire to Harriett Horne, January 4
Daniel Dares to Elizabeth Bond, January 28
John Frederick Loner to Ellen Moren, February 7
David Alfred Saunders to Phoebe Ann Fraser, March 13
William Henry Shrum to Isabella Eliza Grenow, April 2
Charles Morton to Mary Ann Tufts, April 1864
George Foston to Susan Shrum, April 30
James Thebold to Esther Sophia Rodigrass, May 28
John Whitlock Ouseley to Rosina Marie Weeks, June 27
William Cole to Mary Ann Cooper, July 8
Henry Sterns to Anna Marie Montague, July 19
William Glendenning to Mary Marvin, July 20
Robert Thomas to Mary Jean Harris, August 9
John Hines to Margaret Jane Jones, August 13
Joseph Howe Weeks to Phoebe C. Elliott, August 16
William Roach to Louisa Horner, August 23
John Angus Carter to Ann Carol, November 5
Andrew Tulloch to Catherine Elizabeth Sellars, November 12
George Doing to Anne Sharpe, November 13
William Freyer to Sarah Preeper, November 15
Charles Tufts to Louisa Pemberton, November 17
Valentine Roach to Elizabeth Conrod, November 22
George Conrod to Eliza Meisner, December 18
James Young to Jane Osborne, December 21
Frederick Naugle to Elizabeth Edwards, December 27
William Conrod to Catherine Sophia Morash, December 28

Dartmouth Christ Church Records - Marriages 1865

Richard Bowes to Phoebe Turner, January 4
John Cribby to Margaret Boland, February 8
John Handley to Mary Jane McGrath, February 19
John Bell to Sophia Conrod, March 2
George Bowes to Ellen Turner, March 29
William Frederick to Mary Linitte, March 30
Charles Hutchinson to Susan Mahoney, April 17
James Burgess Smith to Elizabeth Eisener, May 10
William Pearce to Emma Keizer, May 17
Henry Parrell to Sophia Boland, May 24
Albert Mahoney to Sarah Thompson, June 14
George Ward to Caroline Mason, July 9
Thomas Iago to Catherine Smith, August 17
Frederick DeYoung to Caroline Bombay, September 3
William Gates to Elizabeth Sharpe, September 27
Benjamin Hynes to Ellen Boutilier, October 28
Edward Osborne to Margaret Anne Henneberry, October 30
Stephen Brown to Ellen Hennigar, November 6
George Alexander Misner to Annie Gaston, December 17

Dartmouth Christ Church Records - Marriages 1866

Lewis Turner to Catherine Maugin, January 9
John Morash to Margaret Kuhn, January 25
John Walker to Catherine Link, January 30
Edward Young to Sophia Mandley, February 4
Walter Faulkner to Harriett Meager, February 6
Thomas Rutherford to Sarah Morrison, March 1
John Richey to Jane Clay, March 17
Frederick McRae to Margaret Parks, April 11
Richard Edgcombe to Anne Louisa Shiers, April 29
James Hawkins to Margaret Osborne, May 4
James Loner to Isabella Bowen, May 14
James Bambrick to Elenor Goff, July 12
John Hawkins to Ellen Horne, July 16
John A. Misener to Mary Murray, July 17
Robert Stather to Mary Louise Charlotte Woodill, August 7
John Jeffry Ormond to Martha Isabel Gray, September 30
John Doherty to Lydia Hynes, October 2
George Wilson to Anne B. Murray, October 29
William Trimball to Anne Bell, November 12
James Settle to Maria Gaston, November 29

Dartmouth Christ Church Records - Marriages 1867

Reuban Crowell to Mary Ann White, January 1
William Ingles to Margaret Merson, February 2
Robert Warren to Mary St. John, February 6
John Swaffer to Esther Murrent, February 21
Leander Mumford to Esther Murrant, February 23
Charles Aylwin Creighton to Elizabeth Piper, April 9
Herman Walter to Elizabeth Snow, April 20
Francis Robert Morash to Susannah Thompson, May 12
Andrew Roger Corbin to Mary Albro, June 27
John Page to Susan Ann Timmins, August 13
James Dunsworth to Catherine Romkey, July 4
John Joseph Barber to Mary Ann Norman, September 4
William Henderson Chandler to Mary Ellen Powers, September 6
Alexander Manson to Annie Isabella Boucher, September 27
Robert Preeper to Ellen Elizabeth Negus, September 28
James Horner to Mary Ann Conolly, October 18
Robert Gray to Anne Donovan, October 23
William Alexander Gammon to Margaret Landsbury, December 21
William Cliff to Deborah Guenivive Fadon, December 13

Dartmouth Christ Church Records - Marriages 1868

John Hollis to Bessie Foster, January 13
John Hefferin to Elizabeth Shorten, February 19
William Shorten to Johannah St. John, March 18
John Henry Jenkins to Chatherine Anne Lester, March 24
James D. McKay to Caroline Amelia Lintaman, May 2
George Sanderson to Rachael Rebecca Loner, July 1
Charles Green to Jessie Ann Stone, July 7
William Speakman to Mary Walsh, July 21
Frederick Keans to Mary Hornish, July 28
George Augustus Pyke to Jane Young, August 12
George Lynch to Rebecca Snow, August 13
Alexander Osborne to Angelina York, September 30
John Thomas to Eliza Phillipa Randle, September 30
Joseph Alexander Gordon to Laliah Ann Stewart, October 8
George Larnen to Elizabeth Timmins, October 9
Henry Hartfield to Lucy Ann DeYoung, December 31

Dartmouth Christ Church Records - Marriages 1869

Nicholas Wirell to Anna Donig, January 17
John William Booth to Margaret Jane Welshman, January 22
Henry Horne to Drucilla Wensell, January 30
James Swan to Amelia Marie Hartley, February 23
William Bowers to Mary Ann Morash, April 6
George Daniel to Margaret Loner, April 22
Robert Adair to Joanna Timmins, July 5
James Banning Richardson (Rector) to Mary Jane Hartshorne, July 6
John Cooper to Emily DeYoung, September 2
Thomas Savage to Victoria Horner, September 21
Charles Horn to Harriett McDonald, October 16
George Loner to Mary Barry, November 16
Henry Gilchrist to Eliza Ann Day, November 20
William Osborne to Elizabeth Hartlie, November 24
George Washington Corbett to Agnes Jane Roach, December 11
Thomas Negus to Anne Kirby, December 30

Dartmouth Christ Church Records - Marriages 1870

William Busey to Anne Hines, January 1
Henry Giles to Rebecca Mansin, January 11
John Giles to Louisa Manley, January 11
Robert Jeffrey to Charlotte York (Parish at Montague), February 27
Martin Frank Eagar to Mary Elizabeth Weeks, April 28
George Thomas Morash to Augustus Conrod, April 17
Henry O'Brien to Sophia E. Neiforth, April 17
Edmund Maurice Walker to Emma Elizabeth Glendenning, June 20
Charles Greeno to Elizabeth Colbright, August 3
Edward Shrumm to Susan Gray, August 26
John Hunston to Eliza Grant, August 31
Nathaniel Harnish to Anne Santoris, September 13
William Wilson to Ellen Martin, November 21
William Patterson to Cecilia Conrod, December 1
Richard Berryman to Elizabeth York, December 17
Robert Arthur Douglas to Charlotte Maude Donig, December 18
Alfred D. Clark to Alice Skinner, December 27

Dartmouth Christ Church Records - Marriages 1871

William Sawler to Sophia Nass, March 9
Edgar Holford Walker to Rosabelle Sinclair, March 22
Charles Hilton to Elizabeth Walker, July 7
James Simmonds to Irene Elliott, July 15

George Willis to Caroline Williams, July 23
Archibald C. Stuart to Lucy Eliza Major, July 26
William Owen to Mary Ann Bailey, August 10
Robert Logan to Sophia Giles, August 14
John C. Springer to Sarah Ann Tynes, October 3
Harvie Gladwin to Elizabeth Jane Nickerson, October 4
John Bayley Bland Gray to Lydia Ann Thorne, October 9
George A. MacKenzie to Celia Augusta Billing, October 12
Robert Pebbles Gay to Mary Tufts, October 31
Nelson Marvin to Martha Elliott, November 1
John Wells to Mary Ann Shearn, November 29

Dartmouth Christ Church Records - Marriages 1872

James Publicover to Jane Adams, April 9
William Gray to Elizabeth Ann Cox, May 15
Joseph Henry Shrum to Mary Catherine McDonald, May 20
Archibald Gaetz to Mary Ellen Elliott, June 11
Henry Lynch to Elenor E. Harrison, June 25
Isaac Bell to Catherine Elizabeth Misenor, June 26
Henry Shellnutt to Sarah Hutt, June 29
William Henry Linteman to Emma Louisa Cray, August 11
William C. Bishop to Agnes Moser, August 27
William Beck to Mary Rourke, September 6
James Ephraim Keizer to Joanna Dewyer, September 12
William Pawley to Sarah Jones, September 21
Richard Gordon Tremain to Elizabeth Oldright, October 15
William Walker to Mary Elizabeth Wright, November 3
William Hollet to Annie Pace, November 13
George Seward to Elizabeth Cleary, November 19
Reuban Mosher to Eliza Jane Morton, December 1
George May to Elizabeth Williams, December 8
John Redpath to Jane Lowe, December 26
John Robinson to Johanna Kearney, February 12
Mathew Morash to Anne Boland, February 12
Henry Harrison to Elizabeth Bishop, March 25
John Henry Stockton to Ann Marion Ward, March 24
James Foston to Elizabeth Shrumm, April 19
William Mosher to Emily Hooper, May 4
William Henry Levy to Sarah Anderson, May 14
James Linteman to Catherine Sawler, June 1
Loran Ellis Baker to Mary Isabel Creighton, June 5
William Mitchell to Susan Horner, June 13
John Roue to Matilda Jane Harris, June 23
George Ernest Marcon to Lucy Caroline Crichton, August 28

Thomas Loner to Sarah Tufts, September 10
William Rufus Foster to Francis Morris Weeks, September 11
George Maxwell to Margaret Martin, September 16
George Connors to Mary Ann Brown, October 8
Thomas Grassie Creighton to Avis Rebecca Allen, November 27
William Stevens to Sarah Turple, December 8
Henry Horne to Susan Snow, December 22

ST. JAMES PRESBYTERIAN RECORDS

Found in a box in the cellar of a house in Musquodoboit Harbour, then given to J. P. Martin of Dartmouth: Baptisms 1835 to 1850; Marriages 1836 to 1848

St. James Presbyterian Records – BIRTHS 1835 TO 1839

Reubin Edward to Asa Graham and Mary Catherine Conrod – June 28, 1835
James Nickerson to Alexander Lyle Nickerson and Deborah Nickerson –
March 11, 1835
Eliza Ann to Alexander and Jane McNab – June 22, 1835
Jane Elizabeth to John Meagher and Jane Gaston – June 21, 1835
Thomas to Edward Taylor and Janet Laidlaw – September 14, 1835
Rebecca Elizabeth to Benjamin Smithers and Jane Pettigrew – June 21, 1836
Agnes Isabell to Benjamin Purcell and Ann Elizabeth Smithers – (date unknown)
Phoebe Elizabeth to William Turner and Ellen Catherine Himmelman – February 1836
Louisa Mary to Robert and Amelia Marie Cornwall – July 19, 1835
Margaret Hawthorne to William Donaldson and Hannah Khun – August 1836
Mary Jane to Edward Bissett and Agnes Cummins – July 1836
Charles to Robert Romans and Margaret Grinton – December 1835
Edward Samuel to Edward Taylor and Janet Laidlaw – July 1836
James to John Gaston and Mary Ann Bose – December 30, 1836
Ann to Robert and Mary Clouston – March 5, 1837
John Thomas to John Ross and Martha Charlotte Marvin – March 28, 1837
William George to John Jameson and Elenor Agnes Cooke – April 23, 1837
William Goreham Simpson to George Simpson and Elizabeth Goreham – November 26
James William to David Smith and Mary Young – December 1836
Alexander to Daniel S. Grant and Catherine Wasset – August 1837
Mary to Alexander Lyle and Deborah Nickerson – May 26, 1837
Margaret to John Meagher and Jane Gaston – July 2, 1837
Mary to James McNab and Isabella Farquharson – July 16, 1837
Elizabeth to George Mayberry and Catherine Nammock – July 25, 1837
Alexander to Alexander McNab and Jane McNab – September 24, 1837
Janet to Robert Romans and Margaret Grinton – January 1838
Martha Jane to John Gaston and Mary Ann Bose – December 28, 1837
Elizabeth Harrison to Daniel Grant and Mary Wisdom Harrison Grant –
December 25, 1837

Margaret to Reverend A. Romans and Helen Wilson – May 1838
 Mary to John Hutchinson and Mary Shaw – July 1837
 John Robert to John Craik and Catherine Morash – March 1838
 George James to Asa Graham and Mary Catherine Conrod – December 21, 1837
 Elizabeth Martha to Alexander Troop and Elizabeth Nevers – December 1838
 Martha to John Ross and Martha Charlotte Marvin – December, 1838
 Elizabeth to John Gaston and Mary Ann Bose – April 14, 1839
 John to Hugh Munroe and Nancy McKay – July 12, 1839
 James Alexander to James Grant and Mary Munroe – July 5, 1839
 Lewis Gordon to William Turner and Ellen Catherine Himmelman – July 10, 1839
 Jesse to John McKenzie and Margaret Graham – April 17, 1839
 Vivian Purves to John Jamieson and Elenor Agnes Cook – July 1839
 Deborah Baker to Henry Yeomans Mott and Elizabeth Prescott – May 10, 1839
 Alexander to William Newlands and Janet Mill – October 1838
 John to Samuel Campbell and Elizabeth Adams – August 16, 1839
 John to John Drysdale and Sarah Blake – June 15, 1839
 Janet Martha to John Carmichael and Elizabeth Drysdale – January 3, 1839
 Johanna Agnes to Edward Bissett and Agnes Cummins – October 1838
 Margaret to Alexander Lyle and Deborah Nickerson – August 24, 1839
 Janet to Edward Taylor and Janet Laidlaw – May 22, 1838
 Ellen to George Edwards and Isabella Green – April 13, 1839
 Mary Ophelia to Robert Gay and Susan Tufts – November 19, 1839
 Adelaide Amelia to William Tufts and Mary Tufts – September 20, 1839
 Alexander William to James McNab and Isabella Farquharson – December 1839
 Margaret Rebecca to George Simmons and Euphemia Ross – September 19, 1839
 Victoria to Andrew Malcolm and Elenor Jackson – June 15, 1838
 Isabella Rudolph to William Donaldson and Hannah Khun – February 1839
 John to Alexander Cogill and Ellen Spence – December 18, 1839
 John to John Frederickson and Cecilia Ann Carr – November 6, 1838

St. James Presbyterian Records – Births 1840

Charles Edward to Alexander and Jane McNab, – March 5
 James Langford to Daniel Grant and Mary Wisdom Harrison – April 3
 Jane to Charles Drysdale and Mary Ann McGrath – June 2
 Sarah to John Meagher and Jane Gaston – June 22
 Alexander to Alexander Troupe and Elizabeth Nevers – March 31
 William to William Caldwell and Eliza Kyle – August 14
 Rupert George to John Frederickson and Cecilia Ann Carr – August 4
 John to Samuel John Gaston and Agnes Robertson – December 3
 Emma Jane to Peter McNab and Margaret Brown – April 12
 Alice to Robert Romans and Margaret Grinton – May 13
 Helen to Reverend Alexander Romans and Helen Wilson – November 13
 James to John Ross and Martha Charlotte Marvin – November 25
 James to David Smith and Mary Young – August 3

David to Thomas Loyd and Rebecca Archibald – July 23
John Jamison to Hector Elliott and Catherine Robertson – August 16
John Edward to Robert Alexander Gordon and Louisa Miller – April 1

St. James Presbyterian Records – Births 1841

Sarah to Edward Bissett and Agnes Cummings – January
Allison to Edward Taylor and Janet Laidlaw – January 15
Margaret Hoyle to Daniel Grant and Mary Wisdom Harrison – June 3
William James to William and Mary Tufts – March 25
Alice to Thomas Elliot and Christina Laidlaw – June 5
Alfred Albert to George Edwards and Isabella Green – April
Janet Taylor to Adam and Janet Laidlaw – September 14
Maria to William Adams and Margaret Clyde – November 15
Mary Ann to John Gaston and Mary Ann Bose – December 28

St. James Presbyterian Records – Births 1842

George Jameson to George Lyle and Sarah Hannah Cooke – January 27
Henry Gibson to John Jameson and Elenor Cooke – March 5
Jessie Frances to George Tullock and Mary Elliot – March 21
Jane Elizabeth to John Meagher and Jane Gaston – February 27
Sarah Jane to Asa Graham and Mary Catherine Conrod – March 28
Mary Jane to Alexander McNab and Jane McNab – March 10
James Arthur to Peter McNab and Margaret Brown – March 2
Ellen Jane to George Shields and Charlotte Turnbull – March
Sarah to Alexander Troop and Elizabeth Nevers – March
Albert to John Frederickson and Cecilia Ann Carr – April 13
Harshaw to James Scott and Henrietta Blackadar – March 14
Frederica Lucy to William Frederick Knight and Frederica Lucy Randolph – May 2
Margaret to Walter Dunn and Ellen Shortiff – January 15
Elenor Mary to John Drysdale and Sarah Blake – January 12
Margaret to Charles Drysdale and Mary Ann McGrath – May 6
Joseph to John McDonald and Mary Ann Green – April 11
Jacob Benjamin to John Henry Sellers and Elizabeth Catherine Ferguson – January
James Henry to John Andrew Sellers and Catherine Louisa Moseller – May 30
John David to George Lloyd and Barbara Robertson – May 17
Thomas to Thomas Elliott and Christinna Laidlaw – July 12
Thomas to William Gossip and Catherine Coad – September 13
Sarah Merrick to William Scott and Susan Mitchell – October 5
Catherine Elizabeth to William Reinhart and Mary Ann Johnston, August 5
George Coleman to John Elliott and Sara Coleman – April 8
Ada to Robert Romans and Margaret Grinton – August 23
Albert James to John Winters and Catherine Deal – September
David to James and Jane Drysdale – August 23

Joseph to Joseph Gammon and Mary Ann Behie – June 12
George to James Umlach and Martha Drysdale – December 12
Isabella Lyle to Alexander Lyle and Deborah Nickerson – May 25
Jessie to Donald Grant and Charlotte Elizabeth Smith – November 10

St. James Presbyterian Records – Births 1843

Mary Jane to David Smith and Mary Young – January 2
John Bell (an adult) baptized on April 18
William Henry to John Bell and Mary Otto – March 18
Alexander to Daniel Grant and Mary Wisdom Harrison – January 11
James to David Adie and Margaret Law – April 26
Ann to David Falconer and Ann Miller – March 28
Andrew to Thomas Ritchie and Martha Gaston – June 28
Ann Matilda to Benjamin Sellers and Mary Ann Magdelina Ferguson – February
Charles Simeon to Christian Nagle and Elizabeth Ameila Wentzell – May 4
Ann to John Ross and Martha Charlotte Marvin – April 28
Charles William to James Drysdale and Elizabeth Yaden – February 8
John to John Carmichael and Elizabeth Drysdale – April 5
Jamima to James Blake and Elizabeth Stone – February 10
Joseph to Joseph Quin and Martha Sharp – July 25
George Crawford to Robert Duncan Clarke and Margaret Crawford – July 6
William to George Shephard and Ann Goodwin – June 9
Samuel to John Gaston and Mary Ann Bose – August 13
Adam to Adam Laidlaw and Janet Laidlaw – April 29
William Drysdale to Daniel George and Elizabeth Drysdale – May 19
Charles Hastings to Charles Tufts and Ophelia Holland – July 7
James Adam to George Wright and Bridget Lowe – March 28
Mary Alice and Rebecca Elizabeth to Thomas Loyd and Rebecca Archibald
– October 16
Mary to James Greig and Mary Ann Burchall – August 18
James Alexander to William Reinhard and Mary Johnston – August 17
Sophia Amelia to William Hawkins and Sarah Ann Coghill – August 22
Charles Henry to George Selig and Catherine Elizabeth Mason – November 17
Sarah Ann to Jacob Keddy and Elizabeth Luntz – November 12
John Abraham to Abraham Zwicker and Matilda Louisa Zwicker – December 8
Elizabeth Smith and James Leishman to Thomas Joseph Fennerty and Isabella Leishman
– December 13
Isabella Ann to John Drysdale and Sarah Blake – July 3

St. James Presbyterian Records – Births 1844

Mary Matilda to John McDonald and Mary Ann Green – January 9
Isabella to Thomas Elliott and Christina Laidlaw – March 9
Susan Sarah to Henry Leslie and Margery Crawford – March 12

Charles Alfred to James Scott and Henrietta Blackadar – April 19
 William Forbes to William Sangster and Martha McIntosh – April 8
 John Hawthorne to George Kuhn and Margaret Smith – July 7
 Isabella Fraser to Peter McNab and Margaret Brown – April 5
 Ellen Francis to Alexander McNab and Jane McNab – April 8
 Alexander Wallace to John Cooper and Mary Harwood Jennings – May 12
 William Guthrie to William Scott and Sarah Mitchell – July 6
 James Jacob to William Donaldson and Hannah Khun – April 11
 Adam Maddis to George Leslie and Mary Elizabeth Roast – May 27
 Reuban Augustus to Ebenezer Crowell and Hannah Conrod – July 30
 William Henry to Joshua Gammon and Sophia Morash – August 17
 Robert James Archibald to John Jameson and Elenor Agnes Cooke – August 6
 George Aitken to Robert Gay and Susan Tufts – March 27
 Sarah Emma to George Wright and Bridget Lowe – August 5
 Mary Ann to William Moody and Mary Questrow – October 16
 George Walker to George Siminon Bolton and Elizabeth Walker September 18
 John Frederick to James Byers and Ann Catherine Ruhland – October 13
 Maud to Robert Romans and Margaret Grinton – November 12
 Martha to Samuel Gaston and Elizabeth Johnston – November 24
 Matilda to James Umlach and Martha Drysdale – August 9
 John William to Richard Goreham and Helen Margaret Gentles – December 5
 Mary Ann to Samuel Gaston and Agnes Robertson – November 12
 Agnes to Donald Grant and Charlotte Elizabeth Smith – August 24

St. James Presbyterian Records – Births 1845

Jane to Thomas Gentles and Barbara Reid – April 4
 Christinna to James MacKay and Deborah Lyle – May 10
 Lillah Rebecca to Asa Graham and Mary Catherine Conrod – January 15
 Ellen to John McDonald and Mary Ann Green – March 30
 Thomas Elexander to David Marson and Ellen McDonald – January 24
 Cassandra to Charles Shanfleburgh and Mary Elizabeth Winsalter – August 24
 Lavinia Louisa to Jacob Oxoner and Ann Mary Moser – September 30
 Elizabeth Esther to Thomas Smith and Eliza Carr – January 31
 Robert Nathaniel to John Drysdale and Elizabeth Blake – March 20
 Mary Ann to David George and Elizabeth Drysdale – July 17
 Aelxander to John Carmichael and Elizabeth Drysdale – March 7
 Eliza Ann Stuart to Andrew Crawford and Margaret Biggs – September 3
 Elizabeth to Alexander McDougall and Mary Ann Elliot – September 13
 Frederick and Elizabeth to Angus Fraser and Christina Fraser – November 14
 Elizabeth Evening to David Grant and Mary Wisdom Harrison – July 19
 Maria Coombs to John Gaston and Mary Ann Bose (Baptized) – December 28
 Robert to Gilbert Elliot and Mary McKenzie – November 8
 Matilda Louisa to Wentworth Green and Moira Elizabeth Bissett – October 25
 Ann () to Edward bissett and Agnes Cummings – September 26

William Duff to William Anderson and Eliza Bayer – February 10
Thomas James to William Bayer and Elizabeth Young – July 16
Elizabeth Hill to Charles Story and Mary Elizabeth Blacklock – April 6

St. James Presbyterian Records – Births 1846

Richard Smith to Duncan Bayer and Mary Crawford – January 28
Ann Wallace to George Parks and Catherine Thompson – February 26
Emma to William Mackey and Jane Stone – February 22
Robert to George Fisher and Mary Ann Jenkins – January 8
Emily Jane to George Anderson and Margaret Ritcey – April 10
Amanda Euphan to James Scott and Henrietta Blackadar – March 11
Mary to John Ross and Martha Charlotte Marvin – April 7
John Meagher to Francis Ormiston and Elizabeth McBain – March 4
Joseph Alexander to John Anderson and Polly Henritry – July 7
Adolphus to Peter Nelson and Mary Ann Smith – December 22
Alfred to Peter Nelson and Mary Ann Smith – July 7
Edward Lowe to Donald McLennan and Ann Fraser – July 28
Catherine Elizabeth to Samuel Gaston and Elizabeth Johnston – July 13
William to John Edward McLean and Sarah Fox – August 15
Henry McCurdy to John Jameson and Elenor Agnes Cooke – August 25
Isabella Henritta to Alexander McNab and Jane McNab – June 3
Margaret Romans to Peter McNab and Margaret Brown – June 29
Andrew to George Shiels and Catherine Turnbull (Baptized) – October 28
Maria Sophronis to Peter Ferguson and Sarah Ann Evans – June 22
Henry to Donald Grant and Charlotte Elizabeth Smith – March 31
Harriett to William Moodie and Mary Questrow – September 22
William Henry to Adam Graham and Charlotte Rumsell – August 16
Ann to David Smith and Mary Young – December 12
Isobel to James Umlach and Martha Drysdale – September 1
John Christian to John Gaston and Mary Ann Bose – December 22
John George to Patrick McGrath and Sophia Drysdale – September 30
Elizabeth to James Cassiday and Agnes Brown – July 8
Agnes Ann to George Wright and Bridge Lowe – May 5
Eliza Jane to Henry Mosley and Mary Neal – March 14
Martha to William Drysdale and Margaret Thompson – March 14

St. James Presbyterian Records – Births 1847

Catherine to David Falconer and Anne Miller – March 16
Edward James to Edward Crawford and Mary Ellen Gates – January 29
Irene to Hector Elliot and Catherine Robertson – February
Mary to Thomas Gentles and Barbara Reid – May 29
Harriet Eliza to Daniel George and Elizabeth Drysdale – January 9
George Thomas to John Meagher (deceased) and Jane Gaston – March 7

Eliza Ann to John Wilson and Margaret Gaston – March 7
Martha Isabella to George Gray and Elizabeth Sarah Gaston – May 20
Samuel Robert to Samuel Dunscomb and Margaret Maxwell – July 19
Jane to Thomas Kennedy and Jane Adams – April 8
William to William Kennedy and Catherine McSwigin, April 26
David Hume to Colin McKenzie and Jane Esther Burkett – September 6
Mary Jane to John Cornick and Janet Grant – July 26
James to John Boag and Ellen Bennet – May 17
Clifford to George Drysdale and Sarah McGrath – June 16
Andrew George to John Drysdale and Elizabeth Blake – May 19
William James to Andrew Crawford and Margaret Biggs – September 27
Robert Bruce to Robert Ogilvy Innes and Euphemia Ogilvy – March 8
Eneas to Agnus Fraser and Christinna Fraser – September 2
Elizabeth Yaden to James Drysdale and Elizabeth Yaden – September 5
Charles to John Carmichael and Elizabeth Drysdale – March 8
Sarah Jane Creighton to Peter Laidlaw and Martha McCormack – November 3
Isabella to George Fisher and Mary Ann Jenkins – September 18
Elizabeth Sara Jane to James Drysdale and Jean Drysdale – July 16
Janette to James Blake and Isabella Stone – October 28

St. James Presbyterian Records – Births 1848

Emily to Henry Mosley and Mary Neal – January 14
Charles Henry to Charles Drysdale and Ann McGrath – February 7
Ann to Donald McLennan and Ann Fraser – July 3
William Thomas to John Crowell and Sarah Conrod – May 1
Letitia Ann to James Gordon and Isabella Ann Adie – June 14
John to James Toaz and Mary Kennedy – July 10
Sarah Jane to Robert Graham and Sarah Cummings – September 6
John to Michael Hiltz and Rachel Wenstsell – July 23
Edward Campbell Sturney to Elizar Tanner and Ann Sturney – September 25
Eliza to Patrick McGrath and Sophia Drysdale – July 10
Benjamin Jacob to James Umlach and Martha Drysdale – September 25
Daniel Edward to Daniel George and Elizabeth Drysdale – October 22
William Drysdale to John Yaden and Mary Drysdale – November 14

St. James Presbyterian Records – Births 1849

Elizabeth Ann Walker to John Jameson and Elenor Agnes Cooke – May 23
James Wilson to John Purvis Muier and Barbara Burchell – June 22
John Alexander to William Fraser and Isabella Weaner – May 15
Agnes to John Cunningham and Elizabeth Anderson – July 10
John to Thomas Kennedy and Jane Adams – June 28
Edmund Archibald to John Carmichael and Elizabeth Drysdale – April 23
Fanny to George Drysdale and Sarah McGrath – September 17
Julius John to Peter Nelson and Mary Ann Smith – November 26

St. James Presbyterian Records – Births 1850

Mary Ann Nelson (adult) Baptized – January 19

St. James Presbyterian Records – MARRIAGES 1836

James Lockerby (Teacher) to Jane Wilson
William Graham (Army) to Margaret Wilson
Benjamin Millgrove (master mariner) to Emma Tree
Thomas Dutton (cordwainer) to Marie Mosier

St. James Presbyterian Records – Marriages 1837

Alexander Troop (watchmaker) to Elizabeth Nevers

St. James Presbyterian Records – Marriages 1838

Thomas Elliot (mason) to Christianna Laidlow
George Gray (Army) to Elizabeth Sarah Gaston
Robert Gay to Susan Tufts

St. James Presbyterian Records – Marriages 1839

James Scott Williams (mariner) to Louisa Elliot
Charles Tufts (wharfbuilder) to Ophelia Holland

St. James Presbyterian Records – Marriages 1840

Peter McNab (farmer) to Margaret Brown
William Baker to Margaret Cogill
John Graham (ship builder) to Sophia Almy Elliott
John Gammon (cordwainer) to Lucy Graham
William Flemming Knight (saddler) to Frederica Lucy Rudolfe
Henry Hoyle (master mariner) to Margaret Grant

St. James Presbyterian Records – Marriages 1841

Thomas Ritchie (Army) to Martha Gaston of Dartmouth
George Shiels (Blacksmith) to Charlotte Turnbull
John Elliot (Tanner) to Sarah Coleman
James Topaz (farm servant) to Mary Ann Kennedy
Andrew McMinn (farmer) to Elizabeth Frederick
Donald Grant to Charlotte Elizabeth Smith

St. James Presbyterian Records – Marriages 1842

John Reinhard to Sophia Cogill
Michael Meagher (farmer) to Margaret Archibald
David Conrod to Mary Shuffleburgh
Robert Duncan Clark (watchmaker) to Margaret Crawford
William Kennedy (laborer) to Catherine McLivigan
John Smith (blacksmith) to Euphemia Davidson
Reverend William McCulloch to Jane McCulloch
James Meagher (farmer) to Elizabeth Tracey
James William Munroe (school master) to Isabella Fuller
Thomas Alexander Hyde to Mary Elliot
William Hawkins to Sarah Ann Cogill

St. James Presbyterian Records – Marriages 1843

John Cooper (Accountant) to Mary Harwood Jennings
John Black Leishman (merchant) to Mary Ann Forrester
George Keith (farm servant) to Ann Adie
George Otto to Mary Brown
William Malay to Catherine Behie
Thomas Croker to Mercy Angelina Munro
John Smith (ship builder) to Elizabeth Taylor
Thomas Crowell (master mariner) to Ann Naylor
Thomas Smith (ship builder) to Eliza Carr
Samuel Smith (house carpenter) to Mary Taylor
William Moody to Mary Questrow
George Siminon Bolton (engraver) to Elizabeth Walker
James Langford (silversmith) to Jane Grant
Samuel McDonald to Mary Ann Bligh
Peter Nelson to Mary Ann Smith
Samuel Gaston (farmer) to Elizabeth Johnston

St. James Presbyterian Records – Marriages 1844

George Schwartz (mariner) to Sophia Walton
Enoch Leander Woodworth (farmer) to Jane Wallis
George Fisher (farmer) to Mary Ann Jenkins
Richard Umlach (farmer) to Mary Ann Weaver
James McKay (master mariner) to Deborah Lyle
Alexander McNaughton (Teacher at Pictou) to Maria Dripps
John Toaz (farm servant) to Margaret Sturgeon
Charles Parker Story to Mary Elizabeth Blacklock
William Henry Smith to Susan Coghill
James Smith to Lavinia Miller

William Roast to Mary Freer Leonard
David Fisher to Elizabeth Fisher
William Mackay to Jane Stone

St. James Presbyterian Records – Marriages 1845

Kenneth McKenzie to Mrs. Lucy Giezer
George Marriott to Rose Ann Melvin
David Rugg (distiller) to Flora McKay
George Drysdale to Mrs. Sarah McGrath
William Palmer to Maria Rebecca Wolfe
George Romkey to Catherine Smith
Patrick McGrath to Sophia Drysdale

St. James Presbyterian Records – Marriages 1846

William Coleman to Ann Green
William Drysdale to Margaret Thompson
Eleazer Tanner to Ann Stewart Sturney
William Smith to Sarah Ann Reeves
Robert Aiken to Jane Kennedy
Peter Laidlaw to Martha McCormack
Richard Jackson to Margaret Cole
John Blair Whidden to Matilda Sophia Graham

St. James Presbyterian Records – Marriages 1847

John Purvis Muir to Barbara Burchell
Robert Marshal to Sophia Campbell
William Connors to Mary Brodie
John Wilson to Ann Toaz
William Keeler to Fally Davidson
John James Allen to Harriett Hurshman
John George Yaden to Mary Ann Drysdale
William Jennings to Harriett Mary Loner

St. James Presbyterian Records – Marriages 1848

William A. Hendry to Harriett Sophia Smith
William Fowler to Charlotte Cosie

Grace United Church Records – Baptisms 1861 to 1873

Note – the Methodist Church became the United Church after the 1925 Union. (Each child was baptized in the year of their birth.)

John Lewis to John and Mary Ann Frost, March 11, 1863
Laura May to William and Elizabeth Ryan, November 15, 1863
(Adults)– Thomas Allen, Caroline Allen, Augusta Jillard, Baptised on September 1864
Frank Moran to James and Agnes Babcock, July 9, 1864
Harry Howard to Henry and Susan Moser, November 1, 1860
Alice Kate to Henry and Susan Moser, January 12, 1864
Annie Martha to James and Martha Chapman, August 6, 1864
Ellen Elizabeth to John and Jane Chittick, September 2, 1864
James Allen Dean Baptised on October 31, 1864
Caroline Agnes to Henry and Carolina Harding, August 5, 1864
Ada Hannah to Edward and Fanny Grieg, May 2, 1864
Dartmouth Emilins to John and Hannah Winterbotham, June 18, 1864
Georgina to Adam and Rebecca Green, July 8, 1864
Adelaide Mouhanse to Walter and Frances Blackett, December 14, 1864
Kate Clinton to John and Margaret Lindsay, July 22, 1854
Joseph Horne to John and Margaret Lindsay, November 24, 1859
Vibert to Joseph and Margaret S. Salter, October 28, 1859
Annie to Joseph and Margaret S. Salter, April 29, 1862
John Daniel to John and Sophia Bissett, March 2, 1863
Freeman Howard to Joseph and Ann Bissett, October 5, 1862
George to Thomas and Mary Ritchie, February 19, 1865
Horace Pyle to James and Margaret Ormond, October 24, 1864
Eva Mildred to George and Sarah Bissett, August 8, 1864
Charles Edward to James and Harriett Hall, November 27, 1863
Georgina to William and Lucy Brown, January 1, 1865
Florence Jane to Joseph and Catherine Publicover, July 25, 1864
Ida May to Richard and Sophia Pentz (Constable), March 5, 1865
Alfred Charles to Samuel and Isabella Wilson, April 19, 1865
Charles Norman to George and Rachel Welchman, May 18, 1865
Sarah Crandall to James and Mary Ann Lyle, April 15, 1865
Margaret Josephine to Charles and Hannah Bissett, November 18, 1863
James Albert to James and Harriett Hall, September 1, 1865
Caroline Mary to David and Marie Agnes Forster, August 16, 1865
Alfred Creighton to Martin Gay and Mary Black, November 13, 1865
Annabel Calder to William and Eliza M. Robinson, September 21, 1865
Zillah Esther Crooks to Seth and Elizabeth Millbury, July 16, 1865
Etta Blanche to William and Mary Collins, August 9, 1865
Robert Siminson to William and Jane Bissett, November 1, 1865
Henrietta Lavinia to John and Sarah Smithers, November 6, 1864
Sterling Stewart to William and Elizabeth Conrod, September 26, 1865
Elizabeth to William and Catherine Meden, November 5, 1865
William Gibb to Richard and Margaret Daine, October 12, 1865
Willa Luffin to Samuel and Catherine Moore, October 30, 1864
Eugenie to Joseph and Mary Salter, April 23, 1866
Minnabel to Reynolds and Sarah A. Fultz, January 15, 1866

Agnes Edith to James and Agnes Babcock, baptized on August 19, 1866
 Frederick William to James and Margaret Ormon, July 14, 1866
 William Wilbert to Walter W. and Frances E. Blackett, September 21, 1866
 Edwina Louisa to Henry Edward and Louisa Ann Taylor, August 19, 1865
 Ora Mabel to William and Susan Robertson, September 2, 1863
 Margaret Jane to Richard and Margaret Jane Warren, July 7, 1867
 Mary Ann to Thomas G. and Ann W. Williams, Jun 21, 1867
 Martha Annie to George and Sarah Bissett, November 4, 1866
 Lorella to William and Elizabeth Conrod, November 8, 1867
 Kenneth to Adam and Mary Ann Kentie, May 21, 1867
 Laura May to Reuban and Isobel Carver, January 30, 1867
 Ida Burrows to James and Mary Lyall, March 9, 1867
 Nathaniel to Joseph and Elizabeth Jane Rowe, January 24, 1868
 Grace to Joseph and Elizabeth Jane Rowe, (Date Unknown)
 Alice Maud to Peter and Elizabeth Douglas, August 26, 1866
 John to William and Emma Isabella Pearce, April 7, 1868
 Margaret to William and Margaret Walls, February 19, 1868
 Ann Jane to John and Mary Ann Hudson, January 23, 1868
 James Harris to William and Orendie Thomas, August 11, 1868
 Irvine Horace Crandall to James and Mary A. Lyal, August 25, 1868
 Hiram Edwin to Leander and () Kilham, February 12, 1868
 Alfred and Preeno to F. B. And M. E. Staples, baptized on September 20, 1868
 James Roop to Peter and Elizabeth Douglas, August 23, 1868
 Richard Howard to Richard and Margaret Dean, December 18, 1867
 George Adams to James and Margaret Ormon, September 23, 1868
 Arthur James to James and Herriett Hall, September 25, 1868
 John Edward to Edward and Isabella Stanley, October 15, 1868
 Willie Clyde to G. and Isabell Halliday, (date unknown)
 (name unknown) to Daniel and Marie Agnes Fowler, (date unknown)
 George William to George Wigginton and Mary Ann Weeks, April 1, 1869
 James Arthur to Gasper and Sarah Ann Graham, December 10, 1864
 Francis Homer to Gasper and Sarah Ann Graham, January 2, 1861
 Sarah Ann Powell to Gasper and Sarah Ann Graham, December 13, 1868
 Mary Jessie Malaska to James Carlyle and Eliza Wilson, September 7, 1868
 Mary Jane to John and Margaret Tregidson, October 19, 1869
 William Caldwell to William Andrew and Elizabeth Conrod, March 3, 1869
 William Henry to Henry and Elizabeth Yetter, August 25, 1869
 Thomas to Thomas and Mary Ritchie, November 11, 1867
 Fanny to Thomas and Mary Ritchie, January 1, 1870
 Harrison Herbert to Henry and Louisa Taylor, January 20, 1868
 Annie Jane to Henry and Louisa Taylor, June 8, 1869
 Bertha Louise to George and Sara Ann Bissett, September 13, 1870
 Sophia Leah to James and Harriett Hall, May 6, 1870
 Hannah to John and Margaret Patterson, August 14, 1870
 George Arthur to Edward and Isabella Stanley, April 15, 1870

Annie Elizabeth to Alfred and Jane Gillead, June 31, 1870
Elizabeth Ann to Reuban and Isabel Carver, September 10, 1870
Ida Alberta Ellen to Reuban and Isabel Carver, April 10, 1868
William Wallace to James Albert and Susan H. Byers, April 13, 1870
Henry to William and Emma Pearce, April 3, 1870
Corinna Isabella to Richard and Margaret Walker, March 2, 1870
Charlotte Durland to James R. and Margaret Ormond, December 21, 1870
Jane Milligan to Peter and Elizabeth Douglas, December 7, 1870
John Edward to George Henry and Sarah Ellen Crooks, January 7, 1871
Elisha Steward to Richard and Sarah Jane Smith, February 13, 1871
William Alexander Charles to Edmund Felix and Sarah A. C. Allen, February 11, 1871
Ellen to James and Elizabeth Rowe, August 25, 1870
John Harris to Benjamin Harris and Jane Thomas, April 25, 1871
Mary Bell to George Coleman and Isabella M. Elliott, April 1, 1871
Eliza to Richard and Grace Webster, July 2, 1868
John to Richard and Grace Webster, July 2, 1870
John Alexander to William and Jane Sarah Bissett, March 4, 1869
Florence Mabel to William H. and Amelia Jane Naufts, Mary 10, 1871
Frederick William to James B. and Sophia Laidlaw, July 27, 1871
Guy Carleton to Guy and Isabella Holliday, November 19, 1871
William Edmund to Jeremiah and Ellen Gray, June 27, 1871
John to William and Catherine Jane Wilson, October 20, 1871
Jeannet to John and Margaret Jane Fregidgion, January 4, 1872
Sarah Jane to Edward and Isobel Stanley, February 27, 1872
Alberta Eugenie to James Albert and Jemima Jane Whelpley, November 16, 1869
Ethel to Alfred A. and Elizabeth Smallwood, March 1, 1872
Henrietta to Sarah Bailey, February 29, 1872
John Alexander to Edward L. Mary S. Coleman, April 26, 1871
Charles Edward to James and Harriett Hall, November 27, 1863
John William to John and Ann Jones, August 25, 1865
Jane Francis to Philip and Mary Ann Ring, October 1, 1866
Edmund Louis to Edward F. and Sarah A. Allen, September 14, 1866
Annie Louisa to Reverend Joseph G. and Mary Angwin, May 6, 1867
Rachael Elizabeth to Charles and Maria Conrod, December 27, 1866
Eveline Clementina to Edmund F. and Sarah Allen, November 8, 1868
Alice Maude to Benjamin and Elizabeth Corkum, April 30, 1868
Eveline Campbell, Adopted Daughter of George and Helen Campbell, February 7, 1861
David Tremain to Albert and Harriet Bayers, October 19, 1868
Henry Edward to Alexander Catherine Patterson, September 20, 1868
Alma Elizabeth to Benjamin and Elizabeth Corkum, January 27, 1870
George Benjamin to Charles and Harriet Barkley, February 11, 1870
Ella May to Edward and Mary Coleman, January 18, 1870
Walter John to Patrick and Catherine Daley, December 8, 1868
Jessie Selina to William and Jane Goldsworthy, June 15, 1870
John George William to John S. and Catherine Campbell, July 31, 1870

George Edward to Alexander and Catherine Patterson, June 3, 1871
Florence Maud Maggie to Richard E. and Agnes S. Pentz, April 8, 1872
John Harris to Gasper and Isabella Graham, March 30, 1872
Willie Miles to David H. and Minnie L. Summers, May 14, 1872
James Edward Norman to Daniel and Francis Smith, June 26, 1872
William Arthur to William and Agnes Isner, March 22, 1872
Thomas Franklin to Reuban and Isabel Carver, September 1, 1872
John Albert to James and Harriett Hall, February 16, 1871
William Rumford to James and Harriett Hall, September 12, 1872
Thomas Ervington to Ervington and Elizabeth Gibson, June 1, 1867
John Joseph to Ervington and Elizabeth Gibson, November 6, 1869
Sarah Isabella to George Henry and Sarah Crooks, September 18, 1872
Frederick Edwin to Alfred A. and Elizabeth Smallwood, July 20, 1873
(Twins) James Walton and Margaret Ethel to James and Margaret Ormond, August 17, 1873
Mabel to S. E. and Maud Wheston (Teacher), October 6, 1872
Dorcas Christine to Thomas and Margaret Cole, October 30, 1872
Ella May to Eliza and Cecila Schurman, May 12, 1871
Minnie Maud to Eliza and Cecila Schurman, August 4, 1872
Elizah Herbert to Eliza and Cecila Schurman, September 7, 1873
Charles Edward to William and Emma Pearce, Baptized on December 25, 1873
Mary Elizabeth to Richard and Jane Dean, November 26, 1873
Frank Louis to James A. and Caroline Angwin, October 11, 1873
Frank Weldon to Benjamin and Louise Russell, October 16, 1873
George to Albert and Ann Hutchinson, December 12, 1871
George Edward to George and Sarah Bissett, August 17, 1871
Edward to Edward L. and Mary Coleman, October 13, 1872
Frank B. to William and Emily Gammon, April 23, 1871
Betty E. to William and Emily Gammon, June 2, 1873
James Duncan Campbell to James and Jane Elizabeth Wooderman, December 31, 1870
Janey to Jane Elizabeth and James Wooderman, September 14, 1858

MARRIAGE REGISTER

Henry Spike to Sarah Moore, August 15, 1866
Gasper Graham to Isabella Isenor, May 23, 1871
Robert Fraser to Isabella Munro, May 23, 1871
James Colbert to Ann Elizabeth Smith, June 8, 1871
W. H. Isner to Louisa C. Miller, July 12, 1871
Donald McDonald to Eliza Parker, April 25, 1872
W. K. Angwin to Annie Elliot, October 8, 1873
Silvias Mosher to Eunice Densmore, October 23, 1873
Zacharias Corkum to Isabella Ritcey, December 17, 1873

Records from 1848

Baptised November 1 (name unknown),
7 weeks, to Thomas Edwards and Margaret Henneberry

Records from 1849

Baptised February 11 Edward, 4 months, to Edward Horn and Susannah
Baptised February 11 Michael, 2 months, to Malachy Cleary and Elizabeth
DeYoung
Baptised March 18 Patrick, 2 weeks, to Barry Sullivan and Anne
Baptised May 2 James Edward, 2 weeks, to Peter DeYoung and
Charlotte Nagle
Baptised June Daniel, 1 month, to Joseph Nagle and Sarah Horn
Baptised June 10 Mary, 6 days, to Peter Kennedy and Margaret Connors
Baptised June 29 John Frances, to Frances DeYoung and Louisa Seward
Baptised June 29 Jane Francis, daughter of Simon Nagle and
Mary DeYoung
Baptised July 15 Henry Peter, 12 days, to Michael Murray and
Mary Kennedy
Baptised August 26 Thomas, 3 weeks, to Robert Obrien and Susan Quin
Baptised August 26 Denis to Jeremiah Driscoll and Marie Sullivan
Baptised August 29 Catherine, 3 days, to Thomas Murphy and
Margaret Murphy
Baptised August 29 William Andrew, 2 months, to Thomas Edward and
Margaret Henneberry
Baptised December 29 Mary Ann, 2 weeks, to Thomas Duggan and
Mary McGuire
Baptised December 29 Jane, 2 weeks, to Stephen Bowers and Ann McGuire
Baptised December 30 Lettie, 1 week, to Dominick Farrell and Mary Gorham

Records from 1850

Baptised January 27 Francis Hoard, 1 week, to David Vaughn and Mary Murphy
Baptised March 6 James, 2 months, to James Skerry and Margaret Ring ?
Baptised May 19 Elizabeth to Michael Hynes and Abigail Green
Baptised May 20 Elizabeth to James Griffin and Margaret Wise
Baptised June 11 Joseph Alexander, 1 month, to John Trenton and Sarah Acre
Baptised June 15 Mary Ann, 1 week, to Thomas Synott and Mary Scanlon
Baptised June 22 James Thomas, 5 months, to Gasper Heneberry and
Ellen Osborne
Baptised June 25 John Richard, 9 weeks, to Andrew Heneberry and
Maria Edwards
Baptised July 7 Ellen to Arthur Lovette and Ellen Callahan
Baptised August 29 Charles Edward, 4 months, to Robert Warner and
Rebecca Grady
Baptised September 9 John, 2 weeks, to Thomas Courtney and Margaret Rilleha ?
Baptised September 15 John, 10 days, to John Kennedy and Bridget Courtney

Baptised	September 15	James Leroy, 2 months, to Frances DeYoung and Louisa Seward
Baptised	November 6	Mary Anne, 3 months, to Duncan McDonald and Eliza Horn
Baptised	November 11	Catherine, 5 days, to Owen McCarthy and Johanna Hannan
Baptised	November 19	Mary, 3 days, abandoned child, sponsored by Mr. and Mrs. Michael MacDonnell
Baptised	December 10	William James to William Wells and Amelia Warren
Baptised	December 11	Daniel, 1 week, to Jeremiah Donahue and Ann Maher

Records from 1851

Baptised	January 11	Mary, 2 weeks, to Jeremiah Dempsey and Margaret Sullivan
Baptised	January 11	Margaret, 8 weeks, to Jeremiah Donovan and Catherine Kingston
Married	January 14	James Carroll to Bridget Mansfield
Baptised	January 18	Johanna Barbary, 10 weeks, to John Skerry and Johana Murray
Married	February 26	Roderick Fraser and Maria Hunston
Baptised	March 9	Louisa Jane, 6 months, to Edward Horn and wife
Baptised	March 13	George Edward, 7 weeks, to Samuel Hunston and Mary Ann Baker
Baptised	March 30	Honora Elenor, 4 weeks, to Paul Kingston and Mary Cotter
Baptised	April 20	Mary, 4 weeks, to John Courteny and Elizabeth Parker
Baptised	April 28	Maria, 4 months, to John Keys and Martha Murphy
Baptised	May 3	Mary Ann, 3 months, to Richard Barry and Mary Cormier
Baptised	May 19	Charles Alexander, 1 week, to Michael McDonnell and Isabella Taylor
Baptised	June 1	John, 2 days, to John McCarthy and Ellen Deasy
Married	June 20	John Kelly to Elizabeth Keating
Baptised	July 9	Elizabeth Ann, 9 months, to John O'Brien and Ellen Hart
Baptised	July	Sarah, 2 months, to Charles Richard and Sarah Phalon
Baptised	August	Ellen, 3 weeks, to John Cleary and Elizabeth Anderson
Baptised	August 21	Anne, 4 months, to Patrick Boland and Elizabeth Thomas
Baptised	August 31	John, 27 months, to John Quin and Jane Penny
Baptised	August 31	Teresa, 2 weeks, to Dominick Farrell and Mary Golman
Baptised	September 16	Rupert, 11 days, to James Riley and Anne Barn
Baptised	September 17	John William, 11 days, to Peter Kennedy and Margaret Connor
Married	September 21	Thomas Edward, 3 days, to William Murray and Mary Kennedy
Baptised	September 25	Mary, 4 days, to John Kennedy and Mary McAlister
Married	September 29	John Murphy to Mary Hurley
Married	October 21	George Marshal to Ann McCormick
Married	November 25	John Bowes to Anne McGowan
Baptised	December 7	William, 1 month, to David Vaughan and Mary Murphy
Burial	December 29	William Kingston, 19 years old

Baptised December 30 Jane, 2 weeks, to Patrick Corbert and Jane Kennedy

Records from 1852

Baptised	January 4	William, 8 days, to Robert McMinn and Susan Quin
Married	February 3	John Cooney to Elizabeth Sheehan
Married	February 6	John Murphy to Catherine Sheridan
Baptised	February 21	(name unknown), 12 days, to Charles LaMont and Mary Francis Grant
Married	February 22	Edward Richards to Bridget Farrell
Burial	February 22	Elisa Lahey
Baptised	March 1	Sarah Rebecca to Charles Richard and Sarah Whalen
Baptised	March 4	William, 5 weeks, to Joseph Naugle and Sarah Honey
Burial	March 20	Philip McCormick, 59 years old
Baptised	April 6	Mary, 5 days, to John Kelly and Eliza Keating
Baptised	May 2	Jeremiah, 3 days, to John Darcy and Ellen Dillon
Baptised	May 2	William, 6 weeks to Kevin Clarke and Emma Jana Leary
Baptised	May 4	Barbara Ann, 6 weeks, to James Skerry and Margaret King
Baptised	May 9	Elizabeth Margaret, 9 months, to Andrew Henneberry and Marie Edwards
Baptised	May 9	Margaret Ellen, 8 weeks, to Simon Naugle and Mary Ann DeYoung
Married	May 27	Benjamin Whitmore to Margaret Gammon
Baptised	May 27	Benjamin Whitmore, 27 years old
Baptised	June 2	Frances, 6 months, to Stephen York and Francis Humphrey
Burial	May 29	Martha Keys, 4 years old
Baptised	June 29	Peter, 2 days, to John Murphy and Mary Henley
Baptised	July 12	William Alexander, 3 months, to Frances DeYoung and Louisa
Baptised	August 1	John, 6 weeks, to Louis DeYoung and Susan Connors
Baptised	August 11	Mary, 3 days, to Charles King and Sarah Meagher
Baptised	August 14	Ann, 12 months, to Alan McDonald and Martha McFetridge
Baptised	August 22	John, 10 days, to William Brophy and Margaret Doyle
Baptised	August 22	Robert, 1 day, to James Riley and Ann
Baptised	August 23	Nathan, 6 weeks, to John Skerry and Joanna Murray
Baptised	October 9	Daniel, 5 weeks, to Patrick Boland and Elizabeth Thomas
Baptised	October 22	James Emmanuel, 6 weeks, to George Marshal and Ann McCormick
Baptised	November 4	Isaea, 3 weeks, to John Mansfield and Charlotte Doing
Marriage	November 23	John Murphy to Jane King
Marriage	November 23	George Coolen to Anne Coolen
Baptised	December 18	William, 3 weeks, to John Cooney and Elizabeth Sheehan
Baptised	December 18	Mary Ann, 1 month, to Hugh Frederick Fraser and Mary Ann Hines
Baptised	December 26	Daniel, 14 days, to John Courtney and Elizabeth Parker

Records from 1853

Baptised	January 2	Stephen, 1 week, to Michael Murray and Mary Kennedy
Baptised	January 2	Thomas, 7 days, to Dominick Farrell and Mary
Baptised	January 3	Johannah, 5 months, to William Meagher and Mary Butler
Baptised	January 6	John, 3 weeks, to Elias Barton and Christina Lewis
Marriage	January 11	William Kennedy to Catherine Power
Baptised	January 13	Bridget, 4 days, to John Keys and Martha Murphy
Married	January 19	Martin Smith to Mary Kelly
Baptised	January 25	Mary to John Kennedy and Mary McManowe ?
Married	January 30	Peter DeYoung to Mary Ann Leslie
Baptised	February 23	Elizabeth, 16 days, to Michael McDonnell and Isabella ?
Baptised	March 13	Catherin, 9 days, to Paul Kingston and Mary Cotten
Baptised	March 13	Mary Ann, 5 weeks, to Lawrence Meagher and Mary King
Baptised	March 20	Patrick, 5 days, to Thomas Courtney and Margaret Keligher ?
Baptised	March 23	Margaret, 2 weeks, to James Whitley and Margaret Flemming
Baptised	April 3	Catherine, 1 month, to Richard Barry and Mary Ann Connors
Baptised	April 3	Patrick, 3 months, to Patrick Donahue and Bridget McCarthy
Baptised	April 14	William, 5 weeks, to William Kennedy and Margaret Power
Baptised	April 24	Andrew, 4 months, to Edward Horn and Susan Horn
Baptised	April 24	Robert, 4 months, to Robert Cleary and Elizabeth DeYoung
Baptised	May 10	Elizabeth, 6 days, to John Kelly and Elizabeth Keating
Baptised	May 21	Bridget, 5 months, to Peter Kelly and Mary Smith
Married	May 29	Alexander Osborne to Susan Edwards
Married	June 13	David Organ to Anne Durney
Baptised	July 31	Elizabeth, 2 weeks, to John McCarthy and Mary Harrigan
Baptised	September 11	Hannah Sophia (4 years) also Abigail Ellen (2 years), to Luke Julian and Eliza?
Baptised	September 11	George, 3 months, to Joseph DeYoung and Elizabeth Laybolt
Baptised	September 18	John Thomas, 4 days, to John Cooney and Eliza Sheehan
Baptised	September 20	Elizabeth Ann, 25 days, to James Riley and Ann Barnes
Married	September 28	William Joseph Kelly to Susan DeYoung
Baptised	September 28	Sarah to John Quin and Jane Penny
Baptised	October 17	Johanna Lyons, 5 days, to Maurice Downey and Mary Moore
Baptised	October 30	Margaret, 2 days, to John McDonald and Mary Cooney
Baptised	November 1	Eliza to Alexander Osborne and Susan Edwards
Baptised	November 6	Mary Eliza, 10 weeks, to John Murphy and Jane King
Marriage	November 20	Michael Hurley to Mary Ann Marshall
Baptised	November 26	Michael, 4 days, to Thomas Norris and Margaret Lynch
Baptised	November 27	Margaret, 4 weeks, to David Horner and Ellen Fitzgerald
Baptised	December 20	Stephen, 3 days, to Jeremiah Dempsey and Margaret Sullivan

Records from 1854

Baptised	January 2	Margaret, 1 week, to David Vaughan and Mary Murphy
Baptised	January 10	Nancy Jane, 20 months, to Joseph Naugle and Rachel Horn

Baptised	January 14	Mary Ann, 1 month, to Robert Warren and (?) Grady
Baptised	January 18	Catherine, 4 weeks, to Martin Smyth and Mary Kelly
Marriage	February 1	Andrew Horne to Margaret DeYoung
Baptised	February 7	Margaret Ann, 4 months, to Edward Horn and Margaret Horn
Baptised	February 8	Albert, 8 days, to Henry Richard and Mary Jane Power
Baptised	February 10	Michael, 6 weeks, to John Moriarty and Elizabeth Wilson
Baptised	February 11	James, 7 weeks, to John Mulachy and Ellen Flemming
Baptised	March 4	Elizabeth Jane, 4 days, to Michael Murray and Mary Kennedy
Baptised	March 28	Alice, 2 months, to Joseph Kelly and Susan DeYoung
Baptised	April 5	David, 4 weeks, to John Sutters and Ellen Naugle
Baptised	April 9	James, 2 months, to John Cleary and Elizabeth Anderson
Baptised	April 16	Thomas, 4 weeks, to Andrew Henneberry and Maria Edwards
Burial	April 28	John Bowes, 75 years old
Burial	April 28	Thomas Bates, 70 years old
Baptised	May 7	Catherine, 2 days, to Dominick Farrell and Mary Gorman
Baptised	May 8	Rebecca, 8 days, to Charles King and Sarah Meahger
Marriage	May 9	James Doyle to Mary Humphrey
Baptised	May 22	James Patrick (6 years), Rebecca (11 years), Francis (8 years) and Isabella (1 year), to George Symons and Mary Dunn
Marriage	June 4	John Humphrey to Isabella Fengeuecher
Baptised	June 10	James, 2 months 8 days, to Lewis DeYoung and Susan Conrod
Baptised	June 10	John, 6 days, to William Smith and Ellen Kennedy
Baptised	June 12	William, 6 days, to Thomas Courtney and Margaret
Baptised	July 2	Sarah, 2 weeks, to John Courtney and Elizabeth Parker
Baptised	July 3	Edward, 7 weeks, to Duncan McDonald and Eliza Horn
Baptised	July 6	John, 2 weeks, to John Murphy and Catherine Sheridan
Baptised	July 23	Mary, 9 weeks, to Thomas Edwards and Mary Ann Osborne
Baptised	July 31	George, 5 weeks, to Frances DeYoung and Luisa Seward
Baptised	July 31	Mary Ann, 6 weeks, to Peter DeYoung and Mary Leslie
Baptised	August 5	Anne, 6 weeks, to Stephen York and Mary Humphrey
Married	October 14	Alfred Cuthbert to Ellen DeYoung
Married	October 25	George Williams to Lavina Cleary

2nd REGISTER OF ST. PETERS PARISH

Records from 1854 Continued

Burial	November 1	Ester Elizabeth O'Leary, 16 years old
Baptised	November 19	Catherine, 2 weeks, to Daniel Buckley and Margaret Kelly
Baptised	November 26	Susanna, 2 months, to Thomas Synott and Mary Scanlon
Baptised	December 2	Mary Ann, 4 weeks, to Robert O'Brien and Susan Quin

Records from 1855

Burial	February 22	Cornelius Sullivan, 58 years old
Burial	February 10	John McCabe, 23 years old
Burial	March 20	John Farrell, 78 years old

Baptised	April 22	Mary Elizabeth, 6 weeks, to John Edwards and Sarah Gerrard
Baptised	April 28	William, 11 days, to William Hornsby and Bridget Murphy
Baptised	April 28	George, 1 month, to George Marshal and Ann McCormick
Burial	May 4	Mary Quin, 67 years old
Baptised	May 13	Patrick, 3 days, to Patrick Donohue and Margaret Deacy
Baptised	May 13	Mary Catherine, 5 days, to Maurice Downey and Mary Moore
Baptised	May 27	Sarah Jane, 4 years, to Richard Barry and Mary Connors
Baptised	June 12	Catherine, 5 weeks, to Patrick Boland and Elizabeth Thomas
Baptised	June 14	Jane, 11 days, to Richard Ledwitch and Jane Buckley
Baptised	June 20	Daniel, 3 months, to Leonard Horn and Catherine McDonald
Baptised	July 1	Richard, 11 days, to Dominick Farrell and Mary Gorman
Marriage	July 9	Edward Warner to Mary Ann Synott
Baptised	July 22	Mary, 2 months, to Alexander Osborne and Susan Edwards
Baptised	July 22	George, 1 day, to Michael Murray and Mary Kennedy
Baptised	August 5	Ellen, 3 weeks, to George Williams and Lavinia Cleary
Baptised	August 5	George, 8 days, to John Brady and Isabella Bernier
Burial	October 7	Peter Bowes, 20 years old
Marriage	October 7	James Butler to Mary Lavinia Naugle
Baptised	October 22	Peter, 3 weeks, to Peter Kennedy and Margaret Connors
Baptised	November 11	Martin, 8 days, to David Vaughan and Mary Murphy
Marriage	November 18	John Butler to Catherine Behan
Marriage	November 28	William Ryan to Anne King

Note: Railway workers and families now entered in the registers.

Records from 1856

Baptised	January 21	Maurice, 4 months, to Edward Horn and Susan
Baptised	January 21	Carolina, 2 months, to Frances DeYoung and Lusia Seward
Burial	January 22	Cornelius Kennedy, 102 years old
Baptised	February 2	Patrick, 1 day, to Gerry McCarthy and Ellen Deacy
Baptised	February 22	Henry, 4 weeks, to William Guysborth and Anne Myers
Baptised	February 22	Joseph, 2 weeks, to Joseph Naugle and Lavinia Cleary
Baptised	March 11	William, 1 week, to John Hennesy and Mary McAllister
Baptised	March 16	Elizabeth Jane, 4 weeks, to John Courtney and Elizabeth
Baptised	March 16	William Henry, 2 weeks, to Henry Richards and Mary Ann Power
Baptised	March 23	Margaret, 8 weeks, to Robert Warner and Rebecca Grady
Baptised	March 30	Edmund, 5 months, to John Horn and Luisa Naugle
Married	March 31	Patrick Dunn to Amina ? Ryan
Baptised	April 17	Sarah, 8 days, to Charles King and Sarah Meeker
Baptised	April 21	Agnes Maria, 3 weeks, to Jasper Henneberry and Ellen Osborne
Baptised	May 14	Mary Elizabeth to James Synott Jr. and Jane Byrnes
Baptised	May 18	Donald and Mary, 11 days, to John McDonnell and Mary Cooney
Baptised	May 23	Elizabeth, 9 months, to Elias Horne and Elizabeth Kerby

Burial	May 25	James Kennedy, 22 years old
Marriage	June 1	Owen Gilmartin to Mary Anne Cleary
Married	June 8	Thomas Cooper to Margaret Lawson
Baptised	June 9	Catherine, 4 months, to John Horn and Anne McDonnell
Baptised	June 9	John, 9 days, to William Lyons and Maria Fitzgerald
Baptised	June 10	John, 2 weeks, to Duncan MacDonnell and Eliza Horn
Married	June 12	James Curran to Barbara Spriggs
Baptised	June 29	Anna, 6 weeks, to Andrew Henneberry and Susan Edwards
Baptised	July 6	Susannah, 2 weeks, to James Synott and Mary Anne Lacy
Marriage	July 25	Peter Killen to Ellen Kelly
Marriage	July 25	Martin Culliton to Mary Lahey
Baptised	August 2	James, 8 months, to James Myers and Mary Horn
Baptised	August 4	Michael, 1 day, to Gerry Demsey and Margaret Sullivan
Baptised	August 20	Mary, 4 days, to Thomas Farrell and Anne Welby
Baptised	August 29	Thomas, 2 days, to William Barrett and Bridget Gill
Baptised	August 29	Mathew, 2 days, to Patrick Curran and Julia Barrett
Baptised	August 31	Mary, 2 weeks, to John Butler and Kate Beehan
Baptised	August 31	Martha Jane, 5 weeks, to Louis DeYoung and Susan Conroy
Baptised	September 5	John, 3 days, to John Deacy and Mary Dillon
Baptised	September 5	Mary, 5 days, to James Johnson and Rose Farrell
Baptised	September 25	John, 12 days, to Thomas Synott and Mary Scallon
Baptised	September 28	Michael, 1 day, to James Kennedy and Mary Connors
Baptised	October 26	William, 2 weeks, to David Horner and Ellen Fitzgerald
Burial	November 1	Mary Ann Hurley, 32 years old
Burial	November 8	John Bowes, 42 years old
Baptised	November 16	Daniel, 4 days, to Patrick Donovan and Margaret Lacy
Baptised	November 23	George, 3 days, to James Doyle and Mary Humphries
Marriage	November 23	Louis Medley to Ann Collins (Black)
Baptised	December 9	Alexander, 1 week, to Thomas Edwards and Jane Osborne
Marriage	December 11	Robert Thomas to Jane Keating
Burial	December 16	Jane Quin of Dartmouth
Burial	December 17	John Mahoney of Dartmouth
Baptised	December 23	Robert, 3 weeks, to John Humphries and Isobel Farquer
Baptised	December 25	Frederick, 3 months, to Frederick Oakley and Isabelle Horne
Baptised	December 29	Joseph, 3 months, to Joseph DeYoung and Eliza Cameron

Records from 1857

Baptised	January 20	Edward, 4 weeks, to Peter Killen and Ellen Kelly
Married	January 24	John Power to Jane Horne
Buried	January 27	Mrs. Elizabeth Kennedy, 72 years old
Baptised	February 15	Bridget, 15 days, to Thomas Courtney and Mary Ann
Buried	February 16	John Courtney from Dartmouth
Buried	February 22	Mary Brennan, 21 years old
Married	February 23	John McAdam and Bridget King
Baptised	March 7	Laurence, 4 days, to Michael Murray and Mary Kennedy

Baptised	March 19	Elizabeth, 3 days, to James Donohue and Mary Ann Slattery
Baptised	March 23	Isabella, 2 weeks, to Patrick Dunn and Anna Ryan
Baptised	April 17	Catherine, 5 weeks, to John Cleary and Elizabeth Anderson
Baptised	April 15	Stephen, 10 days, to William Smyth and Ellen Kennedy
Baptised	April 21	Elizabeth, 14 months, to John Naugle and Eliza Myers
Baptised	April 22	Henry, 4 months, to Stephen York and Fanny Humphrey
Baptised	April 30	Anne, 4 weeks, to Gerry McCarthy and Johanna Donovan
Married	May 4	Patrick Leahy to Mary Donovan
Baptised	June 10	Michael, 15 days, to Richard Donovan and Ellen Deacy
Baptised	June 12	James, 4 weeks, to Patrick Boland and Elizabeth Thomas
Married	July 27	James Synott to Jane Byers
Baptised	September 9	Thomas to Thomas Farrell and Anne Welby
Baptised	September 15	James Patrick, 9 days, to Peter Kennedy and Mary Ann Connors
Baptised	September 20	Elizabeth, 2 weeks, to Robert O'Brien and Susan Quinn
Baptised	September 29	Michael, 14 days, to Thomas Synott and Mary Scanlon
Married	September 30	John Donovan to Mary Boland
Buried	November 8	Daniel Vaughan, 74 years old
Married	November 8	Michael Synott to Ellen Webby
Married	November 17	James Murray to Bridget Duffield
Baptised	November 22	Andrew, 9 weeks, to Andrew Horne and Mary DeYoung
Baptised	November 23	Patrick, 13 days, to William Kennedy and Mary Power
Buried	November 24	Mary Vaughan, 69 years old
Buried	November 29	Catherine Behan, wife of John Butler, 23 years old

Records from 1858

Married	January 7	Frances Naugle to Francis Whitier
Married	February 11	Edmund Lawlor to Maria Jane Morash
Baptised	March 21	Honora, 3 weeks, to John Courtney and Elizabeth Parker
Baptised	March 21	Bridget, 4 weeks, to Michael Synott and Ellen Webby
Baptised	March 23	William to James Skerry and Margaret King
Baptised	April 4	James to John McCarty and Mary Hargen
Baptised	April 5	James to James Johnson and Rose Farrell
Baptised	April 5	Michael to Frances Kearney and Marie McMinn
Buried	April 23	Johanna Boland, 13 years old
Baptised	May 9	James to James Synott and Jane Byers
Married	July 4	James Butler to Mary DeYoung
Baptised	July 8	Vincent, 5 weeks, to Dominick Farrell and Mary Gorham
Baptised	July 12	John, 1 day, to James Murray and Bridget Duffield
Buried	July 13	John Murray, 1 day and 10 hours old, son of James and Bridget Murray
Buried	July 15	Catherine Donohue, 14 years old
Buried	July 20	Barbary Spriggs, wife of James Curran, 39 years
Buried	July 21	Martin Redmond, 69 years old
Baptised	July 29	Catherine, 4 weeks, to John Humphrey and Isabella Farquair

Baptised	August 15	Mary Ann to Michael Edwards and Johanna Henneberry
Baptised	September 19	Eliza, 8 weeks, to James Horn and Catherine Cleary
Buried	October 7	Edward Marshal, 22 years old
Baptised	October 11	Patrick, 1 day, to James Farrell and Ellen Aylward
Baptised	October 17	Frederick, 3 months, to William Wells and Amelia Warren
Baptised	October 29	Alexander, 2 months, to Alexander DeYoung and Sarah Horne
Buried	December 5	Richard Farrell, 3 years and 5 months old
Baptised	December 12	Mary, 3 weeks, to James Brooks and Eliza Milmore
Buried	December 27	Thomas Emmet Farrell, 5 years old

Records from 1859

Baptised	January 2	George, 4 days, to Michael Murray and Mary Kennedy
Buried	January 2	Isabella Dunn, 1 year and 9 months old
Baptised	January 16	Bridget, 1 day, to Patrick Donovan and Margaret Deasy
Buried	January 20	Dennis Leary, 61 years old
Buried	January 26	Luke Killen, 86 years old
Baptised	February 13	Thomas to William Holden and Elizabeth Scallion
Baptised	February 18	James to Henry Donohue and Mary Ann
Baptised	February 20	Michael, 3 days, to Patrick Lahey and Mary Donovan
Married	February 20	Frances Naugle to Mary Weeks
Baptised	February 21	William, 4 days, to John Deasy and Ellen Dillon
Buried	March 12	Emilie Roach, 13 years old
Buried	March 13	Alexander Warner, 10 months old
Buried	March 16	James Marshal, 70 years old
Baptised	March 18	Stephen, 10 days, to Charles King and Sarah Meagher
Baptised	March 20	Catherine, 7 weeks, to Joseph DeYoung and Elizabeth Laybolt
Buried	March 23	Johanna Cleary, 10 years old
Buried	March 23	James McCarty, 1 year old
Baptised	March 31	John, 3 years, to John Birkenhead and Ann Simon
Baptised	March 31	Thomas, 1 month, to John Birkenhead and Ann Simon
Buried	April 7	George Medley (Black), 14 months old
Buried	April 10	Ann Ryan, 38 years old
Baptised	April 18	George, 5 days, to Robert Sullivan and Sarah Parker
Buried	April 20	Mary Ann Power, 13 years old
Baptised	April 24	Susan, 2 weeks, to Michael Synott and Bridget Webby
Buried	May 2	Johanna Courtney, 14 months old
Buried	May 13	Catherine Ledywick, 2 years and 5 months old
Baptised	May 22	John, 3 weeks, to Richard Barry and Mary Ann Connors
Baptised	May 25	William, 6 weeks, to John Cleary and Elizabeth
Baptised	May 25	Elizabeth, 3 months, to Joseph Horner and Abigail DeYoung
Baptised	June 5	Michael, 2 weeks, to Patrick Dunn and Ann Ryan
Buried	June 5	Michael Synott, 1 year and 9 months old
Buried	June 5	Catherine Myers, 12 weeks old
Baptised	June 14	Sarah Ann to Charles Glendenning and Mary Ann Devan

Buried	June 24	Patrick Farrell, 8 months old
Buried	July 2	William Farrell, 5 years and 8 months olds
Married	July 3	John Whitely to Mary McCormick
Buried	July 6	Agnes Killan, 60 years old
Buried	July 8	Catherine Donovan, 86 years old
Buried	July 10	David Julien, 3 years old
Buried	July 11	John Farrell, 3 years and 4 months old
Baptised	July 14	Michael Courtney, 7 days, to John Courtney and Margaret Courtney
Baptised	July 15	Alfred, 2 weeks, to James Publicover and Elizabeth Sheean
Baptised	July 15	David, 5 weeks, to George Williams and Lavinia Cleary
Buried	July 21	Elizabeth Farrell, 1 month old
Baptised	July 31	Charles, 2 weeks, to Patrick Roach and Mary
Baptised	August 2	William, 14 months, to Kenneth Sutherland and Sarah McKeogh
Baptised	August 7	Amelia, 4 months, to Patrick and Elizabeth Thomas
Baptised	August 10	Catherine, 4 months, to Isaac Knock and Elizabeth Brennan
Married	August 16	William Meagher to Mary Nugent
Buried	August 20	Sarah Roberts, 17 years old and 4 months
Buried	September 4	Catherine Prentice, 43 years old
Buried	September 4	Amelia Rebecca Richards 12 months
Buried	September 6	John Julian, 1 year and 9 months old
Baptised	September 13	Elizabeth, 1 week, to Thomas White and Mary Ann Kelly
Buried	September 30	Eugene McCarty, 47 years old
Buried	October 4	William Behan, 67 years old
Baptised	October 8	Thomas to George Marshal and Ann McCormick
Buried	October 9	Elizabeth O'Brien, 2 years and 2 months old 'Bri
Baptised	October 9	Mary Jane to John McAdam and Bridget King
Baptised	November 1	William, 5 days, to John Brandis and Margaret Hornsby
Baptised	November 13	William 10 days to James Murray and Bridget Duffield
Baptised	November 18	Mary, 2 weeks, to Louis Medley and Ann Seymour
Baptised	November 20	Agnes, 3 weeks, to Patrick Dunn and Margaret Kennedy
Baptised	December 14	Mary, 1 month, to Frances Kearney and Maria
Baptised	December 18	James William Barry and Catherine Horne
Baptised	December 18	Jane and David to William Barry and Catherine Horne
Baptised	December 21	Winifred to Thomas Synott and Mary Scanlon

Records from 1860

Buried	January 2	William Anderson, 79 years old
Baptised	January 6	James, 3 weeks, to Edward Warner and Mary Ann Synott
Baptised	January 6	Edward, 1 week, to Alan McDonald and Mary Kief
Baptised	January 15	Mary Eliza, 3 months, to John Power and Jane Horne
Baptised	January 16	Amie, 2 months, to Michael Edwards and Johanna Henneberry
Baptised	January 16	Elizabeth, 2 months, to John Cleary and Catherine Horne
Buried	February 16	Ellen Courtney, 82 years old
Baptised	February 19	William James, 2 weeks, to Peter Killan and Ellen Kelly

Buried	February 27	Rebecca Dunn, 72 years old
Buried	April 10	Thomas Birkenhead, 1 year and 10 months old
Baptised	March 2	Peter, 3 months, to Charles LaMont and Mary Francis Grant
Baptised	April 22	Johanna, 7 days to Patrick Donovan and Margaret Deasy
Baptised	April 24	Frances Edward, 1 day, to John Dunn and Sarah Whalen
Baptised	April 24	Alfred, 1 month, to Alexander Richard and Mary Foley
Baptised	April 29	Margaret, 8 weeks, to Edmund Lawlor and Jane Morash
Baptised	May 8	Anne, 3 days, to John Myers and Catherine Duffield
Baptised	May 9	George, 2 months, to Tom Courtney and Mary
Baptised	May 10	William to George Wells and Elizabeth Frances
Baptised	May 10	Ann, 1 month, to James Farrell and Ann
Buried	May 19	Johanna Donovan, 5 weeks old
Baptised	May 29	Robert, 5 days to John Foley and Eliza
Baptised	May 29	William, 5 days to John Foley and Eliza
Baptised	June 13	Teresa Alice, 7 days, to Peter Kennedy and Margaret Connors
Baptised	June 17	John, 2 months, to Frances DeYoung and Elizabeth
Baptised	June 17	Mary Ann, 1 month, to Joseph Naugle and Francis Whittier
Baptised	June 24	John, 1 month, to William Kennedy and Mary Power
Baptised	June 24	Susan, 12 days, to James Synott and Jane Byers
Baptised	August 3	Mary Ann, 3 months, to John Mansfield and Charlotte
Donovan		
Baptised	August 5	Mary Ann, 4 days, to John Whitby and Mary McCormick
Baptised	August 5	John, 2 weeks, to Michael Synott and Ellen
Baptised	September 4	Jane, 1 month, to Thomas Edwards and Ann
Married	September 9	James Cooper to Mary Jane Rynard
Buried	September 27	Mary Corcoran, 32 years old
Baptised	October 14	Elizabeth, 1 month, to Robert Warner and Rebecca Grady
Baptised	October 28	Johanna, 1 month, to John Deasy and Ellen Dillon
Baptised	October 29	John, 2 weeks, to Thomas Farrell and Ann Webby
Baptised	December 16	Charlotte, 3 weeks, to Andrew Henneberry and Marie
Edwards		
Buried	December 24	James King, 87 years old
Baptised	December 25	Mary, 2 months, to John Eagen and Bridget Nowlan

Records from 1861

Buried	January 7	Henry Chappel, 56 years old
Baptised	January 20	Joseph, 6 weeks, to Alexander DeYoung and Sarah
Buried	February 14	Michael McCarty, 5 months old
Baptised	February 20	George, 2 weeks, to Thomas Power and Francis Dunn
Buried	February 20	Michael Hubert, 22 years old
Buried	February 21	Ann Sullivan, 45 years old
Buried	March 5	Michael Dunn, 1 year old
Baptised	March 12	Susan, 11 years, to Charles Snow and Catherine Grady
Baptised	March 16	Mary Elizabeth Kearney, 1 year and 3 months
Baptised	April 1	William, 1 month, to Joseph Horner and Abigail DeYoung

Buried	April 2	Daniel Buckley, 81 years old
Buried	April 13	Mary Humphrey, 4 weeks old
Baptised	April 19	Rebecca, 1 month, to Charles King and Sarah
Baptised	April 21	George, 1 month, to George Williams and Lavinia Cleary
Buried	April 23	Timothy Sullivan, 54 years old
Buried	June 13	Patrick Behan, 45 years old
Baptised	June 18	James, 1 month, to Joseph Kelly and Susan DeYoung
Buried	June 18	Ellen Smyth, 79 years old
Baptised	July 21	Elizabeth, 10 weeks, to Michael Edwards and Johanna Henneberry
Buried	July 28	William Smyth, 77 years old
Baptised	August 11	Ellen, 1 week, to John Courtney and Elizabeth Parker
Baptised	August 18	Mary Ann, 3 weeks, to James Butler and Margaret DeYoung
Baptised	August 18	Catherine, 3 weeks, to Patrick Dunn and Mary Kennedy
Baptised	September 1	Michael, 1 month, to Edward Warner and Mary Ann Synott
Baptised	September 1	John, 1 week, to Patrick Leahy and Mary Donovan
Married	September 9	John Graham to Harriet Green
Buried	September 11	Michael Warner, 3 weeks old
Baptised	September 15	James, 2 weeks, to Edmund Lawlor and Susan Morash
Baptised	October 13	Mary Ann, 1 week, to Michael Synott and Ellen Webby
Baptised	October 27	Ann, 5 days, to Michael Dunn and Ann Ryan
Baptised	November 17	Mary Ann, 17 days, to Frances Naugle and Francis Whittier
Baptised	November 24	John, 4 days, to June Johnson and Rose Farrell
Married	November 25	William Fraser to Mary Ann Edgecombe
Baptised	December 8	Catherine, 1 month, to Frances Kearney and Marie McMinn
Baptised	December 15	James, 5 days, to James Murray and Bridget Duffield
Baptised	December 15	Eugene, 2 weeks, to John McCarty and Mary Harrigan

Records from 1862

Married	January 15	Henry John Naugle to Emma Jane Edwards
Baptised	January 19	Bridget, 2 months, to John Power and Jane Horne
Buried	January 20	James Daley, 2 months old
Baptised	January 20	Agnes, 2 days, to David Vaughan and Mary Murphy
Baptised	February 9	Dennis, 5 weeks, to Dennis Donovan and Ellen Brennan
Baptised	February 9	Isabella, 1 week, to John McDonald and Mary Cooney
Married	February 9	John Cox to Ellen Cussion
Baptised	February 23	Joseph, 2 weeks, to George Mitchell and Catherine Malone
Baptised	March 9	Elizabeth, 1 week, to Thomas Courtney and Margaret
Buried	March 12	Catherine Roach, 19 years old
Buried	March 18	William Deasy, 3 years old
Baptised	March 21	Lucina Ellen, 1 month, to William Murray and Catherine Elliot Five days later Lucina was buried.
Baptised	April 24	May Ann, 1 month, to Alexander Richards and Mary Foley
Buried	April 29	Michael Sullivan, 37 years old
Buried	May 3	Mary Ann Richard, 7 weeks old

Buried	June 13	Thomas Synott, 10 years old
Baptised	July 6	George, 6 weeks, to Thomas Farrell and Ann Webby
Baptised	July 27	Richard, 1 month, to William Meagher and Mary Nugent
Baptised	August 19	Edward, 5 weeks, to Frances DeYoung and Louisa Souris
Buried	August 22	Catherine Brady, 32 years old
Buried	September 2	Isabella Hanny, 12 months old
Buried	September 3	Catherine Nowland, 4 years and 5 months old
Buried	September 11	Grace Elenor Fraser, 2 weeks old
Baptised	September 21	William, 3 months, to Thomas Henneberry and Anne Osborne
Baptised	September 21	Ann Elizabeth, 1 month, to Alexander DeYoung and Sarah Sty
Baptised	September 21	Mary, 3 weeks, to Gasper Henneberry and Ellen Osborne
Buried	October 3	Mary Murray, 49 years old
Buried	October 5	Peter Seymour, 84 years old
Married	October 15	Charles Edward Henneberry to Mary Elizabeth Gerrard
Baptised	October 18	William, 1 month, to Thomas Edwards and Jane Osborne
Buried	October 27	Cornelius Murray, 40 years old
Baptised	October 26	Ellen, 2 weeks, to Daniel Brennan and Bridget
Baptised	October 26	James, 5 weeks, to John Dunn and Sarah
Baptised	October 28	Mary Ann, 6 weeks, to James Glendenning and Mary Ann Devan
Buried	October 29	Anthony Kilmartin, 70 years old
Baptised	November 8	Teresa, 2 weeks, to Edward Warner and mary Ann Synott
Baptised	November 10	George, 6 weeks, to Peter DeYoung and Ann Leslie
Married	November 19	David Cleary to Ann Kerby
Married	November 23	Martin Donovan to Janet LaMont
Married	November 23	John Smyth to Margaret LaMont
Baptised	December 14	Catherine, 3 weeks, to James Synott and Jane Byers
Baptised	December 30	Anastasia, 10 days, to George Linteman and Anastasia Harvey
Baptised	December 30	Sara Ellen, 7 weeks, to Henry Naugle and Emma Jane Edwards

Records from 1863

Baptised	January 13	Amelia Ellen, 14 days, to Peter Kennedy and Margaret O'Connor
Baptised	January 16	Benjamin, 7 days, to Andrew Heneberry and Eliza Edwards
Baptised	February 15	Thomas Edward, 2 weeks, to Charles King and Sara Maher
Baptised	February 15	Joseph George, 17 days, to William Smyth and Ellen Kennedy
Baptised	April 9	James, 2 days, to James and (?) Barry
Baptised	April 12	Mary Elizabeth, 2 months, to William Kennedy and Margaret Power
Baptised	April 20	James and Susan, 2 months, to James Wells and Amelia Warren
Baptised	April 26	Ellen, 7 days, to Michael Synott and Ellen Webby

Baptised	May 3	Ann Elizabeth, 2 weeks, to Thomas Smyth and Margaret Mahoney
Baptised	June 6	William Joseph, 3 months, to Michael Edwards and Johanna Henneberry
Baptised	June 6	Mainertus, 4 weeks, to Edward Richards and Bridget Farrell
Baptised	July 19	Nathan, 7 weeks, to Alexander Richard and Mary Foley
Baptised	August 31	Joseph, 5 weeks, to Alan McDonald and Mary Keefe
Baptised	September 8	John William, 5 months, to James Farrell and Anne Edwards
Married	September 8	Michael Lahey to Mary Ann Cushin
Baptised	September 13	Rose, 1 week, to James McAdorey and Winnifred Seanlan
Baptised	October 18	Abraham, 4 weeks, to Edward Heneberry and Mary Jane
Baptised	November 11	John, 4 months, to John Cleary and Catherine Horne
Baptised	November 15	Josiah, 1 week, to Joshia Kelly and Susan DeYoung
Married	November 24	John Regan to Elizabeth Bowes
Baptised	December 20	John, 4 weeks, to George Williams and Livinia Cleary
Baptised	December 20	Bernard, 4 weeks, to John Edward Power and Jane Horne

Records from 1864

Baptised	January 7	James, 4 months, to Peter Rinhard and Ellen DeYoung
Married	January 11	Joseph C. Ryan to Mary Anne Miller
Baptised	February 6	James Martin, 5 months, to James Trider and Bridget St. John
Baptised	February 7	Mary, 21 weeks, to John Smyth and Margaret LaMont
Baptised	February 28	Daniel, 1 week, to John McCarty and Mary Harget
Baptised	March 13	Sophia, 6 weeks, to James Patrick Dunn and Anne Ryan
Baptised	March 13	James, 1 month, to Peter Carroll and Mary McLeod
Baptised	March 30	William Thomas to David Cleary and Anne Curry
Married	April 4	Martin Quin to Sarah Ann Young
Baptised	April 18	Margaret, 2 weeks, to Michael Synott and Ellen Webby
Baptised	May 6	John, 3 weeks, to John Whitely and Mary McCormick
Baptised	May 15	Florentine, 10 weeks, to Frances Naugle and Francis Whittier
Baptised	July 3	John Henry Myers, 1 week, to John Myers and Catherine Duffield
Baptised	July 3	Elizabeth to John Hoyle and Elenor Jane Edwards
Baptised	July 8	Teresa, 1 week, to Patrick Kennefeck and Lucreta Green
Married	July 31	James Bowse to Jane York
Baptised	August 21	Edward, 2 weeks, to Edward Warner and Marianne Synott
Married	September 6	Edward Henry Miller to Alice Wallace
Baptised	October 9	William, 6 weeks, to William Blank and Johanna Cleary
Baptised	December 18	Edward, 2 days, to Thomas Bowes and Johanna Gregg

Records from 1865

Baptised	February 19	Thomas, 10 days, to Michael Leahy and Mariann Cushon
Baptised	February 27	Mary Margaret, 1 day, to Denis Daley and Mary Grant
Baptised	March 4	Charles to Charles King and Sarah Meagher

Baptised	March 7	George Warren, 2 weeks, to George Albert Banks (Protestant) and Abigail Murphy
Baptised	March 26	James Patrick, 1 week, to James Robert Dunn and Ann Ryan
Baptised	April 16	John William, 9 days, to John Frances Dunn and Sarah Ann Phelan
Baptised	April 23	Charles, 2 months, to Thomas Heneberry and Ann Osborne
Baptised	April 25	Maurice, 3 months, to Thomas Edwards and June Osborne
Baptised	April 26	Daniel, 4 weeks, to John Gregoin and Harriet Horne
Baptised	April 30	Margarite to Patrick Beehan and Jennette Grant
Baptised	June 5	John, 1 month, to John Bowes and Jane York
Baptised	July 2	Gregory, 3 months, to Alexander Richard and Marianne Foley
Baptised	July 16	George Albert, 1 week, to Peter Kennedy and Margaret O'Connor
Baptised	August 13	Flora, 2 weeks, to John Smyth and Margarite LaMont
Baptised	August 29	William, 3 weeks, to John Shortland and Louisa Naugle
Baptised	October 8	Catherine, 6 weeks, to William Kennedy and Margurite Power
Baptised	December 28	Joseph Michael, 3 months, to Frederick Naugle and Elizabeth Edwards
Baptised	December 31	James, 6 weeks, to Frances Naugle and Francis Whittier

Records from 1866

Baptised	February 10	Michael, 4 days, to Michael Leahy and Mrianne Cushon
Baptised	March 25	Harriett to Michael Synott and Ellen Webby
Baptised	April 17	Jane, 12 days, to Samuel Warner and Mary Walsh
Baptised	April 22	Elizabeth, 2 weeks, to John Boland and Ann Brennan
Baptised	April 29	John, 6 weeks, to John Edwards and Johanna Henneberry
Baptised	April 29	Henry, 2 months, to Edward Heneberry and Mary Garrett
Baptised	May 20	John, 2 weeks, to John Courtney and Elizabeth Parker
Baptised	June 4	George, 3 weeks, to Thomas Bowes and Hannah Gregg
Baptised	June 6	Winnifred, 3 days, to Samuel Moran and Margarite Keating
Baptised	July 14	Isabella, 6 weeks, to James Butler and Margarite DeYoung
Baptised	July 14	Margarite, 3 weeks, to John Edwards and Matilda Cleary
Baptised	July 19	Emmanuel, 4 days, to John Murray and Anastasia Wallace
Baptised	July 24	Catherine, 10 days, to George Kingston and Jannett Hutchinson
Baptised	August 16	George, 2 weeks, to John Myers and Catherine Duffield
Baptised	August 22	June, 20 days, to Edward Warner and Marianna Synott
Baptised	September 2	Martha, 4 weeks, to David Cleary and Ann Kerby
Baptised	September 11	Frances, 1 week, to Frances Horne and Letticia McAndrew (Protestant)
Baptised	September 16	William Edward, 1 month, to John Lahey and Elizabeth Murphy
Baptised	September 23	Edward, 11 days, to George Farrell and Mary Agnes Horn
Baptised	November 19	John, 3 weeks, to James Mitchell and Catherine Graham
Baptised	December 2	Margarite, 13 days, to Frederick Cooper and Anne Kennedy

Baptised December 3 George, 2 weeks, to John Dunn and Sarah Phelan
 Baptised December 20 Laura, 5 months, to Edward Richards and Bridget Farrell

Records from 1867

Baptised January 18 Mary, 3 weeks, to Patrick Keehan and Genevive Grant
 Baptised March 6 Elizabeth, 3 weeks, to Isaac Knock and Elizabeth Brennan
 Baptised March 7 Florentia to Charles King and Sarah Meagher
 Baptised March 7 Richard, 17 days, to Richard Barry and Marianna O'Connor
 Baptised March 18 James Edward, 2 weeks, to Michael Synott and Ellen Webby
 Baptised June 7 Elizabeth to John Michael Murray and Anastasia Wallace
 Baptised July 28 James, 3 weeks, to John Smith and Margaret LaMont
 Baptised July 28 Alice, 6 weeks, to Edward Miller and Alice Wallace
 Baptised August 1 Catherine, 1 weeks, to Dennis Donovan and Mary Brennan
 Baptised August 4 Frederick, 4 weeks, to George Marshal and Ann McCormick
 Baptised September 1 Charles, 2 months, to Henry Naugle and Emma Edwards
 Baptised September 1 Thomas, 1 week, to Thomas Heneberry and Ann Osborne
 Baptised September 14 Charles, 2 months, to James Shea and Ellen Corbett
 Baptised September 25 Maurice, 2 weeks, to James P. Dunn and Ann Ryan
 Baptised October 13 Jane, 4 weeks, to John Blank and Ann Cleary
 Baptised October 20 James, 11 days, to Dennis Daley and Margaret Grant
 Baptised October 21 John, 2 weeks, to Edward Warner and Mary Ann Synott
 Baptised November 13 Marianna, 11 days to John Cox and Ellen Cushon
 Baptised December 8 Douglas, 2 months, to Frances Naugle and Francis Whittier
 Baptised December 8 John, 1 month, to John Edwards and Matilda Cleary

Records from 1868

Baptised January 4 Sarah, 2 months, to Philip Lahey and Ann Collins
 Baptised March 14 Edward to John Boland and Ann Brennan
 Baptised March 10 Mary to Samuel Warner and Mary Walsh
 Baptised March 29 Michael to John Brady and Annabella Berringer
 Baptised April 13 William, 2 weeks, to William Dunn and Sarah Ann Phelan
 Baptised April 20 Arthur, 3 weeks, to Daniel Brennan and Bridget Stephens
 Baptised April 27 Ellen, 2 weeks, to Daniel and Ann Sullivan
 Baptised May 10 Ellen Mary, 1 day, to John Regan and Bridget Bowes
 Baptised May 10 John R., 6 weeks, to James Warner and Ann Smith
 Baptised June 7 Florence, 5 weeks, to William Morton and Francis Jackson
 Baptised June 10 Francis Mary, 6 days, to William Murray and Mary
 Baptised June 11 Catherine, 2 weeks, to Thomas Bowes and Hanna Graff
 Baptised June 21 James, 2 weeks, to Michael Carroll and Elizabeth Kennedy
 Baptised June 24 John, 1 week, to Michael Leahy and Marianna Cushen
 Baptised June 29 Dominic, 3 weeks, to Edward Richard and Bridgett Farrell
 Baptised July 27 William, 3 weeks, to George Fauston and Susannah Shrum
 Baptised August 8 Elizabeth, 6 weeks, to Peter DeYoung and Ann Leslie
 Baptised August 30 Timothy, 3 weeks, to Timothy Graham and Catherine Barry
 Baptised August 30 Teresa, 6 days, to Dominick Farrell and Mary Holte

Baptised	September 9	Edward, 1 month, to James Mitchell and Catherine Grahame
Baptised	September 20	Johanna, 6 weeks, to Timothy McCarthy and Mary Herbert
Baptised	October 3	Ann, 2 weeks, to Frederick Cooper and Ann Kennedy
Baptised	October 13	Ann, 3 weeks, to John Murray and Anastasia
Baptised	November 29	Elizabeth to Patrick Beehan and Jennette Grant

Records from 1869

Baptised	January 10	David, 6 weeks, to David Cleary and Ann Curley
Baptised	January 24	Frederick to Frederick Naugle and Elizabeth Edwards
Baptised	February 14	Patrick, 2 weeks, to James Horner and Mariann Connelly
Baptised	February 19	Charles Alfred Trider, 4 months, to James Trider and Bridget St. John
Baptised	March 20	Francis, 10 days, to Michael Devan and Mary Regan
Baptised	April 2	Edward to Edward Miller and Alice Wallace
Baptised	April 12	John, 2 weeks, to John Donahue and Elizabeth Hornsby
Baptised	April 14	James to James Tobin and Livina Ryan
Baptised	April 26	Sarah, 3 weeks, to George Williams and Livina Cleary
Baptised	May 27	Ann Francis, 8 weeks, to John Courtney and Elizabeth Parker
Baptised	May 30	Mary, 5 weeks, to John Condron and Elizabeth Fletcher
Baptised	June 6	Robert, 3 weeks, to Charles King and Sarah Meagher
Baptised	July 5	Sarah, 5 weeks, to James Beehan and Elizabeth McPherson
Baptised	July 18	Frances Jeremiah, 3 weeks, John Murphy and Ellen Riley
Baptised	August 22	Mary, 3 months, to Frances and Francis Naugle
Baptised	August 22	William, 6 weeks, to John Kenney and Emma Naugle
Baptised	August 22	John, 7 weeks, to William Naugle and Louise
Baptised	August 28	William to Garret Kingston and Mariann Burke
Baptised	September 19	Robert Charles, 12 days, to James Warner and Ann Smith
Baptised	October 3	Francis, 2 weeks, to Michael Carroll and Elizabeth Kennedy
Baptised	November 11	John, 4 weeks, to John Blanch and Johanna Cleary
Baptised	November 14	James, 4 weeks, to Michael and Johanna Heneberry
Baptised	November 24	George, 5 days, to Dominick Farrell and Agnes
Baptised	December 4	John Denis, 18 days, to Denis Daley and Mary Grant

Records from 1870

Baptised	January 2	James Albert, 3 days, to John Regan and Bridget Bowes
Baptised	January 11	Thomas, 3 days, to Thomas and Margarite Synnott
Baptised	February 6	Thomas, 4 days, to Timothy Graham and Catherine Barry
Baptised	February 20	Cornelius, 3 weeks, to Daniel and Ann Sullivan
Baptised	February 27	Annie, 10 weeks, to John Lowe and June Horne
Baptised	March 20	Margarite, 7 weeks, to William Shortland and Johanna St. John
Baptised	April 14	Twins: Margarita Emilia and Elizabeth, to James Trider and Bridget St. John, Witnessed by: N. Sullivan and Margarite St. John
Baptised	April 16	Catherine to Cornelius Shiels and Marianne Murphy

Baptised	April 17	Mary Ellen, 4 weeks, to John Boland and Catherine Brennan
Baptised	May 3	Alexander, 1 month, to Edward Warner and Marianne Sinott
Baptised	May 15	Easter, 4 weeks, to Richard Barry and Marianne O'Connor
Baptised	May 16	Mary Ellen, 6 weeks, to Robert Whorell and Mary St. John
Baptised	June 29	Annie, 4 months, to William Hunt and Johanna Donovan
Baptised	July 10	Jane, 2 weeks, to Philip Leahy and Ann Collins
Baptised	September 25	Mary Josephine to John Develin and Mary Josephine Cassidy
Baptised	September 25	John William to Frances Kilgard and Mariann Walshman
Baptised	September 25	Peter, 6 weeks, to James Butler and Margarite DeYoung
Baptised	October 24	B. Mary, 5 days, to Cornelius Casey and Mary Burdge
Baptised	October 30	Mary Bridget, 10 days, to James Horner and Marianne Connors
Baptised	November 6	Ellen Honora, 5 weeks, to Frederick Naugle and Elizabeth Edwards
Baptised	December 18	Charles, 2 days, to John Blank and Ann Cleary
Baptised	December 18	Albert James to Charles Faulkner and Jane
Baptised	December 18	Margaret Teresa, 2 weeks, to John Murphy and Ellen Riley

Records from 1871

Baptised	January 31	Francis Isabella, 1 month, to William Kennedy and Margurite Power
Baptised	February 5	Marianne, 1 month, to William Morton and Francis Jackson
Baptised	February 9	Maude, 3 weeks, to Michael Carroll and Elizabeth Kennedy
Baptised	February 16	Antionette, 3 months, to John Brady and Arebella Berringer
Baptised	April 15	Christinna, 4 weeks, to Peter Carrol and Mary McLeod
Baptised	April 15	Margaret Ann, 5 weeks, to Allen McDonald and Sarah Murry
Baptised	April 16	Francis Louisa, 3 weeks, to William and Elizabeth Heneberry
Baptised	April 19	William Clifford, 2 weeks, to James Mitchell and Catherine Graham
Baptised	April 19	Martha, 6 months, to (?) Delby and Sara McKenna
Baptised	April 21	Alexander to Alexander Richards and Marianne Foley
Baptised	April 30	William, 10 days, to Pat Beahan and Jennett Grant
Baptised	May 20	Thomas, 2 weeks, to Dennis Daly and Mary Grant
Baptised	June 6	Bridget Laura, 3 months, to Frances Naugle and Francis
Baptised	June 10	Martin Walter Trider, born March 27, to James Trider and Bridget St. John, sponsors were Robert and Mary Wharrell
Baptised	June 10	Frances Henry, 1 week, to John Donahue and Elizabeth Hornsby
Baptised	August 5	Ellen, 5 weeks, to Michael Sinott and Ellen Webby
Baptised	August 15	Catherine, 5 weeks, to John Brady and Mary Maloney
Baptised	August 23	Hellena Mary, 5 weeks, to William Webby and Mary Ann Purcell
Baptised	August 25	Nathaniel, 6 days, to William Murray and Mary Morsey
Baptised	September 10	William Edward, 14 days, to John Spence and Johanna Kennedy

Baptised	September 17	William Alex, 18 days, to Timothy Graham and Catherine Barry
Baptised	September 17	Marie, 16 days, to Edward Bowes and Ann McDonald
Baptised	September 19	Daniel, 1 month, to Daniel Joseph Murphy and Harriett Mansfield
Baptised	October 9	Frances Patrick, 3 days, to Patrick Leahy and Mary Donovan
Baptised	October 15	John William, 8 days, to John Regan and Bridget Bowes
Baptised	October 19	William, 1 month, to Edward Warner and Mary Sinnott
Baptised	October 29	Lelia Agnes Farrell, 1 day, to D. Farrell and Agnes
Baptised	October 29	John, 1 month, to William Brennan and Catherine Cantwell
Baptised	December 31	Margaret, 3 weeks, to John Blank and Ann Cleary

Records from 1872

Baptised	January 28	Mary Ann, 15 days, to Michael Devan and Marianne Regan
Baptised	March 4	Teresa Ann, 1 day, to Garret Kingston and Mariann Burke
Baptised	March 19	George to George Fausten and Susan Strum
Baptised	March 31	William Alex, 1 month, to Richard Barry and Marie O'Connor
Baptised	April 7	William, 3 months, to Albert Negus and Margaret Naugle
Baptised	April 7	Frances, 1 month, to Frances McKilgard and Miriam Walshman
Baptised	April 16	Sophia, 3 months, to William Hunt and Johanna Donevan
Baptised	April 22	Agnes, 5 days, to Charles King and Sarah Meagher
Baptised	April 24	Elenor, 22 days, to Frances O'Connor and Elenor Fitzgerald
Baptised	April 24	Mary, 3 years and 6 months, to James Shea and Ellen Dolbert, sponsored by Bridget Trider
Baptised	April 25	James, 4 weeks, to James Beehan and Elizabeth McEachern
Baptised	May 1	John Henry, 2 months, to Frederick Naugle and Elizabeth Edwards
Baptised	May 16	John, 1 month, to Donald McDonald and Margaret
Baptised	June 1	Frances, 6 weeks, to John Power and Jane Horne
Baptised	June 16	Edward, 8 weeks, to Michael Edwards and Johanna Heneberry
Baptised	June 23	Ellen Mary, 7 days, to Edward Shrum and Susan Gray
Baptised	June 23	John Charles, 2 weeks, to James Casy and Ellen King
Baptised	August 11	William, 4 months, to Lewis DeYoung and Sarah McKenzie
Baptised	July 21	Peter Albert, 1 month, to James Tobin and Lidea Ryan
Baptised	August 21	James, 3 weeks, to Dan Sullivan and Ann Sullivan
Baptised	August 28	Jane, 1 month, to Frederick Cooper and Ann Kennedy
Baptised	September 2	Henry, 2 weeks, to Alan McDonald and Sarah
Baptised	September 8	Lawrence, 1 month, to James Norgel and Jane Hawkins
Baptised	September 8	Jane, 2½ months, to William Norgel and Louise Ann Cleary
Baptised	October 24	William, 2 weeks, to James Barber and Mary Power
Baptised	October 29	Susan, 1 month, to Frances Tobin and Margaret Synott
Baptised	November 17	John, 2 weeks, to Michael Kean and Mary Berfort
Baptised	December 10	Maria, 2 weeks, to William Shorten and Johanna St. John

Records from 1873

Baptised	January 5	Jessie, 4 weeks, to Edward Dunsworth and Elizabeth Edwards
Baptised	January 8	Margaret, 2 weeks, to Samuel Warner and Mary Walsh
Baptised	January 12	Annie, 2 months, to John Boland and Annie Brennan
Baptised	January 12	James, 1 month, to Philip Leahy and Ann Scollens
Baptised	January 12	Mary, 1 month, to Michael Carroll and Elizabeth Kennedy
Baptised	January 14	Miriam, 1 week, to John Huxtable and Mary
Baptised	January 15	Rebecca, 1 month, to Joseph Dorant and Mary LeBrun
Baptised	January 19	John, 1 month, to William Campbell and Elizabeth Buckley
Baptised	February 15	George, 6 weeks, to George Chipman and Annie Driscoll
Baptised	February 15	Catherine, 3 weeks, to Mathew Graham and Elizabeth Boland
Baptised	March 13	Anne Marie, 6 weeks, to John Devlin and Mary Cassidy
Baptised	March 9	Margaret Ann, 2 weeks, to Michael Leahy and Mary Ann Cushon
Baptised	March 15	Dominic Edward, 3 weeks, to Dominic George Farrell and Mary Holt
Baptised	April 6	Julian Gasper, 1 month, to Charles Faulkner and Elizabeth Heneberry
Baptised	April 7	James, 3 days, to John Donohy and Catherine Dugan
Baptised	April 26	John, 3 months, to Alexander Richards and Marianne Foley
Baptised	May 11	Mary, 10 days, to Oswald Hornsby and Hanna
Baptised	May 11	Mary, 1 month, to Timothy Graham and Catherine
Baptised	May 13	John, 3 weeks, to John Murphy and Ellen Riley
Baptised	June 1	Leila, 2 weeks, to John Spence and Johanna
Baptised	June 8	Martin, 3 weeks, to Patrick Beehan and Jannette Grant
Baptised	June 22	Ann Laura, 3 weeks, to John Blanc and Rosanna Cleary
Baptised	June 25	Matilda to William Thomas and Elizabeth Bell
Baptised	June 29	Charles, 6 weeks, to William Heneberry and Elizabeth
Baptised	June 29	Thomas, 3 weeks, to William Brennan and Catherine
Baptised	June 29	James, 1 month, to James Horner and Mary Connely
Baptised	June 30	Frances, 2 weeks, to Edward Shrum and Susanna Gray
Baptised	July 17	Francis, 2 days, to William Green and Johanna Power
Baptised	August 28	Andrew, 6 weeks, to Thomas Edwards and Jane Osborne
Baptised	August 31	Ellen, 1 week, to Michael Walsh and Elizabeth
Baptised	September 14	Walter, 1 month, to Fred Naugle and Elizabeth Edwards
Baptised	September 14	Arthur, 2 months, to Frances Naugle and Francis Whittier
Baptised	September 14	Jessie Rose, 1 month, to James Butler and Mary DeYoung
Baptised	September 28	Eliza Ceciley, 1 week, to Daniel Brennan and Bridget Ann
Baptised	October 5	Isabella, 1 week, to Alexander Marvin and Annie McDougal
Baptised	October 19	Rosa, 2 months, to (?) DeYoung and Elizabeth Horn
Baptised	October 23	Elizabeth, 2 days, to Garret Kingston and Mary Burke
Baptised	October 24	Twins: Bertha and Maude, 2 days, to William Morton and Francis Jackson
Baptised	October 26	Matilda, 2 weeks, to John Burns and Elizabeth Cleary
Baptised	November 6	Thomas, 9 days, to Robert Wharrell and Mary St. John

St. Peters Church Records – Marriages 1869

January 7, Frances Killgard to Mariann Walesman
January 7, John Sweeney to Mary Elizabeth Donovan
February 8, William Burke to Mary Sullivan
April 4, James Beehan to Elizabeth McEachern
May 6, Charles Faulkner to Eliza Jane Henneberry
September 19, Cornelius Cleary to Mary Berge
December 8, Frances Collins to Margarite Henneberry

St. Peters Church Records – Marriages 1870

August 30, Archibald McDonald to Mary LaMont
October 25, Patrick Meagher to Johanna McCarthy
October 30, William E. Webby to Margarite Purcell

St. Peters Church Records – Marriages 1871

January 20, John Heffernan to Elizabeth Shorten
June 27, George Edward Morash to Ann Kirby

St. Peters Church Records – Marriages 1867

March 15, James Warner to Ann Smyth
May 21, Michael Carroll to Elizabeth Kennedy

Index for Names with Associated Page Numbers

- Cathy Adams, 273
George Adams, 113, 129, 228, 273, 281
Edward Albro, 30, 37, 39, 53, 192, 211, 227, 228
Elizabeth Albro, 211
Francis J. Albro, 66, 140
Robert Albro, 112, 191, 217
Samuel Albro, 12, 41, 53, 54, 111, 130, 142, 157, 191, 212
William Albro, 30
H.R.H. Edward Albert, The Prince of Wales, 137
Augusta Allen 189
Catherine Allen, 68
Charles Allen, 86, 98, 111, 113, 121, 129, 158, 168, 170, 209, 210, 218
Edward Allen, 168
Elizabeth Allen, 221
Emily Allen, 99
Fraser Allen, 221, 226, 238
Isabel Allen, 189
J. N. Allen, 274
John Allen, 57, 62, 73, 98, 280
Margaret Allen, 119
Mary Stayner Allen, 13, 54, 99
Mary Allen, 189
Mary Ann Allen, 98
Meribah Allen, 119
Richard Allen, 55, 57
Sarah Allen, 73
Thomas Davie William Allen, 98
W. M. Allen, 187
William Allen, 254
David Allison, 45
Joseph Allison, 192
James Alexander, 167
Charles Willowby Anderson, 218
George Anderson, 30, 211
William Anderson, 113
Reverend Thomas Angwin, 264, 276
W. R. Angwin, 284
Elizabeth Almon, 71
William J. Almon, 70, 71
William Annon, 16
Lord Anson, 105
Honorable Adam G. Archibald, 149, 159, 256
Samuel Archibald, 70
Richard Armstrong, 211
James Arnold, 26
Christiana Austen, 257, 258
James A. Austen, 256, 259, 271, 273, 274, 277, 289, 291, 293, 296, 297
James H. Austen, 257, 258, 259, 271, 276, 284, 288, 290, 290, 294, 298
John Austen, 272
Joseph Austen, 68, 76 190
Captain Henry Balcom, 39
James Bain, 54
Sarah Bain, 54
George Baker, 199
Margaret Baker, 140
Nelson Baker, 189
Captain Banfield, 37
John Barker, 55
Patrick Barry, 12
Christian Bartlin, 27, 101
John Bartlin, 289
Sophia Bartlin, 86
Christian Bartling, 71, 73, 133, 169, 171
John Bartling, 133, 160, 227
John Bartling, 71, 98
John Bauer, 201, 255
Thomas Bauer, 201, 255
Elizabeth Bauld, 228
John Bauld, 189, 228
William Bauld, 99
George Bayer, 15, 84
Captain Bayfield, 37
Charles Bagness, 288
Christian Bartlett, 142
James Barnstead, 169
James Beeching, 26
Anne Bennet, 28
William Bennet, 53

Alexander Belfountain, 112, 121
 Azeb Belfountain, 29
 Charles Belfountain, 111, 112, 131
 Ensebe Belfountain, 54
 Gaberial Belfountain, 69
 Joan Belfountain, 121
 Moses Belfountain, 112
 Thomas Belfountain, 111
 James Beck, 56
 Anthony Beal, 87
 Dick Beazley, 94
 Tom Beazley, 94, 106
 Richard Best, 227, 239
 Richard Best, 12, 155, 274
 David Beckwith, 250
 James Behan, 291
 John Behan, 291
 Patrick Beehan, 280
 William Behan, 291
 Edward Bell, 132
 George Bell Sr., 159, 180
 George Bell, 52, 149
 Isaac Bell, 295
 John Bell, 171
 John Bell, 13
 Mary Bell, 149, 159, 180
 Thomas Belt, 153
 John Bennet, 288
 Jane Bishop, 44
 John Bishop, 43, 44, 132
 Mary Bishop, 43
 Charles Bissett, 56, 81, 86, 102, 108,
 110, 178
 Alexander Bissett, 61
 Benjamin Bissett, 73
 Charles Bissett Jr., 25, 26
 Edmund Bissett, 102
 Elizabeth Bissett, 86
 George Bissett, 158
 Hannah Bissett, 102
 James Frederick Bissett, 102
 John Bissett, 41, 140
 John Bissett, 201
 Sarah Bissett, 158
 C. H. M. Black, 266
 Charles Black, 240
 Elizabeth Black, 276
 G. P. Black, 247
 James Black, 131, 228, 276, 221
 Martin P. Black, 199
 Martin Black, 73, 181, 239
 Martin Gay Black, 157
 Rufus Smith Black, 157
 Samuel Black, 255
 Sarah Black, 131
 William Black, 73, 120, 181, 189, 210,
 239
 James Marcus Bland, 142
 Richard Blunden, 101
 Robert Boak, 266
 Robert Boak Jr., 56
 Boak and Company, 81
 Thomas Boggs, 12, 15, 84, 122, 133,
 140, 141, 142, 143, 151, 157, 173,
 181, 183, 192, 199, 211, 218, 219,
 221, 228, 240, 254, 256, 257, 258,
 298
 Charles Boggs, 257
 Charlotte Boggs, 143, 218
 Henry Boggs, 143, 181, 182
 Mina Boggs, 181
 Richard Boggs, 143
 Thomas Bolton, 45
 Dennis Boland, 120, 169, 190, 192, 211
 Richard Bonifast, 15
 Ephraim Bonvie, 29
 Oliver Bonvie, 29
 Charles Bonang, 122
 George Bonang, 111
 Simon Bonang, 111
 Edward Bond, 151, 158
 Frederick Bossom, 72
 George Boss, 73
 Christian Bowes, 54, 119
 Edward Bowes, 297
 James Bowes, 129, 160, 219, 220
 Mary Bowes, 119
 William Bowes, 219
 William Bowers, 41, 43, 100, 129, 190,
 211, 212, 238

Isabella Bowers, 43
 Patrick Brennan, 100
 Peter Brennan, 143
 Daniel Brenner, 13, 86
 Elizabeth Brenner, 13
 William Brennan, 274
 Benjamin Bremner, 100
 Daniel Bremner, 132
 J. J. Bremner, 266
 John Bremner, 100
 Philip Bremner, 100
 Robert Bremner, 100
 Margaret Britton, 209
 Fanny Britton, 181
 James Britton, 170, 209
 Sewell Britton, 181
 James Brodie, 287
 John Brodie, 85, 112
 Mary Brodie, 112
 William Brodie, 29, 73, 114
 Philip Broome, 27
 George Brown, 141, 157, 166, 178,
 187, 216, 252, 253, 267
 James Brown, 180
 John Brown, 37, 132, 254
 John B. Brown, 156, 160, 240
 Joseph Brown, 29, 157
 Margaret Brown, 87
 Philip Brown, 30, 72, 85, 86, 99, 102,
 149
 Philip Brown, 160
 Sarah Brown, 254
 Walter Brown, 224, 226
 William Brown, 54
 Richard Burbridge, 288
 J. Burton, 50
 John Burton, 59, 66, 129, 172, 193,
 199, 209
 James Burns, 86
 Mary Elizabeth Busby, 220
 William Busby, 191, 220
 Mary Bunville, 121
 Lawrence Buckwith, 121
 George Butler, 52
 James Butler, 191
 Kate Butler, 291
 Mary Butler, 291
 A. Byers, 276
 Albert Byers, 277, 297
 Harriet Byers, 277
 John Cassin, 12, 69, 156, 239
 Henry Cain, 87
 John Cahill, 228, 289, 277, 291
 Captain Caldwell, 108
 Thomas Caldwell, 108
 George Canford 15, 70
 Alexander Campbell, 220
 George Campbell, 209
 J. B. Campbell, 175
 John Campbell, 278
 Cornelius Casey, 274
 Agnes Carson, 239
 William Carson, 239
 John Carter, 53, 113
 Louisa Carter, 113
 Samson Carter, 173
 Peter Carroll, 210
 Georgina Carlisle, 108
 Philip Caypot, 123
 George Caulford, 15, 69
 John Chamberlain, 12, 28, 120
 Theophilous Chamberlain, 42
 Captain Chambers, 216
 Robert Chambers, 96
 Chappell's Ship Yard, 17
 Samuel Chesley, 273, 290
 Thomas Chappell, 45
 Samuel Chittick, 181
 William Chittick, 181
 Ezra Churchill, 206
 Henry Clark, 14
 Jane Clark 112, 139
 Margaret Clark, 112
 Ann Mary Cleary, 270
 John Cleary, 121, 139, 270
 Rebecca Cleary, 31
 Robert Cleary, 30, 31
 Sophia Cleary, 87
 Charles Clemen, 220

Garner Clergie, 121
 John Cleverdon, 257
 Joseph Cleveland, 30
 Thomas Cochran, 27, 28
 Catherine Cochran, 156
 Honorable James Cochran, 274
 James Cochran, 69
 Patrick Cochran, 139
 David Connor, 27
 Dennis Connor, 120
 George Connor, 111, 170
 John Connor, 74
 John Connor Jr., 74
 Matilda Connor, 42, 86, 111, 121
 Patrick Connor, 27
 Sarah Connor, 27
 Sophia Connor, 70, 133, 227
 John Cogill, 140
 Ann Coleman, 120
 DeWitt Coleman, 120
 Edward Coleman, 274
 Elizabeth Coleman, 120
 George Coleman, 200
 Harriett Coleman, 120
 James Coleman, 120
 Margaret Coleman, 120
 Sarah Coleman, 120
 Seth Coleman, 217
 Thomas Cook, 219, 228
 Ann Connors, 98, 157, 289
 C. W. Connors, 77, 82
 Charlotte Connors, 292
 George Connors, 116
 George Connors Jr., 292
 George Connors, 63
 John Connors, 198
 Matilda Connors, 157
 Patrick Connors, 86
 Wellington Connors, 55, 86
 William Connors, 274
 Daniel Conan, 210
 Andrew Conrod, 74
 Charles Conrod, 43
 David Conrod, 70, 88, 190, 193, 209
 Elizabeth Conrod, 55
 Gasper Conrod, 70, 109
 George Conrod Jr., 70, 109
 George Conrod, 87
 George Conrod, 28, 55, 70, 74
 Jabez Conrod, 293
 Jacob Conrod, 158
 James Conrod, 70
 John Conrod Sr., 88
 John Conrod, 133
 Matthew Conrod, 70, 74
 Nicholas Conrod, 55, 87
 Peter Conrod, 87, 140
 Sarah Conrod, 193
 Thomas Conrod, 30
 William Conrod, 294
 Dennis Conway, 169
 Samuel Cooper, 88
 Thomas Cook, 219, 228
 Elizabeth Colstame, 121
 Elizabeth Colstan, 139
 Breton Halliburton Collins, 190
 Enos Colins, 190, 192
 R. J. M. Constant, 265
 Dr. Charles Cogswell, 206, 216
 Patrick Corbitt, 56, 57
 Michael Corbitt, 189
 George Corkum, 237
 David Covey, 74, 139, 211
 Barbara Covey, 74
 John Cox, 274
 Charles Cox, 119
 George A. S. Creighton, 45, 173, 211,
 219, 220, 254, 256, 258, 292
 James Creighton, 42, 72, 84, 105, 109,
 116, 121, 132, 142, 143, 149, 151,
 152, 160, 161, 167, 168, 170, 172,
 180, 185, 199, 209, 228, 239, 254,
 255, 292
 James G. A. Creighton, 84, 105, 109,
 116, 121, 132, 142, 143, 149, 151,
 152, 167, 168, 170, 180, 185, 199,
 209, 228, 239, 254, 255, 292
 Sarah Creighton, 42, 84, 132, 149, 151,
 161, 256, 258
 Anne Creighton, 132

George B. Creighton, 84
 H. Creighton, 284
 Isobel Creighton, 109
 J. Creighton, 88
 Andrew Crawford, 28, 55, 69, 119, 122
 Archibald Crawford, 122
 Hannah Crawford, 100
 Eliza Craig, 239
 George Craig, 239
 John Craig, 119
 Mary Ann Craig, 239
 William Craig, 239
 John Craith, 56, 102
 Charlotte Crook, 43, 208
 John Crook, 43, 208
 William Crook, 14, 43, 84, 120, 121
 Ann Cronan, 291
 John Cronan, 291
 Alexander Cruickshank, 27, 102
 Christiana Cruickshank, 102
 Eliza Cross, 201
 John Cross, 113, 201
 Mary Cross, 199
 Stephen Cross, 199, 201, 230
 J. Crossland, 285
 Elisha Crowell, 193, 208
 John Crowell, 133, 208, 209
 Mary Ann Crowell, 241
 Ruban Crowell, 241
 Samuel Crowell, 43, 208, 237
 Thomas Crowell, 140, 208
 William Crowell, 237, 241
 Thomas Croucher, 12
 Laura Cunard, 208
 Samuel Cunard, 56, 57, 61, 87, 88, 105,
 110, 182
 William Cunard, 100, 117, 142, 182,
 208, 226, 241, 254, 295

 Elia Dakin, 218
 Gilbert Dakin, 218
 Dennis Daley, 199
 John Daley, 55
 Benjamin Dares, 133
 Daniel Dares, 41

 James Dares, 41
 Christopher Dart, 148, 256, 274
 Mary Ann Dart, 256, 274
 Private H. Dart, 148

 Thomas Davie, 98, 200, 254
 James Davis, 72
 Joseph Davis, 55
 Robert Davis, 77, 78, 96
 William Davis, 12
 David Davidson, 61
 Thomas Davidson, 57, 88
 William Davidson, 199, 227
 Edward Dawson, 297
 George Dawson, 229, 295
 George P. Dawson, 189, 274
 Susan Dawson, 229, 259, 274
 Michael Dayer, 288
 Peter Day, 288
 William Day, 274
 George Dear, 218
 Nancy Dear, 218
 William Dear, 218
 Henry Deblois, 291
 Dennis Delouchry, 139, 140
 James Dempster, 278
 John Devlin, 238
 William Devine, 282
 Joseph Dexter, 83
 Charles DeWolfe, 291
 Daniel DeBay, 281
 Michael Devan, 152, 208
 Elizabeth DeYoung, 149
 Francis DeYoung, 226
 Paul Bates DeYoung, 29, 149
 Charles Dickson, 72
 C. W. Dickson, 103
 E. Dickson, 199
 Robert Dickson, 199
 John Dillman, 150
 Douglas Dixon, 152, 291
 Philip Hayman Dodd, 278
 Charles Dolfy, 111
 Henry Donaldson, 15, 27, 31, 74
 James Donaldson, 87

Jane Donaldson, 15, 141
 Peter Donaldson, 31
 William Donaldson, 70
 Jeremiah Donoghue, 111, 190, 209,
 219, 220, 278
 Dennis Donovan, 274, 295
 John Donovan, 172
 Martin Donovan, 295
 John Dooley, 172
 Michael Dormedy, 15
 Maurice Downey, 238
 General Sir Hastings Doyle, 251, 255
 James Doyle, 119
 Francis Drake, 152
 Sarah Drake, 160
 William Drake, 71, 160
 Mrs. Dritton, 135
 Mary Dromedy, 199, 210
 Michael Dromedy, 199, 210, 220, 294
 James B. Duffers, 266
 Janet Duffus, 100, 112
 John Duffus, 100, 112
 Anne Dunn, 272
 Isabelle Dunn, 15
 James Dunn, 15
 John Dunn, 15
 Michael Dunn, 14, 99, 190, 276
 Patrick Dunn, 257
 Rebecca Dunn, 15
 William Dunn, 127
 John Dunehy, 277
 Johanna Duggan, 122
 John Duggan, 122
 George Dunsworth, 237
 John Durant, 287
 Henry Durney, 298
 Mr. Dustan, 197

 Brenton H. Eaton, 277, 288, 293, 296
 Anne Louise Edgecombe, 293
 Richard Edgecombe, 293
 David Eisner, 130
 Ebenezer Eisner, 130
 Sarah Eisner, 130
 John Egan, 288

 Benjamin Elliott, 14, 41, 42, 44, 53, 54,
 140, 169, 170, 182, 208, 210
 Charlotte Elliott, 171, 210
 Edward Elliott, 219
 Edward Elliott, 76, 120, 129, 142, 153,
 209, 211, 220, 227
 F. Elliott, 106
 Francis Elliott, 149, 218, 297
 Henry Elliott, 76, 120, 129, 142, 153,
 209, 211, 220, 227
 Henry Elliott, 76, 120, 129, 142, 153,
 209, 220, 227
 James Elliott, 121
 John Brown Elliott, 157
 John Elliott, 99, 120, 129, 181, 182,
 240, 278, 29
 John B. Elliott, 120, 140, 168
 Jonathan Elliott, 76, 97, 128, 129, 157,
 189, 190, 201, 219
 Louise Elliott, 211
 Margaret Elliott, 181, 291
 Marie Elliott, 142, 157, 210
 Mary Elliott, 297
 Sarah Elliott, 120
 Thomas Elliott, 119, 142, 149, 157,
 192, 210
 William Elliott, 99, 129, 140, 142, 172,
 182, 191, 192, 207, 209, 211, 218,
 257, 273, 278
 Henry Ennis, 223
 John Esdaile, 227, 228, 230, 238, 240,
 259, 274, 289
 Mary Esdaile, 230, 240, 274, 289
 George Esson, 182, 200
 John Esson, 40, 56, 68, 81, 87, 109,
 126, 139, 141, 237, 262
 Margaret Esson, 81
 William Esson, 79, 266
 Messrs. Esson, Boak and Company
 Howard Evans, 276, 277, 296
 John Evans, 123
 Marie Evans, 143
 Mary Ann Evans, 123
 Owen Evans, 288
 Thomas Evans, 143

William P. Evans, 210
 Annie Fairbanks, 169, 217
 C. H. Fairbanks, 33
 C. W. Fairbanks, 4, 34, 41, 45, 59, 115
 Charles Fairbanks, 33, 37, 70
 John D. Fairbanks, 156
 John Fairbanks, 200
 John E. Fairbanks, 36, 67, 72, 88, 103,
 119, 131, 139, 142, 169, 218, 274,
 278
 Joseph Fairbanks, 18, 148
 Lewis B. Fairbanks, 240
 Lewis P. Fairbanks, 37, 103, 151, 243,
 256, 258, 274, 275, 276, 277, 289,
 292, 296, 297
 Rufus Fairbanks, 74
 Samuel Fairbanks, 169, 217
 William B. Fairbanks, 45, 155
 Ann Falconer, 229
 Alexander Falconer, 271, 274
 M. D. Falconer, 50, 56
 Catherine Farrell, 199
 Dominick Farrell, 23, 30, 55, 70, 73, 74,
 85, 86, 100, 111, 112, 156, 169,
 189, 191, 192, 227, 272, 294, 295
 John Farrell, 218, 223
 Mary Farrell, 73, 156, 191
 Paul Farrell, 37, 86, 97, 125, 133, 142,
 199, 256, 257
 Sarah Farrell, 256
 D. Faulkner, 50
 David Faulkner, 68, 69, 71, 116, 259
 Ester Faulkner, 180
 Silos Faulkner, 180
 A. Farquharson, 108
 John Farquharson, 61
 John Ferguson, 28
 Peter Ferguson, 123
 H. Findlay, 143
 James Findlay, 55
 John Findlay, 250, 270
 L. Findlay, 38
 Elizabeth Fitch, 30
 John Fitch, 30
 A. C. Fife, 10
 John Fisher, 74
 Thomas Fisher, 100
 Nick Fitzgerald, 106
 Patrick Fitzgerald, 85
 Margaret Floyer, 98
 George Flowers, 52
 Timothy Folger, 27
 Ross Foley, 284
 Cornelius Fogarty, 30, 151, 211, 220
 Mary Ann Fogarty, 211, 220
 William Forbes, 293
 John Forsythe, 149
 James Foreman, 60
 James Foreman Jr., 13
 Alfred Foreade, 276, 277
 J. Foster, 284
 James Foster, 211
 W. Foster, 284
 William Foster, 66, 148, 172, 210
 Forbes and Mumford, 283
 Vice Admiral Fanshaw, 248
 Alexander Fraser, 93
 Daniel Fraser, 211
 Edmund Fraser, 93
 Hugh Fraser, 28, 190, 199
 James Fraser, 71
 R. W. Fraser, 53, 140
 Thomas Fraser, 31, 44, 87
 William Fraser, 26, 140, 278
 John Frost, 30, 44
 Alan Frazier, 86
 Robert Fretwell, 159, 256
 Alfred Fuller, 256
 Benjamin Fuller, 29
 Edward Fuller, 211
 Emma Fuller, 256
 Hyacinth Fuller, 218, 295
 Jane Fuller, 218, 239
 John Fuller, 87, 140, 182, 191, 218,
 229, 230, 239
 Margaret Fuller, 99, 192, 240, 278
 Patrick Fuller, 97, 157, 169, 190, 192,
 238, 239, 240, 278
 Stephen Fulton, 61

Adolphus Gaetz, 99
 Bernard Gallager, 118
 Richard Gammon, 114
 John Gaskin, 26
 Robert Gaskin, 171
 Elizabeth Gaston, 228
 Martha Gaston, 16
 Samuel Gaston, 16, 226, 228
 George Gates, 238
 James Gates, 297
 John Gates, 172, 139, 258
 William Gates, 288
 Adolphus Gaetz, 99
 George Gaetz, 152
 James Simon Gaetz, 111
 Martin Gaetz, 111
 John Gatez, 220
 Leonard Gatez, 111
 Mary Ann Gatez, 220
 Peter Gatez, 111
 Thomas Gatez, 112
 Sir Rupert D. George, 13
 Dr. Gesner, 19
 Joseph Gerrish, 111
 Private Gentiles, 148
 Epringston Gibson, 237
 John Gibson, 13, 99
 John Giles, 140, 142, 169
 Margaret Giles, 142
 Samuel Giles, 158
 Henry Gilchrist, 288
 James Gilliard, 219
 John Gilliard Sr., 157, 289, 293
 John Gilliard Jr., 157, 289, 290
 James Gillespie, 243
 Mary Gillard, 293
 Charles M. Gladwin, 293
 H. A. Gladwin, 125
 Henry Glendening, 57, 71, 108, 280
 Peter Greeno, 12
 Anne Green, 69
 Benjamin Green, 29, 30, 42, 110, 118
 Charlotte Green, 69
 Hannah Green, 30, 43
 James Green, 97
 John Green, 30, 43, 54
 Joseph Green, 69
 Mary Ann Green, 29
 Richard Green, 28, 30
 William Green, 30, 220, 292
 John Greenwood, 132
 Samuel Greenwood, 191, 239
 Theophilous Greenwood, 109
 Gasper Grahame, 101, 159
 James Grahame, 88, 272
 John Grahame, 112, 119, 152
 Mary Jane Grahame, 289
 Nelson Grahame, 289
 Sarah Grahame, 159
 Thomas Grassie, 199
 James Greig, 170
 Mary Ann Greig, 170
 Michael Goulding, 289
 Benjamin Gray, 294
 Samuel C. Gray, 59, 71, 116, 159
 William Gray, 140
 Elizabeth Hague, 160
 Francis Hall, 112
 Gabriel Hall, 73
 William Hall Jr., 39
 Patrick Hainey, 12
 Joseph Hamilton, 170
 Henry Harding, 237
 Levi Hart, 133, 258
 Samuel Hart, 112
 Anna Harrington, 98
 W. H. Harrington, 98
 Alice Hare, 237
 David Hare, 131, 288
 Martha Hare, 131
 Richard Hare, 131
 William Hare, 131, 166, 186, 191, 234,
 237
 John Harris, 140
 Joseph Harris, 14, 55, 100
 Abigail Hartshorne, 69
 Hugh Hartshorne, 70, 72, 98, 110, 158,
 200, 230, 258, 271, 273, 295

Lawrence Hartshorne, 12, 45, 66, 69, 70,
 85, 98, 110, 132, 142, 157, 158, 169,
 160, 191, 200, 258, 278, 289
 Margaret Jane Hartshorne, 73, 273
 Mary Jane Hartshorne, 158
 Nathan Hatfield, 28
 John Hatch, 141
 Mary Hatfield, 84
 John Harvey, 289
 Messrs. Harrison and Patrequin, 61
 Alexander Hawkins, 101
 James Hawkins, 101
 John Hawkins, 110
 Joseph Hawkins, 111
 George Hawkins, 110, 140
 Wentworth Hawkins, 110
 Thomas Hays, 252
 Ambrose Hefler, 239
 Edmund Hefler, 251
 Edward Hefler, 239
 Henry Hefler, 239
 Louis Hefler, 249
 William Hendry, 275, 276, 290
 James Hennessy, 111
 Johannah Herbert, 190
 Mary Herbert, 190
 Henry Hill, 101, 237, 276, 288, 295, 297
 Hester Hill, 276
 P. C. Hill, 117
 Philip Hill, 190
 Reverend A. Hitchborne, 34
 Caroline Hiltz, 276
 Edward Hiltz, 197
 George Hiltz, 110
 Jane Hiltz, 110
 John Hiltz, 197
 Joseph Hiltz, 197
 Michael Hiltz Jr., 110
 Samuel Hiltz, 276
 Francis Himmelman, 29
 John Himmelman, 141
 Lewis Himmelman, 29
 Peter Himmelman, 141
 Christopher Hines, 191
 Patrick Hogan, 111
 George Hoffman, 121
 Gavin Holliday, 272, 291, 293
 George Holliday, 291
 Dr. Honeyman, 280
 Mary Holland, 113
 J. Hoskins, 108
 Benjamin Horne, 42, 86, 123
 Andrew Horne, 120
 Edward Horne, 28, 30, 238
 Elias Horne Jr., 101
 Elias Horne, 101, 238
 Elizabeth Horne, 101
 George Horne Sr., 149
 Henry Horne, 123
 Henry Horne, 171, 199, 273
 Isabelle Horne, 30
 Jacob Horne Sr., 149
 James Horne, 192, 238
 John Horne Sr., 192
 John Horne, 28, 140, 238
 John Horne Jr., 192
 Joseph Horne, 28, 120
 Lisa Horne, 238
 Louisa Horne, 192
 Mary Horne, 101, 238
 Rachel Horne, 149
 Sarah Horne, 28
 Susan Horne, 30
 William Horne Sr., 120
 Bernet Hornsby, 256, 258, 289
 Joseph Hornsby, 220
 Gross Hotza, 101
 Joseph Howe, 26, 103, 185, 206, 208,
 234
 Margaret Howe, 70
 Edward Howland, 122
 Michael Houseal, 14, 122
 Roderick Hugonin, 72
 John Hume, 175
 Robert Humphrey, 201
 Mary Hunston, 220
 Samuel Hunston, 220, 265
 Elizabeth Hunt, 227
 George Hunt, 85, 227
 John Hunt Sr., 85

John Hunt, 227
 William Dodsworth Hunter, 12, 69, 110
 Anne Hunter, 56
 Marie Hunter, 110
 Thomas Hunter, 51
 William Hunter, 30, 56, 85, 86, 99, 100, 155
 Samuel Hustan, 13, 40
 Michael Hurley, 42, 86, 99, 131, 182
 Mary Ann Hurley, 99
 Albert Hutchinson, 296
 Alexander Hutchinson, 43, 160, 211, 219
 Foster Hutchinson, 181
 Albert Hutchins, 297
 John Hutton, 251
 A. A. Hyde, 129
 Hiram Hyde, 18
 John Hyde, 168
 Mary Hyde, 122
 Thomas A. Hyde, 37, 108, 122, 182, 190, 200, 217, 226, 229

 Hannah Inglis, 98
 Reverend Charles Inglis, 98
 John Ingraham, 265, 291
 Agnes Innis, 83
 Anne Innis, 182, 189, 256
 Elizabeth Innis, 83
 Ellen Innis, 83
 Ester Innis, 122
 James Innis, 41, 84, 83, 160, 240
 Jane Innis, 83
 Margaret Innis, 210, 241
 Peter Innis, 83
 Richard Innis Sr., 240
 Richard Innis, 74, 83, 84, 139, 160, 210, 241
 Robert Innis, 84, 122, 169, 171, 132, 180, 182, 189, 209, 228, 241, 256
 Robert Innis Sr., 189, 191
 Robert Innis Jr., 228, 240
 William Innis, 83
 Agnes Isenor, 296
 David Isenor, 99

 Ebenezer Isenor, 99
 William Isenor, 296
 James Isles, 114

 Lew Jack, 25
 George Jackson, 15, 31, 85, 86
 Mary Ann Jackson, 86
 Robert Jackson, 111
 Alexander James, 29, 73, 120, 151, 256
 Harriet James, 29
 Judy James, 235
 Elenor Jamieson, 139
 John Jamieson, 139
 Thomas Jeffrey, 87
 Barbara Jenkins, 42
 John Jenkins, 56
 Samuel Jenkins, 28, 42
 William Johns, 72, 113
 James Johnson, 200
 J. W. Johnston, 282
 J. W. Johnston Jr., 113
 James Johnston, 15, 27, 55, 59, 72, 77, 84, 86, 113, 131, 228, 262
 James Johnston Jr., 84, 112, 119, 169, 180
 Louise Johnston, 84, 86
 W. Johnston, 66, 76
 A. C. Jones, 266
 Ann Jones, 221
 Daniel Jones, 55, 119, 226
 David Jones, 221
 John Jones, 182
 Joseph Jones, 28, 51
 Joshua Jones, 140
 Robert Jones, 193
 C. C. Jordeson, 60, 61
 William Jordon, 171

 Joseph Kaye, 138
 John Frederick Kearns, 290
 Francis Kearney, 55
 Marie Kearney, 55
 James Keating, 160, 201
 Mary Ann Keating, 201
 William Keating, 295
 Charles Keeler, 228

Henry Keeler, 139, 191, 211, 220, 230
 William Keeler, 220, 229, 258
 Private J. Keep, 148
 Anthony Keizer, 141
 Elizer Keizer, 141, 191
 John Keizer, 121
 Thomas Keizer, 141
 William Keizer, 121
 Charles Kellum, 101
 Sarah Kellum, 101
 Lt. General James Kempt, 28
 Daniel Kendall, 230
 T. E. Kenny, 266
 John Kennedy, 15
 Patrick Kennedy, 217
 William Kidston, 31
 Edwin King, 229
 James King, 189
 Mary Ann King, 189
 William King, 43
 Paul Kingston, 191
 Garrett Kingston, 207, 278
 Garnet Kingston, 209
 James Knock, 41
 John Knock, 41
 Alexander Kuhn, 23, 41, 52, 99, 109
 Peter Khun, 73, 120, 189, 192, 201,
 254, 294

 John Lahey, 227
 Michael Lahey, 227, 228, 294
 Patrick Lahey Jr., 229
 Patrick Lahey, 227
 Eliza Laidlaw, 146
 Jessie Laidlaw, 228
 Mary Ann Laidlaw, 146
 Peter Laidlaw, 73
 Thomas Laidlaw, 122, 147
 Laidlaw's farm, 148
 Charles Lamont, 132, 201
 James Landsberg, 295
 William Landsberg, 295
 John Lanigan, 12
 Charles Lapierre, 122, 123
 Christiana Lapierre, 123

 George Lapierre, 150
 John Lapierre, 121
 Paul Lapierre, 150
 Daniel Lawlor, 84
 Harriett Lawlor, 72
 Isabella Lawlor, 209
 James Lawlor, 209, 220, 291
 James E. Lawlor, 129, 152, 168, 169,
 170, 211
 John Lawlor, 168
 Lawrence Lawlor, 57
 Mary Lawlor, 168
 William Lawlor, 72, 73, 178
 William Lawrence, 254
 Captain John Lawson, 40
 Francis Lawson, 83, 189
 Henry Lawson, 114
 Mary Lawson, 189, 199
 R. Lawson, 68
 William Lawson, 18, 44, 45, 83, 98,
 109, 113, 114, 150, 169
 Lt. Governor LeMerchant, 67
 Lady LeMerchant, 38
 Harriett Leadly, 240
 John Leadly, 240, 283
 Leonard Leadly, 276
 Michael Leahy, 274
 Mary Ann Leahy, 274
 T. C. Lee, 78
 George F. Lennox, 226, 257, 277
 Jane Lennox, 226, 257
 John Lennox, 42, 288
 Margaret Lennox, 226
 James Leishman, 278
 Gasper Leslie, 255
 Henry Leslie, 135, 255
 Isaac Leslie, 298
 Janet MacDonald Leslie, 255
 John George Leslie, 132
 Margery Leslie, 132, 255
 William Thomas Leslie, 255
 Maria Ley, 42
 William Ley, 42
 James Leishman, 278
 John Liddell, 257

John Lindsey, 209, 210, 218
 George Litamen, 292
 Honorable John Locke, M. P., 231
 Henry Lockyer, 272
 Caroline Lockyer, 276
 James Loner, 292
 George Lovett, 126, 155, 166, 178, 216,
 235
 E. H. Lowe, 6, 42, 85, 86, 142, 168
 Edward Lowe, 23, 140, 152, 157, 182
 Margaret Lowe, 42, 86
 Christian Loy, 14, 101
 Ellen Loy, 14
 Ferdinand Loy, 14
 William Loy, 14

 Alan MacDonald, 229
 Janet MacDonald, 255
 William MacDonald, 289
 Angus MacGillvery, 287
 Catherine MacKenna, 191
 Peter MacKenna, 191
 Elizabeth MacKinnea, 211
 Daniel MacKenzie, 238
 Andrew MacKinley, 228
 Peter MacKinnea, 211
 Dr. MacLeod, 53
 D. MacPherson, 236
 Frederick Major, 68
 Sarah Jane McAgy, 74
 William McAgy, 56, 74
 Jessie McArthur, 259
 Alan McDonald, 61, 119, 182
 Donald McDonald, 42, 70
 William McDonald, 119
 Thomas McDow, 143
 Alan McDonnell, 199
 Alice McCormack, 14
 Michael McCormack, 14
 John McCarthy, 228, 274
 Mary McCarthy, 238
 Timothy McCarthy, 238, 289
 John McFall, 29
 William McGilvery, 239
 James McGrath, 252

 Jane McGregor, 254
 Mrs. Jane McGregor, 135
 Jane McGreiger, 111
 James McEwan, 290
 Nathaniel McKeil, 93
 Elizabeth McKenna, 219
 Peter McKenna, 219
 Adam McKay, 255, 277, 271, 289, 295,
 297
 Donald McKay, 47, 82
 John McKay, 238
 Margaret McKay, 289
 Sackville McKay, 287
 William McKay, 238
 Andrew McKinley, 18, 38, 45
 Peter McKinnea, 276
 Donald McLean, 200, 219, 221
 Rick McLean, 129
 William McLeod, 291
 P. McLearn, 23
 Annie McNab, 72, 181
 Eileen McNab, 181
 J. B. D. McNab, 72
 James McNab, 56, 131, 246
 John H. McNab, 40
 Mary McNab, 127
 J. McNab, 104
 Peter McNab Jr., 178, 278
 Peter McNab, 71, 72, 177, 181, 218,
 282, 283, 296
 Susanna McNab, 181
 William McNab, 127
 Elizabeth McNealy, 28
 Robert McNealy, 28
 Maurice Mahoney, 143
 Frederick Major, 68, 84
 John Mann, 267
 George Mannett, 131
 Daniel Mangin, 149
 James Mangin, 149
 Samuel Mansfield, 190, 193
 James Marshal, 29, 56
 Charley Martin, 106
 Thomas Marvin, 272
 Alexander Marks, 290, 292

Mary Marks, 290
 George Mason, 255
 Jane Mason, 255
 James Manyon, 149
 Thomas Maynard, 42, 105
 John Meager, 12
 Andrew Meager, 84
 Lewis Medley, 191
 Rebecca Medley, 191
 Jane Messervey, 150
 William Messervey, 150, 218
 Admiral Baron Mequet, 225
 Sir Alexander Milne, 137, 146
 Helen Marie Miller, 132
 James Miller, 74
 John Miller, 139
 M. J. W. Miller, 108
 Margaret Miller, 140
 Mary Miller, 87
 Thomas Miller, 87
 Tobias Miller, 86, 140, 143, 257
 Josiah Milliken, 139
 John Misener, 255, 290
 John D. Misener, 100, 157, 169
 Joseph Mite, 29
 Samuel Mitchell, 53, 54
 A. Mitchell, 68
 G. Mitchell, 68, 95, 116, 117, 168, 170,
 255, 293
 Joseph Mitchell, 149
 Thomas Mitchell, 107
 George Montague, 14
 Joseph Monteith, 234
 Mary Mooney, 200
 Thomas Mooney, 200
 George Moor, 72
 Patrick Moran, 12, 71, 85
 Sarah Moran, 71, 85
 J. A. Moren, 25
 Susannah Moreland, 71
 George Morash, 119, 158
 George Morash, 41, 84
 Harriett Morash, 84
 Henry Morash, 149
 Jacob Morash, 84, 119
 John Morash, 81
 Leonard Morash, 41, 201
 Margaret Morash, 84, 201
 Mary Ann Morash, 41
 William Morash, 126
 Joseph Moran, 101
 Daniel Moser, 84
 Robert Moser, 41
 Enos Morehead, 99
 Susan Morehead, 99
 James Moore, 139
 Joseph Moore, 149
 Joseph Morreau, 87
 Charles Morris, 121
 Charlotte Morris, 121
 Margaret Morrow, 78
 Ebenezer Mosely, 8, 36, 38, 40, 52, 60,
 68, 187, 223, 229
 Edward Mosely, 297
 Henry Mosely, 60
 Catherine Ann Mott, 210
 Charles F. Mott, 119
 Elizabeth Mott, 56, 119
 H. Y. Mott & Sons, 5, 56, 73, 77, 91,
 119, 156, 274
 Henry Mott, 168
 Isabella Mott, 73
 Isabel Lawson Mott, 152
 J. H. Mott, 66
 John Prescott Mott, 64, 67, 73, 84, 121,
 127, 151, 152, 154, 160, 165, 171,
 172, 189, 262, 291
 Rebecca Mott, 172
 Thomas Mott, 56, 148, 139, 145, 172
 James Mould, 42
 James Moull, 109
 James Mullen, 265
 William Mullen, 265
 Anne Mulachy, 14
 Thomas Mulachy, 14
 Francis Mumford, 43, 122, 127, 131,
 221
 Daniel Munivan, 113
 Margaret Munivan, 113
 William Munivan, 113

Admiral Sir Rodney Munday, 225
Beamish Murdock, 87
Elizabeth Murican, 277
Hugh Munroe, 159
Arthur Murphy, 54, 73
Casper Murphy, 14
Daniel Murphy, 15
Gerald Murphy, 54, 74
James Murphy, 31, 54, 272
Jane Murphy, 102
Jeremiah Murphy, 158, 169
John Murphy, 12, 27, 30, 56, 72, 119
Lawrence Murphy, 31, 54
Mary Murphy, 73, 74
Nicholas Murphy, 86
Nicholas Murphy, 28, 30, 54, 69, 272
Patrick Murphy, 102, 295
Prosper Murphy, 12, 112, 191
Samuel Murphy, 149
Thomas Murphy, 157
Walter Murphy, 28
William Murphy, 111, 172, 220
Arthur Murray, 69
Eliza Murray, 293
John Murray, 237, 293
Mary Murray, 69
Stephen Murray, 293
William Murray, 113, 257, 271, 294
James Myers, 149, 238
Lanos Myers, 217
Charlotte Myra, 71
John Myra, 43, 71
George Myette, 121
Luke Myette, 123
Peter Myette, 121
John Myrer, 152

Christian Nagle, 99, 198
Robert Napier, 19, 20, 64
J. D. Nash, 284
John Nelson, 29
Judson Newcombe, 259
Henrietta Newlands, 255
James Newlands, 255
Janet Newlands, 255

Mary Newlands, 255
Mr. Nicholson, 61
Jacob Nieforth, 192
Robert Nobel, 42, 69
Edward Nolan, 295
Margaret Nolan, 295
Duke of Northumberland, 26

Frederick Oakley, 87
Isabella Oakley, 87
Patrick O'Donnell, 282
Peter Ogilvie, 83
Susan O'Hearn, 239
James Oland, 211
John Oland, 284
Elizabeth Ormon, 122
George Ormon, 122, 141
James Ormon, 13, 130, 143, 292
John Ormon, 221, 265, 277, 288
Margaret Ormon, 143, 292
Martha Ormon, 113
Thomas Ormon Jr., 130
Patrick Orson, 69
David Osborne, 131
Elizabeth Osborne, 70, 131
James Osborne, 211
Joseph Osborne, 70, 131
Michael O'Neil, 131
Tobias Otto, 13
James O'Toole, 295
Henry O'Toole, 298
Joseph Owens, 287
James B. Oxley, 33, 39

Drury Pace, 97
Henry Paint, 255
Edward Palmer, 57
Isabell Palmer, 57
Ann Parker, 43
Daniel Parker, 172, 201, 228
Dr. David Parker, 230, 246, 250, 273
John Parker, 43, 85, 110, 129, 132, 189,
218
Robert Parker, 189
William Parks, 141

Frederick Passo, 201
 Captain John Patch, 45
 Mr. Patrequin, 61
 William Patterson, 275
 George Paw, 199
 Georgina Paw, 199
 George Payne, 171, 201
 Alice Payne, 274
 Augusta Payne, 201
 John Payzant, 297
 John Pence, 41
 Simon Peters, 131
 Eliza Jane Peters, 131
 Catherine Pettipas, 112
 Charles Pettipas, 88
 Ester Pettipas, 88
 George Pettipas, 131
 John Pettipas, 97
 Michael Pettipas, 69, 88
 Oliver Pettipas, 112, 123
 Peter Pettipas, 140, 238
 Peter Pettipas Jr., 143
 William Pettipas, 123
 D. H. Petts, 206
 Lt. Picard, 225
 A. E. Pillsbury, 118
 Albert Pillsbury, 122, 133, 140, 142,
 150
 Edward Power, 123, 217
 Fanny Power, 172
 John Power, 276
 Patrick Power, 42
 Thomas Power, 172
 Barbara Powers, 29
 John Preeper, 271, 290
 John Prescott, 152
 John Preston, 258, 275
 John Prince, 56, 254
 Dr. Pryor, 196
 Henry Pryor, 43, 100
 J. Pryor, 24
 James Pryor, 67, 94, 103, 105, 155,
 178, 246, 267
 William Pryor Jr., 132
 William Pryor & Sons, 20, 132, 135

Robert Purvis, 61
 Christopher Publicover, 74
 James Publicover, 296
 Private J. Publicover, 148
 James Purcell, 292
 A. Putnam, 234
 Captain John Pugh, 68
 George Pyke, 219

 Theodore Rand, 220
 Catherine Reeves, 71, 133, 227
 Charles Reeves, 29
 Edward Reeves, 27
 James Reeves, 42, 99, 100
 John Reeves, 131
 Louisa Reeves, 168, 182, 198
 William Henry Reeves, 100, 111, 114,
 150, 151, 152
 James Regan, 190, 293
 John Regan, 210, 289
 James Redman, 151
 John Redman, 151
 Nancy Redman, 150, 151, 271
 Owen Redman Jr., 151
 Owen Redman, 150, 151, 271
 Alexander Reid, M.D., 200
 James Renforth, 224
 Alexander Richard, 190
 Bridgett Richard, 84
 Catherine Richard, 190
 Edward Richard, 12, 84
 Henry Richard, 12, 84, 199
 Kate Richard, 298
 Nathan Richard, 151, 190, 298
 Rebecca Richard, 12
 Sabastian Richard, 12
 James Rind, 88
 John Richardson, 57, 71
 Josiah Richardson, 69, 88, 112
 Alexander Richards, 101, 112, 293
 Benjamin Richards, 83
 Bridgett Richards, 101, 169, 257
 Charles Richards, 256
 Edward Richards, 101, 112, 169, 257,
 258

John Richards, 112
 Sabastian Richards, 123
 Sarah Richards, 256
 Victoria Richards, 238
 John Ritchie, 71
 Joseph Norman Ritchie, 227
 Thomas Ritchie, 238, 266
 James Ritchey, 293
 Reverend Dr. Ritchey, 53
 Harriett Roach, 200
 Joseph Roach, 182
 Michael Roach Sr., 200
 Samuel Roast, 57
 Ann Robb, 86, 157
 Andrew Robb, 226
 Isabella Robb, 226, 296
 Walter Robb, 42, 86, 149, 157, 158,
 226, 221, 296
 Daniel Robson, 259
 Elizabeth Robertson, 71
 Thomas Robertson, 85
 Charles Robson, 29, 76, 129
 Andrew Robinson, 15
 John Robinson, 72
 John Roderick, 126
 Charles Roche, 250
 John Romans, 15
 Sophia Roman, 29
 William Roome, 29, 30, 54, 55, 221,
 295
 Mary Roome, 55
 George Roome, 290, 291
 Jane Roome, 291
 Edward Romkey, 259
 Louisa Romkey, 259
 Donald Ross, 200
 James Ross, 219
 John Ross, 30, 55, 122, 158, 272
 Martha Ross, 30
 William Ross, 158, 180
 Joseph Roma, 238
 Anne Rottenberry, 14
 John Rottenberry, 14
 Jane Roue, 14
 James Roue, 14, 28, 169
 Victoria Roundhill, 193
 Joseph Royfree, 277
 Ann Rudolf, 119
 Charles Rudolf, 13, 53, 99
 Joseph Rudolf, 54, 99
 Sophia Rudolf, 13
 William Rudolf, 73, 74, 119, 121, 170,
 191, 220, 278
 Frederick Rumrell, 53
 George Rumrell, 53
 Nathaniel Russell, 73, 76, 108, 109,
 110, 119, 129, 199, 200, 205, 257,
 283
 Benjamin Russell, 278, 292
 Louisa Russell, 278
 John Russell, 290
 John Russell, 290
 George Russell, 278, 290
 Francis Ryan, 118
 John Ryan, 156, 190, 192, 211, 212,
 228, 272, 274, 275
 Morris Ryan, 189
 James Ryan, 272
 Peter Rynard, 238
 William Sabatier, 181
 Benjamin Salter, 33
 Mr. Samson, 10
 George Savage, 85
 Jane Savage, 85
 Christiana Sawler, 141
 George Sawler, 141, 200
 Margaret Sawler, 200
 William Sawler, 141, 200
 John Sawyer, 148, 150, 151, 152, 160
 John J. Sawyer, 70
 Sheriff J. J. Sawyer, 158
 William Sawyer, 72
 Tom Sayers, 164
 Frederick Scarfe, 272
 Mirimum Agnes Schrage, 131
 Francis Schrage, 131
 Francis Schragie, 192
 Mirimum Schragie, 192
 James Scott, 250

Reverend A. Sedwich, 244
 Benjamin Sellers, 54
 George Sellers, 54, 132, 200
 James Sellers, 200
 John Sellers, 30, 111
 Mary Ann Sellers, 54
 William Sellers, 111
 Philip Setson, 74
 John Settle, 159, 180
 Judson Settle, 276
 Robert Settle, 159, 178, 296
 Thomas Settle, 85, 180
 John Shafer, 98
 Alexander Shaw, 114, 123
 Margaret Shaw, 123
 William Shedd, 34
 John Shears, 234
 John Sheeping, 74
 Andrew Shields, 55, 68, 69, 190, 200,
 220, 240, 271, 276
 Charlotte Shields, 100
 George Shields, 76, 100, 129, 149, 158,
 168, 169, 190, 193
 Isabel Shields, 55, 68, 200, 271
 Chaptain Shortland, 116
 John Shortille, 120
 William Shorten, 275
 George Simpson, 73, 141
 James Simmonds, 298
 Eliza Sinclair, 255
 John Sinclair, 240, 255
 Robert Sinclair, 229, 255, 297
 Robert Bligh Sinclair, 143
 Henry Siteman, 297
 Bridget Skerry, 152, 219, 230
 John Skerry, 31, 74, 109, 111, 149, 150,
 152, 171, 192, 209, 218, 220, 230
 Martin Skerry, 152, 193, 211, 219, 230
 William Skerry, 13, 43
 John Henry Skier, 159
 Leslie Ann Skinner, 171
 Joseph Slattery, 201
 Mary Slattery, 201
 Charlotte Stairs, 271, 275, 277
 John Stairs, 159, 258, 259, 271, 275,
 277, 278
 William Stairs, 45, 59, 73, 116, 211,
 212, 220, 228, 236, 259
 W. Stairs, 116
 Charles Stanley, 272, 293, 296
 Henry Stanley, 180, 255
 Mary Ann Stanley, 296
 Catherine Stanford, 294
 James Stanford, 219, 240, 256
 George H. Starr, 43, 107, 258, 291
 John Starr, 240, 255, 270
 Mary Starr, 255
 Rebecca Starr, 291
 W. J. Starr, 119
 Samuel Starbuck, 27
 John Stayner, 41
 Louisa Stayner, 13
 Mary Stayner, 13
 Thomas Stayner, 13
 William Sterling, 256
 Reverend Stewart, 154, 189, 221
 Alexander Stephen, 70, 108, 113, 122,
 272
 Mary Ann Stephen, 122, 131, 272
 Amelia Caroline Sterns, 84, 121
 Cecilia Sterns, 182
 Luther Sterns, 182, 273
 William Sterns, 84, 121
 Ellen Stevens, 121
 John Stevens, 100, 121
 Thomas Stevens, 284
 Christy Ann Steeping, 112
 John Steeping, 112
 Lady Stewart, 118
 Reverend Stewart, 154, 189, 221
 Francis Storey, 114
 William Storey, 54, 70, 74
 Elizabeth Stratton, 28
 John Strachan, 52, 63
 Barry Sullivan, 41, 73, 120, 157, 169,
 212
 Bridgett Sullivan, 297
 Cornelius Sullivan, 297
 Daniel Sullivan, 292

John Sullivan, 297
 Gilbert C. Sutherland, 226
 Margaret Sutherland, 122
 William Sutherland, 122
 John Swaffer, 295
 Thomas Swan, 289
 Agnes Symonds, 277
 W. S. Symonds, 170, 187, 189
 William Symonds, 170, 221, 277
 James Synnott, 56, 120, 131, 157, 211, 217
 Mary Synott, 157, 217
 Susan Synott, 298
 Thomas Synott, 217, 221

 John Tapper, 15, 44, 55, 74, 109, 172, 191, 217, 226, 239
 Marie Tapper, 109, 217
 William Tapper, 14, 71, 133
 George Tait, 274
 W. H. Talcott, 91, 92
 Edward Targett, 284
 Alexander Taylor, 141
 Charles Taylor, 14
 Colonel Taylor, 153
 Edward Taylor, 230
 John Taylor, 36, 40
 Margaret Taylor, 141
 William Taylor, 141
 Eliza Tempest, 29, 55, 68, 149
 John Tempest, 29, 50, 54, 55, 66, 68, 73, 149, 160
 George Thomas, 219, 247
 Matthew Thomas, 141
 William Thomas, 274, 294
 David Thompson, 16, 30, 54
 Eunice Thompson, 111
 George Thompson, 111
 James Thompson, 45, 111
 John Thompson, 132
 Mary Thompson, 16, 30
 Robert Thompson, 113
 Samuel Thompson, 36
 John Thornhan, 57
 S. S. Thorne, 84

 Richard Tines, 230
 Robert Tines, 230
 Susan Tines, 230
 Paul Todd, 181
 Michael Tobin, 177
 Charlotte Tremain, 98
 James Tremain, 85, 110, 142, 199, 218
 Jonathan Tremain, 54, 57, 110, 114, 122, 148, 158, 256
 Rebecca Tremain, 85, 110
 Scott Tremain, 98
 Edward Trider, 120
 Edward Trider Jr., 120, 200
 Elizabeth Trider, 120
 Elizabeth Ann Trider, 120
 H. Trider, 247
 James Trider, 120, 132, 271
 John Trider, 120
 John Trider Jr., 259
 Rachele Trider, 120
 Ada Tufts, 239
 Benjamin Tufts, 239
 Catherine Tufts, 139, 172
 Edward Tufts, 217, 278, 291, 295
 Elizabeth Tufts, 239
 Grahame Tufts, 217
 Hastings Tufts, 239
 Henry Tufts, 239
 Herbert Tufts, 239
 Isabelle Tufts, 239
 James Tufts, 239
 Janet Tufts, 239
 John Tufts, 139, 172
 Martha Tufts, 239
 Mary Tufts, 239
 Ophelia Tufts, 239
 Richard Tufts, 239
 William Tufts, 239
 Andrew Tullock, 158, 177
 John Tupper, 257
 Dr. Tupper, 240
 Eliza Turner, 227
 G. Turner, 23, 73
 James Turner, 133, 142, 172, 227, 274, 278

Lucinda Turner, 73
 Samuel Turner, 171
 William Turner, 26, 56, 66, 102, 190
 Captain Tuzo, 77

 William Urquhart, 42

 John Valley, 73
 Lawrence VanBuskirk, 201, 227
 Mary VanBuskirk, 227
 John Verge, 14
 Queen Victoria, 61
 Adolphus Vieth, 42
 John Vieth, 13, 41, 97
 Rudolph Vieth, 41
 Nicholas Vass, 29, 181
 Elia Vienot, 218
 David Vaughn, 211
 Mary Vaughn, 211

 Duncan Waddell, 98, 169, 210, 219,
 254, 277, 283, 289, 293, 296
 Martha Waddell, 278
 Robert Waddell, 98, 254, 278
 Thomas Waddell, 157
 William Waddell, 277
 James Wakefield, 13
 Caleb Walker, 86
 Charles Walker, 288
 Elizabeth Walker, 98, 289
 Edmund Walker, 257, 272
 Emma Walker, 272
 George Walker, 239
 John Walker, 113, 254, 273, 295
 Philip Walker, 86
 Richard Walker, 101, 256
 Rose Walker, 113
 William Walker, 101, 113, 220
 Charles Wallace, 150
 Edward Wallace, 119
 Michael Wallace, 170
 James Walsh, 183
 James Walshman, 211
 Richard Walsh, 270
 Amos Wambolt, 200

 John Warner, 88
 Samuel Warner, 240
 Edward Warren, 171
 John Waterman, 97
 Captain Watkins, 236
 John Watson, 228
 Elizabeth Watt, 199, 227
 Henry Watt, 129, 199, 220, 227
 James Watt, 113
 James Watts, 290
 Mary Anne Waugh, 271
 Ann Webb, 133
 James Webb, 71, 86, 133
 George Webber, 245
 Mary Webber, 181
 William Webber, 181
 J. H. Weeks, 284
 Joseph Weeks, 153, 208, 209, 239
 Pheobe Weeks, 209
 William Weeks, M.D., 169, 207, 262,
 276, 278
 B. Weir and Company, 45, 138, 176,
 236
 Alexander Weir, 229
 Joseph Weir, 217
 James Welchman, 41
 Vice Admiral Sir G. G. Wellesley, 225
 George Wells, 111
 Major Welsford, 39
 J. Albert Welsley, 265, 278
 John Wentworth, 14
 William West, 191, 209
 John Wetham, 191
 Hannah Wetzell, 272, 291, 294
 Joseph Wetzell, 100
 William Wetzell, 193, 272, 291, 294
 Samuel West, 31
 John Westray, 29
 W. Whalen, 250
 Edward Whebby, 189
 William Edmund Whebby, 257
 Albert Whelpley, 290, 294
 E. A. Whelpley, 281
 E. W. Whelpley, 265
 James Whelpley, 272, 276, 292

Jamima Whelpley, 272, 290
 William Wheston Jr., 209
 John White, 283, 289, 290, 298
 Samuel White, 71, 170, 180, 191, 193,
 256
 James Whitely, 182
 John Whitely, 168, 182
 Mary Whitely, 182
 John Whitby, 198
 Captain Whitten, 109
 John Whynott, 140
 Benjamin Whynott, 140
 John Widden, 122, 129, 132
 Thomas Wilcox, 238
 David Williams, 72
 H. Williams, 72
 William Williams, 291
 Eliza Wilson, 294
 Elizabeth Wilson, 142, 277
 George Wilson, 100, 142, 168, 171,
 180, 193, 240
 James Wilson, 238, 257, 277, 294, 296
 John Wilson, 16
 Margaret Wilson, 16
 William Wilson, 114
 John Wisdom, 29, 200
 Henry Wisdom, 53, 200
 William Wisdom, 132
 Mary Wisdom, 132
 John Wiseman, 121
 Richard Wiseman, 191, 272
 Henry Wiswell, 219, 228
 Charles Wolfe, 150, 168
 Christine Wolfe, 150
 Dennis Wolfe, 168
 Felix Wolfe, 150
 George Wolfe, 168
 John Wolfe, 65, 159, 173, 191
 John F. Wolfe, 219
 Mary Wolfe, 111
 Raymond Wolfe, 168
 Thomas Wolfe, 150
 Father John Woods, 171
 Isaac Wournell, 143
 John Wournell, 143
 Charles Wylde, 140, 141, 142, 258
 John Wylde, 133, 258
 Freize Yard, 234
 Roy Yard, 234
 Angeline York, 211
 John York, 211
 Margaret York, 114
 Stephen York, 99
 William York, 211
 Edward Young, 241
 Francis Young, 56, 71, 241
 Frank Young, 95, 97, 105, 116
 Frederick Young, 40
 George T. Young, 189
 George R. Young, 14
 J. B. Young, 176
 John Young, 72, 250
 Peter Young, 12
 William Young, 84, 121
 Mr. John Zwicker, 236