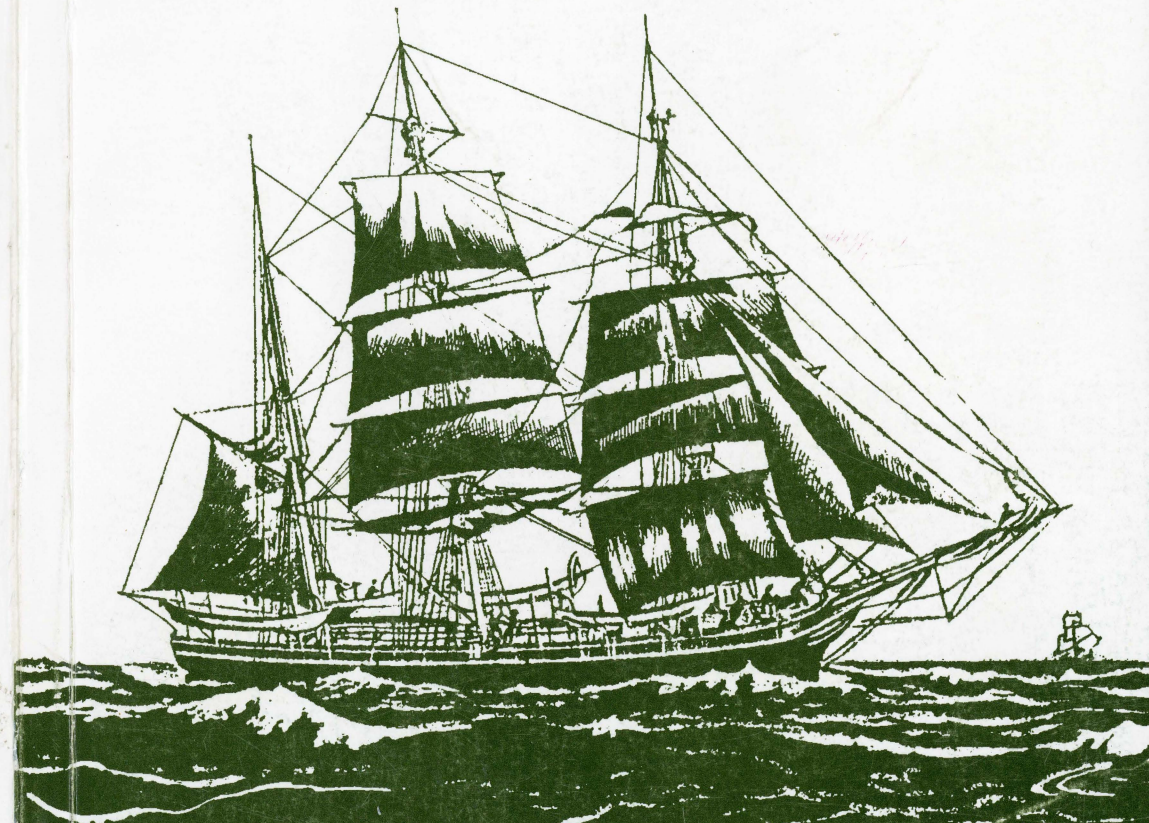


**HISTORY OF
DARTMOUTH /
DISTRICT FAMILIES
AND HALIFAX HARBOUR**

**1874-1900
VOLUME IV**



DOUGLAS WILLIAM TRIDER

**HISTORY OF DARTMOUTH / DISTRICT FAMILIES AND HALIFAX HARBOUR
TRIDER
1874 TO 1900 VOLUME IV**

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**History of Dartmouth / District Families
and
Halifax Harbour
Volume IV**

1874 – 1900

Federal Acts (relating to Dartmouth)

Chapter 59 — An Act respecting the Bank of Nova Scotia. There were 2 provisions, which included the number and amount of shares and how fixed.

Chapter 129 — An Act respecting the Shipping of Seamen. There were 128 provisions of this Act.

Chapter 30 — An Act further to amend the, “Act respecting the inspection of Steamboats.”

Chapter 32 — An Act to provide for the appointment of Port Wardens at certain Ports of the Dominion.

Chapter 40 — An Act to amend the Act respecting the prompt and summary administration of criminal Justice in certain cases as respects the Provinces of Nova Scotia and New Brunswick.

Provincial Statutes (relating to Dartmouth) – nil

In January, an accident occurred on the ferry steamer, Sir C. Ogle, which caused her to be laid up. This created a considerable delay and inconvenience by people having business between Dartmouth and Halifax.

On January 6, the annual election of officers of the Halifax Dartmouth Shipwrights and Caulkers was held. Those elected were, President Edward Garde, Vice President William Tierney, Secretary Michael O'Brien, Assistant Secretary, Michael Corbett and Treasurer Maurice Hartery.

Ship construction continued to be very active around the province for 1873. An example was Lunenburg. It owned 206 vessels, had 16 vessels recently built and had 3 vessels registered in other seaports.

The value of imports for Nova Scotia for the latter six months of 1873, were imports, \$82,629.00 The exports were \$350,216.00.

On January 27, Mr. Mosely at Dartmouth reported he was building a new tugboat. The frame is up and the planking of the hull has been commenced.

The reports of Rowdyism in Dartmouth were becoming notorious. Every other day there were complaints of injuries to people and property being heard. The latest was the breaking windows in Publicovers' store to steal items.

On January 25, a little boy named Hollis was so severely burned that he died 4 days later.

On January 26, a colored man named "Gross", stole a pair of gloves from Constable Waugh. This was while seeking that official's aid in serving a warrant. The constable pursued Gross and caught him near first lake wearing the gloves. After a rough scuffle in which he was badly used by the, "Darkey", the constable obtained possession of the articles, and then returned to town.

On February 10, the assessed value of property in Dartmouth was \$1,133,820.00, Real Estate \$809,902.00 and personal property \$233,900.00.

A new steamship company was formed to serve the Nova Scotia Coastal communities. J.P. Mott is the president of this company.

In March, the residence of a man named Homer and the family, were attacked at home. The ruffians smashed his windows with stones. The man was struck by a stone and knocked down. Then they tried to drag his daughter out of

the house. Some neighbors came to the rescue, but not before the girl's clothes were torn to shreds. She fortunately did not receive any bodily harm.

On March 19, the Dartmouth Town council decided to continue their decision to charge \$100.00 for a licence to sell liquor. They further resolved to restrict the number of licences that would be granted to 10.

The "Mount Amelia" estate, formerly owned by Judge Johnston, was put up for sale. Also for sale was property in Dartmouth opposite the Dockyard. It has gardens, springs, well stocked and an excellent house. It is surrounded by four streets. Apply to Don Ross at 11 Water Street.

A robbery was reported at Parker's and Grant's Gristmill on March 19. The thieves got away with between \$40.00 and \$50.00.

On March 31, a fire totally destroyed a barn owned by W. J. Green near the Presbyterian cemetery at Mount Thom. Also destroyed were a new hearse, a new wagon, six truck sleds and other articles. There was no insurance and it was thought that it was the work of an incendiary.

On April 7, Mary Jane Beals was committed for trial at the Supreme Court. She had in her possession \$140.00 that belonged to N. Russell and Company, who reported the theft.

April 7 – Mr. Henry Mosely built a new racing whaler for an amateur crew in Dartmouth. It was built with white pine and thought to be the lightest whaler in the harbour; length 37 feet with 3 feet and 3 inches depth 11 inches.

At the Marine Railway, the dredge will be ready by April 18 for repairs.

A report from Maitland, in Hants County, said that Mr. Thomas Forhan from Halifax has contracted to make sails for the large full rigged ship for William Lawrence. This is the vessel of 2, 400 tons. It is nearly 600 tons larger than any other vessel built in the Dominion. She will spread 7,000 yards of canvas. In September it will be launched and will carry 3,000 tons of freight.

On May 5, there was an election in Dartmouth. Elected were, Ward 1 Councillor Allen, Ward 2 Counsellor Murray and Ward 3 Counsellor Mumford. Mr. Thomas Short was re-elected as Town Treasurer and Clerk. Mr. Henry Watt appointed as Town Assessor, and Counsellors Forbes, Allen and Mumford were appointed Street Committee. The Licence Committee was Johnson, Allen and Mumford. The appointed Superintendent of Streets was R. Murphy.

The Dartmouth Liquor sellers, who were charged with infringing the liquor laws, have had their case removed to the Supreme Court by, "Writ of certiorari".

On June 6, the excursions to McNabs Island resumed. There will be three steam ferries in operation for the Halifax Natal Day celebrations on June 21. Besides the aquatic sports there will be turf sports, and a floral procession by the public school children. Also fireworks.

The sale of liquor has been licenced by the Court of quarter sessions. The public was concerned about the trouble in the area and expressed hope that the police would provide adequate protection. Last season there was too much unrebuked rowdyism and drunkenness in the area.

The vessel, *Lady Head*, returned from her cruise to Sable Island. The steam fog whistle on the east end of the island was destroyed by fire on June 20. On that day, a Norwegian bark was grounded in a heavy fog. The crew used their lifeboats and was saved.

George Brown won the champion ship race at Springfield, Massachusetts, in the fastest time on record. He beat the American champion to win the title. This was a 5-mile race. His time was 36 minutes and 45 seconds. The race had over 10,000 spectators.

On July 21, the Dartmouth ferryboat, *Sir G. Ogle*, broke part of her machinery while crossing the harbour. She had to be towed back to Dartmouth by another ferry, the *Chebucto*.

At a meeting of the town council, the Town Officers were appointed for the ensuing year. They included (1) Fire Wards (2) Fire Constables (3) Health Wardens (4) Surveyors of Lumber (5) Overseers of the Poor (6) Fence Viewers and Auditors (7) Ward Assessors (8) Committee on Finance (9) Committee on Tenders (10) Committee on Schools (11) Committee on Licences (12) Policeman and Pound Keeper. There were also 8 standing Committees appointed.

The, *Lady Head*, arrived from Sable Island with the crew of the bark, *Highlander*, which was wrecked on May 28. The cause, according to the Captain, was a strong westerly current and deviation of the compass.

The steamer, *George Shatlust*, came off the Marine Railway after having her bottom repainted. The new steam launch, *Srina*, went on an excursion around the harbour and the crew felt the vessel was ideally suited for harbour purposes.

On July 31, a vessel was driven ashore on Devils Island, due to a dense fog. It was supposed to be loaded with coal.

On August 1, an 8-oared race was held between the “Black Watch Regiment” and a crew from the H.M.S. *Bellorophon*. The stakes were \$150.00 a side.

Mr. Webly, Supervisor of Dartmouth’s Coal Measurer’s was suspended from office for disobeying the orders of the Town Clerk. This was in reference to the employment of a supervisor who had not been sworn in. The Warden was sustained in his action, but the officer was re-instated because of long service.

A barn owned by John Lahey, near the north end of the Dartmouth Common, was destroyed by fire. It was not insured.

A report from Ottawa said that Sable Island comes under the Department of Marine and Fisheries, which is a branch of the Federal Government.

The combined real estate value of the assessors for Ward 1, 2 and 3 totaled \$1, 457,905.00.

On September 1, a whaler race was held on the harbour, between the Donovan crew from Dartmouth and the Galligher crew from Halifax. This was for \$30.00 a side. The water was not fit for racing but they raced in spite of the bad weather. The Halifax crew won by a length.

On September 8, the Halifax oarsmen won the Interprovincial race, at Bedford Basin. The course was very rough, due to the poor weather. They beat the Logan crew from New Brunswick. The Ross Folley crew from Halifax was escorted to town by a torch light procession, led by the band of the Union Engine Company. This Halifax crew won every race that they competed for. Their racing shell was built locally and they train consistently.

The Dartmouth Council appointed Mr. J. Y. Payzant as Stipendiary Magistrate and Recorder, under new by laws sanctioned by the Government. Other appointments included Counsellor Hyde, Murray, and Johnston on a Board of Appeals of taxes. T. E. Lawlor as a fire constable in Ward 1, and Peter McKenna a Health Warden in Ward 2 in place of H. Horne, deceased. Michael Hurley is appointed a Fence Viewer.

The Dartmouth Court of Appeal on Assessments met to hear any appeal from the Assessor’s valuation. The General assessment was reduced to \$10,340.00. The reduction is principally on shipping owned by ratepayers in Dartmouth, but not registered in the province. The total for all three wards is now \$1,377,568.00

In September, Dr. A. C. Gogswell was brutally assaulted in Dartmouth by a man named Quirk, who keeps a liquor store on Water Street near the Market. The ruffian was arrested, then lodged in jail and fined \$20.00 and costs.

On September 29, George Brown won another race. This was near Fredericton, New Brunswick. He raced against Evan Morris from England. The prize was for \$1,000.00. Morris led the race but at the finish Brown put on a sprint and won the race by a length and a half. The time was 37 minutes. This was the best race ever rowed by Brown.

In Halifax, a crowd gathered in front of the Telegraph Office. When the news came there were hearty cheers for Brown.

A new wing was built at the Mount Hope Asylum in Woodside. The building will now accommodate 400 patients.

A report for 1873 on shipping and tonnage for the Canadian Provinces said that there are now 6,782 vessels and the tonnage is 1,073,718. Nova Scotia led the way with 2,083 vessels and tonnage 449,701.

The Logan Crew of New Brunswick sent a challenge to the Ross Foley crew of Halifax for a 6-mile race on the Kennebecassis River, in the spring. They asked the Halifax crew what kind of boats they would prefer.

The October issues of a local paper the, "Colonist" published the following report ... "The manufacture of ships knees, is a very important part of our industrial pursuits in Nova Scotia. Doubtless it is not very generally known to the general public that Dartmouth ought to be awarded the, "palm" for this work. In that quiet unassuming town, there is a small workshop capable of turning out, with six hands, about six tons of "ships knees" a day. The proprietors are Messrs. F. Mumford and Sons, and have contracts on hand now for the supply of 100 tons intended for vessels that will be built in Hants, Colchester, Shelburne, Halifax and Lunenburg counties.

Of course, in the manufacture of these "knees", the best and most improved machinery is employed, and what is more especially noticeable is that it was all invented and manufactured by them. It is not a little surprising to a visitor to witness the rapidity with which the work goes on in the establishment.

Besides the manufacture of ships knees, the Mumfords, are engaged in the manufacture of carriage Axels and Springs, sledges, stone and drill hammers, pick axes of all kinds and heavy forging.

Nearly all the machinery on the premises was invented, and then manufactured by them. One little machine is capable, if employed for 10 hours per day, of supplying the whole Dominion with carriage axels. The cost of the manufacture would almost defy competition. The Messrs. Mumford have for some years, gained a reputation in this branch of their business, and probably three fourths of the carriages built in Halifax have their improved axel. It is but fair to say that the manufacturers of Nova Scotia are not behind those of the elder and larger cities, and it is but due to them that our people should, "Encourage Home Manufacture".

A report said that the world's largest ship is the Adriatic, tonnage 3,389, built at New York but registered in Liverpool, Great Britain.

At the town council meeting on October 28, Wednesday afternoon, Mr. W. Smith was appointed a Fire Warden in place of Peter McNab who resigned in consequence of a misunderstanding with the Appeal Court. A petition from the liquor sellers asked for a reduction of the licence fee, and be permitted to keep their bar room open until 11 o'clock at night on Saturday. Also, a petition from the hack and truck men requesting a revision of their tariff of fares. Also a letter from F. C. Elliot regarding the extension of Fitzwilliam Street, and from Mr. H. Elliot asking for more rent for a school house which the town was renting from him. A letter from Mr. R. Hamilton, school teacher, asked for a increase in salary, and if not acceded to, he would resign. This last request was the only one the council would take action on. They decided not to increase Mr. Hamilton's salary. All the other papers were referred to the respective committees.

On November 5, the town council ordered the removal of a fence that the Starr Manufacturing Co. erected along the Canal property. The vacancy in the schools, caused by the resignation of Mr. Hamilton, has been filled by a Mr. Thomas Malcolm from Pictou.

Also Miss Meager received an appointment to one of the departments recently vacated by a lady teacher.

Mr. Peter McNab is confined to the hospital for the insane. Dr. Almon, Dr. Farrell and Robie Uniacke have appointed a committee to enquire into his sanity.

It was reported that the Mumfords would supply what they could to Mr. W. D. Lawrence for his 4,500-ton ship that he is building. He plans to build another, if the ship does well. His son John Lawrence has superintended the construction of this monster ship.

On November 10, the people of Dartmouth are commencing an agitation for another ferryboat between that town and Halifax. A meeting of the ratepayers was to be held on November 12 to discuss the question.

The Town Council ordered the erection of 12 oil lamps on the streets of Dartmouth. The Council announced its intention of opening a new school to accommodate the colored children.

On November 12, a meeting was held in the afternoon, with 150 people present. The following resolutions were unanimously passed on the motion of Mr. N. Russell then seconded by M. S. Cross.

... Be it resolved that a committee be appointed to take the matter into consideration, and report at an adjourned meeting. It stated, whereas additional ferry accommodations is now desirable between Halifax and Dartmouth, and much dissatisfaction is expressed by the public with the present arrangements.

The following people were appointed a committee to make investigations and report at a future meeting. Mr. G. T. Troop, Adam McKay, Duncan Waddell, Eban Moseley, Howard Symonds, N. Russell, F. C. Elliot and J. W. Turner.

On December 3, the colored school recently opened in Dartmouth, is reported to be in a flourishing condition. There are 25 pupils under the instruction of Miss Ann Joseph.

On December 14, it was reported that Peter McNab died at the Insane Asylum.

January 5, 1874 – Duncan Waddell sold to John Forbes, machinest, for \$1,500.00, the lot number 12 on the west side of first Dartmouth Lake of the plan marked “A” to the public road.

January 6, 1874 – Waddell also sold a lot on plan ‘A’ to Forbes, for \$500.00.

January 12, 1874 – John and Mary Ann Starr sold to Bennet Hornsby, for \$4,000.00, a total of 22 lots of the Fairfield property, on the east side of Bligh Street and the south side of Pelzant Street to the junction of Bligh Street and Dawson Street then to Walker Street and back to Pelzant Street.

January 16, 1874 – Howard C. Evans sold to Brenton Eaton, for \$4,000.00, two lots of the John Watts division of the Manor Hill property (20 acres) also two lots on the north side of the Cole Harbour Road to the north line of Manor Hill.

January 20, 1874 – James R. Orman and Margaret sold to James Ritcey, for \$400.00, a lot on the corner of Green Lane and Wentworth Street.

January 21, 1874 – William Simpson and Barbara Ann, tinsmith, sold to Nathaniel Russell and William Murray, for \$52.00, a lot on the west side of Gaston Road, next to George Corkum and Frazier Allen.

February 6, 1874 – James Austen, et al, sold to Peter Innis, grocer, for \$250.00, the south portion of lots 15 and 16 of their subdivision to the north line of Dahlia Street.

February 10, 1874 – Lease between Alan MacDonald to James Simmonds, tinsmith, for the rents from a shop and premises on the east side of Water Street, being the south half of McDonald's building, 3 floors for hoisting purposes, and the property of Luther Sterns on the west of McDonald's building and east by the property of Charles Allen and Henry Walker, with a 12 foot right of way.

February 14, 1874 – Henry Hill sold to Harriet Barber, for one dollar, a lot on North Street next to Eb Mosely to Weeks property to the John Gunn property. John and Harriet Barber then sold this property to C. P. Frazer for \$2,105.29

February 17, 1874 – Francis and Mary Elliot sold to William King, watchmaker, for \$630.00, a lot on Stairs Street next to property of James Lawlor, on the Dartmouth Common.

February 21, 1874 – Austen and Eaton sold to Edmund Cross, for \$200.00, the lot number 1 of the field between Maynard Lake and the pipe house on Cole Harbour Road.

February 28, 1874 – Nathaniel Russell, tinsmith, and George and Alice Russel and William Murray sold to Edward Stanley, machinest, for \$250.00, part of Skerry's field on the east side of Wentworth Street.

March 11, 1874 – Isabella Lawlor, widow, sold to William MacVicar Smith, saddler, for \$500.00, a part of the triangular field at the junction of Cole Harbour and Preston Road next to John Bowes property, called lot number 8.

March 12, 1874 – Samuel Warner and Mary, painter, sold to Edmund Walker, grocer, for \$170.00, a lot conveyed from John Ledley in 1870, on the west side of Windmill Road, next to Benjamin Smith's to Fuller's lot.

March 17, 1874 – George Mitchell, et al, trustees of John Watt, sold to Jessie Harrison, for \$880.59, for lots of the Manor Hill property (5 lots) of the Watts second division of Manor Hill west of the Cole Harbour Road.

March 19, 1874 – William and Arabella Weeks, M.D., sold to John A. Lewis, M.D., for \$100.00, lot number 4 in letter 'K' on the southeast corner of King Street and Quarrel Street (60 feet by 60 feet).

March 20, 1874 – John C. Oland sold to Alexander Harvey, for \$120.00, at a public auction, a one sixth part of the tan yard, with field of Samuel Albro, called letter ‘E’, containing 12 acres, 2 quarters and 16 perches, also the water lot in front of the tan yard to a dock and 300 feet into the harbour then to the “Tan House”.

Alexander Harvey, George Mobray and George Harvey, then sold for \$23,000.00 to George Fraser and John C. Oland, the tan yard with the field marked letter ‘E’ having the same property and the water lot in front of the dock and wharf, etc.

March 25, 1874 – John F. Stairs and Charlotte sold to Charles Wilson, rope maker, for \$60.00, the lot number 126 of the Fairfield property on Dawson Street, then south to David Falconer’s land.

April 11, 1874 – James Austen, et al, sold to Henry Carter, machinest, for \$410.00, lot number 12 and the west half of lot 13, on Tulip Street.

April 16, 1874 – William Sterling sold to Edward Reeves, for \$3,000.00, the lot conveyed to Robert Innis from the trustees of James Creighton in 1863, on a new street, being the property of Alexander James to the James White property to Robert Innis property.

May 2, 1874 – Edward and Mary Foster, clerk, sold to Alexander Waddell, Gentleman, for \$2,350.00, a property on North Street, to the corner of block letter ‘H’, to John Misener to William Newlands’ lot, being lot number 2 of the letter ‘H’.

May 11, 1874 – James Austen sold to James McLeod, master mariner, for \$100.00, the lot number 43 of his subdivision on Rose Street.

June 16, 1874 – James Austen and Beaton Eaton sold to James Trider lot number 29 of the subdivision of the field between Maynard’s Lake and the Pipe House Road and the Cole Harbour Road.

June 17, 1874 – George and Sarah Crooks, blacksmith, sold to John Walker, joiner, for \$200.00, the east portion of lots 1 and 2 of the Austen subdivision on Tulip Street.

June 18, 1874 – Mary McMinn, widow, sold to Ann Keans, widow, for \$1,300.00, a lot on the west side of the Asylum Road at Lewis Fairbanks line to Halifax Harbour, about 3 acres.

June 20, 1874 – Alonzo Gates and Mary, carpenter, sold to Robert Thornton, rope maker, for \$65.00, the lot number 128 of the Fairfield property having 33 feet on Dawson Street then south for 100 feet to David Falconer land.

June 26, 1874 – John Stairs and Charlotte, merchant, sold to James Behan, engine driver, for \$200.00, the lot number 13 of the Fairfield property, having 55 feet on Dawson Street, then North to Wyse Road for 109 feet then to John Dubay land.

June 27, 1874 – Peter and Margaret Kennedy sold to Peter Cope, Indian, for \$100.00, a lot on the Dartmouth to Truro Road, next to the property of Neville Lewis (about one acre).

June 27, 1874 – Peter Cope, Indian, and Louise Cope, sold to Andrew Abraham, for \$50.00, a lot on the Dartmouth to Truro Road, next to the Peter Kennedy property.

July 1, 1874 – John Stairs and Charlotte, merchant, sold to James Dalziel, factory foreman, for \$80.00, the lot number 131 of the Fairfield property on Dawson Street to David Falconer lot.

July 21, 1874 – Frazier and Isabella Allen sold to Jacob Boutlier, for \$360.00, a lot on the south part of Johnson's property, on the east side of Gaston Road to Wilson's land.

July 21, 1874 – Charles DeWolfe and Susan sold to Bennet Hornsby, for \$10,000.00, 2 lots on John Mott's subdivision on Manor Hill, lots 6 and 7 to Eaton property, and H. C. Evans, also property in Halifax.

July 28, 1874 – George Roome and June, clerk, sold to Elizabeth Schurman, for \$900.00, the lot number 13 of the Hendry subdivision on Tulip Street.

July 29, 1874 – John and Mary Esdaile sold to Florence Seely, spinster, for \$980.00, a lot on Prince Arthur Park, lot 45 on the South Eastern Passage Road next to Stewart's lot.

August 1, 1874 – John and Mary Gillard, builder, sold to Jane Shortland, for \$585.00, three lots on Pine Street, next to Francis Pawley's land.

August 4, 1874 – John Austen sold to Agnes McDonald, for \$60.00, the lot number 24 of his subdivision on Rose Street.

August 10, 1874 – Jerome and Sarah Baker sold to Russell Baker, distiller, for one dollar, the lot next to John Trider Jr., next to John Trider Sr., to Plover

Street, to lot number 8, conveyed to Donald Murray by John Bland to property of John Duggan to the distillery to another property of John Trider, from Pleasant Street to the distillery.

August 12, 1874 – Henry Hill and Hester, builder, sold to Samuel Wright, yeoman, for \$140.00, a lot on Windmill Road, lot number 8 of the Henry Hill property.

August 13, 1874 – Francis and Mary Elliot sold to Isabella Lawlor and Joseph Allen, executors of James Lawlor, for one dollar, the property on the south side of Stairs Street to the Episcopal Church.

August 18, 1874 – Isabella Lawlor sold to William Crowell, teamster, for \$750.00, a property on the south side of Stairs Street to the Episcopal Church.

August 22, 1874 – Alexander and Susan Falconer, minister of the Gospel, sold to James Austen, for \$100.00, a lot on the south side of the road to Cole Harbour to the property of Adam McKay, next to John Tait.

August 25, 1874 – James Austen, et al, sold to Edward Miller, shoemaker, for \$645.00, the lots number 1 and 2, north on Tulip Street, to the lot number 3 on Pine Street.

August 27, 1874 – Fitzgerald Cochrane, assignee for John Leonard, sold to John Chisholm, merchant, for \$2,075.00, a lot on the Dartmouth Common, to Water Street then Mott Street to Fairbanks Street being lot number 26.

On that same day, John Chisholm sold to Michael Dwyer, Trustee for Margaret Dwyer and wife of Edward Dwyer, for \$2,075.00, a lot on the Dartmouth Common, lot 26 and part of lot 27, with the steam engines, bark mills, rolling mills and machinery gear, etc.

September 8, 1874 – Angus McDonald, nail cutter, sold to Joseph Allen Trust Deed, two lots on Rose Street.

September 10, 1874 – Peter Kuhn and Jane, merchant, sold to the Town of Dartmouth, for \$700.00, a lot on Ochterloney Street, to the corner of Dennis Dayley's property to Professor Ross then to the north side to Ochterloney Street.

October 2, 1874 – Joseph and Margaret Allan, et al, sold for \$3,600.00, the lot number 7 of the property on the road to Creighton's ferry and the former property of Jonathan Tremain.

October 2, 1874 – Joseph Austen sold to Robert James McLeod, machinest, for \$110.00, lot number 10 and part of lot number 11, on Tulip Street.

October 3, 1874 – James Austen, et al, sold to George Munro, blacksmith, for \$100.00, lot number 6 on Tulip Street.

October 10, 1874 – Peter Kuhn sold to John Condon, gardener, for \$3,200.00, a lot on the Dartmouth to Eastern Passage Road, next to the land of John Prince, 12 acres.

October 15, 1874 – John McKay and Margaret, machinest, sold to William C. Bishop, boiler maker, for \$1,300.00, a property on the north side of Quarrel Street, next to the property of John Lindsey, then to Benjamin Elliot.

October 17, 1874 – James Austen sold to Charles Shannaman, labourer, for \$75.00, the lot number 35, bounded on Rose Street.

November 2, 1874 – James Austen sold to Patrick Conrod, for \$120.00, lot number 24 of his subdivision on Tulip Street. Patrick Conrod then sold this lot to John Crook, blacksmith, for \$140.00.

November 10, 1874 – Judson Settle sold to George Misener, joiner, for \$140.00, a lot one acre, on the east side of Gaston Road.

November 11, 1874 – James Hutt and Jeanne, et al, sold to William and John Glendenning, ice dealers, for \$575.00, a water lot at the foot of first Dartmouth lake, and property on the North side of Dartmouth to Truro Road, to George Creighton property.

December 4, 1874 – John and Charlotte Stairs sold to George Trower, rope maker, for \$60.00, lot 127 of the Fairfield property on Dawson Street.

December 17, 1874 – William Cunard sold to James and Thomas Lawlor, a lot on the south side of Boggs Street to Prince Edward Street then over to Michael Devan property.

1875

Federal Acts – nil

Provincial Statutes – nil

On January the Dartmouth Engine Company admitted 2 new members, at their semi-annual meeting. There were also resignations by Mr. Maurice Downey and Mr. John Bishop, and Lt. W. F. Murray.

Dartmouth located 6, "Fire King", fire extinguishers at each of the following parts of town, Nelson, Graham, James Stewart, Leonard Leadly, Michael Kane, James Bishop and John E. Glendenning.

On January 5, a schooner carrying coal went ashore at Mauger's Beach on McNabs Island. The crew was saved but the coal that it carried had to be dumped in order to re-float the vessel. Then it was then towed up the harbour.

At a meeting of the, "Oddfellows" on January 7, the officers of Excelsior Lodge were installed by Brother K. J. Matheson, D.D.G.M. There was not withstanding the severe snowstorm from deterring the attendance of the Mystic and Orient Lodges of Halifax. There were 12 officers installed.

The Brigantine, Helen, was wrecked off Herring Cove. The weather was very rough and it couldn't get out of the harbour. A storm came up and it drove the vessel ashore on the Holystone at Herring Cove. The captain and crew rowed ashore in safety.

The bark, Ella Vose, was finally launched at MacPhersons' shipyard in Richmond. Her tonnage was 889 and over all keel 180 feet.

In a blinding snowstorm the "Digby" owned vessel, *Agnes Raymond*, was totally wrecked near Dover at White Island, just west of Sambro. All hands were lost and the captain. This occurred during a blinding snowstorm that was very severe.

On January 12, the Shipwrights and Caulker's Association held their annual meeting. There were 8 newly elected officers.

The Dartmouth Police Force has been re-organized by the appointment of George N. Roome as number 1, and policeman Grono as number 2.

On February 6, the steamer, *M. A. Starr*, was laid up in Dartmouth Cove, also was the brigantine, *General Corobut*, and the bark, *Viking*, from P.E.I. for repairs, on the Dartmouth Marine Railway.

At this time, in the harbour were 9 steamers, 5 barks, 2 brigs and 6 brigantines, along with 41 schooners. The schooner, *Annie Currier*, was also laid up in Dartmouth Cove, making the total of 4 vessels in the Cove. Most vessels in this cove area were laid up and waiting to have repairs or new equipment. The steamer, *Edgar Stuart*, was waiting for repairs on the Marine Railway as well.

This month there was a severe snowstorm and an abundance of ice that blocked the harbour. The Dartmouth ferryboats, although entirely unfit for ferry services, somehow forged their way through the layers of ice and made trips all day and even at night. The passenger traffic was limited but carried on. The tugs did effective work in shattering through the ice barriers. The tide finally helped to take away the ice. The arriving vessels have no difficulty. This was due to the extreme cold in January. Nearly every port from New York to New Brunswick was closed because of the ice. It was reported that there were very bad conditions in New York harbour.

Halifax harbour has tugboats to keep the shipping ice free.

At the Marine Railway in Dartmouth, this month they had the *George Shatuck*, the *Edgar Stuart*, the bark, *Viking*, and the schooner, *Mary Lucie*, at the Marine Railway wharf for repairs.

On February 12, there were several narrow escapes in the harbour. Passengers to and fro from Dartmouth were conveyed in open boats and the greatest exertions saved the frail craft from being wrecked by the ice drifts. Four men had tried to reach a bark that was moved near the center of the harbour, by walking over the ice floes. When the ice gave way, all four floundered in the chilled water. Some people on the wharves saw this and were able to go with planks of wood and poles to their assistance. The men could swim but after a, "thorough soaking", they were rescued.

The next day there was a severe snowstorm and a heavy gale, which drove the ice packs back up the harbour. Then the snow changed to rain and with the gale of cold wind, the rain changed to ice. There was considerable damage to buildings, especially the slate roofs. In the harbour, several vessels had been dragged around the harbour, as their anchors couldn't hold. There were no injuries and the tugboats rescued these vessels before any serious losses.

On February 16, it was decided that another public meeting be held to consider the ferry question. This would be held at the Mechanics Institute.

On the following Sunday, crowds of people were on the ice, both pedestrians and skaters. The rowdies from Halifax and Dartmouth had fights and skirmishes.

Some fell through the ice but were saved. The ice was 8 inches thick in places. Vessels were not detained because they used the open channel. Several teams of oxen and horses and their wagons made the crossings but several fell through the ice, but were all saved.

For a short time there was a regular line of teams crossing that charged 10 cents per trip. The Dartmouth town council had a daily check on the ice thickness. This was for every 100 feet from the Dartmouth shore to Hutchings Wharf near the Bumboat slip, where horses come and go. The ferryboats continued their service and resumed full service on March 1.

William T. Murray, one of the Town Counsellors, died at his residence. In the municipal court, Archibald J. MacDonald was sworn in as a member of the police force, in place of Mr. Roome.

In the March 25, by-election to replace Mr. Murray, was won by a Mr. Adams. Mr. Russell, at the start of the poll, objected to the candidature of Mr. Adams, on the ground he was illegally nominated.

It was reported that the value of fish exports from Nova Scotia went from \$1,940,127.00 in 1853, to \$3,791,152.00 in 1873. Out of the 50 factories now existing in Nova Scotia, almost all are in the hands of Americans. The money value goes out of the country. Most of this is due to exportations of canned lobsters. In 1871 the value for canned lobsters was \$226,375.00, in 1873 the value was \$865,574.00. Now there was a concern for over fishing of this industry like it happened in the New England states.

On March 4, the steam fire engine, Albert, went to the Mackay's Boiler Works in Dartmouth for repairs. It was then returned to the fire wardens in Halifax for inspection. All were totally satisfied.

On March 23, the schooner, *Mary Lucia*, 79 tons, was put up for sale when it left the Marine Railway at Dartmouth.

Mr. Robert Mosely has added an engine room for a new steam sawmill. This engine was 20 Horse Power. It was built next to his copper paint factory where he invented, then patented his copper paint industry. Another first was a steam sewing machine by Eban Mosely.

On April 20, the Dartmouth Steam Boat Company is to be prosecuted for depositing dredgings from their dock. They were depositing these dredges in places other than where the Harbour Master appointed them.

On May 4, the election results for Dartmouth were, Ward 1 Joseph W. Allen and W. H. Weeks, Ward 2 George Adams and John C. Brown, Ward 3 Francis Mumford and Maurice Downey.

A report from the Minister of Marine and Fisheries said that the value for Fisheries in 1874, amounted to \$11,681,886.00. This is an increase of nearly one million dollars over 1873. For Nova Scotia 1874 produced \$6,652,301.00. In the previous year 1873, it was \$5,577,985.00.

A little boy, whose name was Wambolt, was run over near the Canal Bridge and had a serious cut on his head.

At the south wharf in Dartmouth, two vessels have been discharging car wheels and prepared oak timber. This was for the Starr Manufacturing Company, to build 209 coal carts for a contract.

The car wheels are from a foundry in New Jersey, and we can assume the timber is also. It is a pity that with so much valuable iron ore in this province, and such abundant facilities for manufacturing that we are obliged to send to the, "States", for it.

On May 11, the Dartmouth Town Council met, and a committee of the Warden, Recorder and Counsellor Weeks conferred with a committee of the Justices of the Peace, relative to school matters. Thomas Short, the town clerk, and John Payzant, Recorder were re-elected. A total of 19 committees were nominated for the ensuing year.

A letter was read from the Dartmouth Boating Club, requesting that the Council should allow the use of one of the public docks, under a nominal rent. The letter was referred to the Committee on public property.

On May 17, at a Town Council meeting, there was a discussion on the Town Water Supply. The Civil Engineer said the local wells were very impure. A Mr. Gray suggested bringing water to the town from Oat Hill Lake. There were other items up for discussion including a memorial from the Dartmouth Grocers, "praying that a tax be imposed on peddlers from Halifax retail groceries from their wagons. The Dartmouth Grocers do not want this. The Dartmouth Grocers want the Halifax peddlers to pay a tax while peddling their groceries in the town of Dartmouth.

On May 21, the steam dredge, *St. Lawrence*, went to the Marine Railway to undergo repairs and be re-painted. The damage from the collision with an iceberg is more serious than first supported. There were 10 plates broken, and the skeleton

stern outside the forward rudder was badly twisted and broken near the keel. These new plates will have to be ordered from Boston, Massachusetts.

The Halifax Rowing Club planned a regatta for June 21, natal day. The city's committee will buy new boats for 4 men to practice for the scull race.

On May 27, the first 3-masted schooner (fishing) entered Halifax Harbour. It came from Beverley, Massachusetts. It was 131 tons, named the, *S. E. Symons* and just launched this season.

On May 29, the Sheriff sold a part of the Subenacadie Canal property in Dartmouth Cove. The Nova Scotia Building Society, who were the Plaintiffs in this lawsuit, purchased the property for only \$10,000.00

Stipendiary Magistrate Shields was charged with cruelty to animals and also disturbing the peace, and against the peace of Her Majesty, her crown and dignity.

The Starr Manufacturing Company was daily turning out 3 or 4 coal cars. The total was soon 30 delivered to Halifax across the ferry where they drew a lot of attention. The Company has an order for 200 coal cars under contract, along with a contract for 300 narrow gauge trucks for passenger and freight cars. The factory is now working night and day and employs between 60 to 70 hands with the prospect of improving their services.

The Town Council meeting determined, on the report of Mr. Gray, Civil Engineer, for Oat Hill Lake as the water supply. The cost was quoted at \$36,384.00. Also, they quoted other lakes and the distance to the Ferry.

On Natal day, June 21, the war ships and the Dockyard were open to the public by the permission of the Admiral. The regatta was well observed, and many boat rides to McNabs Island. The businesses were entirely suspended so that the crowds could visit McNabs Island, Georges Island and Bedford Basin. Flags were flying everywhere. The regatta started at 9 o'clock. Church bells rang and the celebration was in great form. However, the steam yacht, *Svea*, collided with one of the Dartmouth steamer's ferries. Several women jumped overboard. A small boat went to the rescue and picked them up. Then other passengers jumped aboard and the small boat capsized. Eventually other small boats came to the rescue and all were saved, but very badly frightened. It is now, recommended that no vessel take on board more than they can accommodate.

The grand regatta had 10 races. Then the Halifax Yacht Club held their matches between the various classes of yachts.

The Dartmouth Water supply had put the problems of the Dartmouth Ferry out of sight and mind. They were afraid what might happen as it did in Canning and also New Glasgow.

The town council moved that the warden be authorized to invite tenders for laying a pipe from Clifford Lake to Dartmouth, and another from Oat Hill Lake to Dartmouth. Also the warden invited tenders for the sale of debentures to the extent of \$36,000.00 for the town water supply.

On June 29, there was a serious accident on the ferryboat, *Chebucto*, on the 4:15 trip from Dartmouth. Dr. R. S. Black was with his daughter Edith, who were traveling in a wagon. When the horses panicked at the front of the ferry, Dr. Black jumped out of the wagon and caught his horse by the head, but was unable to hold the horse. His wagon was forced against the guard chain and it parted. Then the horse and wagon and the girl fell overboard. The horse swam for a moment but was dragged down when the carriage sunk. The girl cleared herself from the sinking carriage and had to swim for about 7 minutes before being rescued. The ferry stopped and went back but nobody could do anything.

On July 5, the manager, of the Dartmouth Ferry had stronger and heavier chains installed on the rear of the ferryboats to prevent another accident.

The steamer, *M. A. Starr* was brought into Halifax Harbour, then taken to Dartmouth Cove and run ashore. A steam fire engine from Halifax then was taken over there. It pumped out the water from the hold. Then she was taken on the Marine Railway and overhauled.

On July 8, 1875, George Brown the rowing champion from Herring Cove died. He had won the championship belt 5 times in a row.

On July 16, the Halifax and Dartmouth Sabbath School Association held their regular quarterly meeting in the Popular Grove Church. The average attendance of pupils was slightly better for this quarter than previously. The delegates to the Sabbath School Convention recently held in Baltimore, gave an interesting account of their proceeding there.

The Dartmouth Public Schools gave their presentation of prizes in both written and oral. The principal is Mr. Alexander McKay. His assistants are Miss Angwin, Mayor Carten, Meagher, Johnston, McKenna, O'Toole, Mrs. Faulkner and Mr. Malcom. There are 44 pupils in the High School. Mrs. Faulkner has charge of the Tufts Cove School.

A handsome, “wherry”, built by Mr. Mosely of Dartmouth, was presented to the Public Gardens by Alexander Coombs, the chairman of the Board of Commissioners. It was 18 feet long, made of pine and called the “Ado Ethal”.

On July 19, a steam dredge finished the work at Cunard’s wharf. It removed 6,000 tons of mud.

The Nova Scotia Temporary Inebriated Home Grove in Dartmouth will be opened for reception of patients on August 2.

At the Dartmouth Town Council, it was recommended a sum of money be granted to the Dartmouth Cricket Club, to assist in the preparation of a “ground” on the “Common”. Counsellor Weeks made a motion to make Dartmouth a separate school district. It was also decided to exempt the Inebriated Asylum from taxation. It was also recommended to have a competent engineer examine and report on Mr. Gray’s report on the water supply.

The Nova Scotia Temporary Home for Inebriates at the Grove, was formerly opened. There were speeches from the Lt. Governor, and the Honorable P. C. Hill, Mr. Neal, and Mr. E. E. Newberry. Reverend Messrs. Pope and Cochran offered prayers.

On August 4, a 4-oared race with coxswains was held between 2 crews from Dartmouth. They went from Stairs Wharf then down around a boat moored off the Marine Railway and back. The stakes were \$20.00 a side. The crews were from the Dartmouth Ropeworks, named the, “Long Walk” and the “Oakum Room”. The latter crew won the race.

Another race was between wherries with 2 pair of paddles. This was won by a boat called the, *Annie*. They will be challenged by another Ropeworks crew.

On August 14, it was reported that the “Army worm”, is spreading fast up the fields on the Dartmouth side of the harbour, and eastward. At Preston a considerable loss of oats have been destroyed. Large fields are covered with the unsightly and voracious vermin.

The Assessors have made their return of the town value in Dartmouth. The real estate and personal values of Ward 1, Ward 2, and Ward 3 equals \$1,323,455.00.

The Department of the Marine and Fisheries for 1879 list for Canada 496 vessels and combined tonnage 190,756. Nova Scotia is the leader with 175 vessels and their tonnage was 84,480.

On August 28, the Ropeworks employees regatta was held on the harbour. There were 3 races and a swimming match.

The first race was for Jolly Boats. Three crews entered and this was won by the Long walk crew. The second race between 2 crews in the lap stake boats. This was won by, "Oakum House". The last race was for boys and was joined in by 2 crews in flats. It was won by Robert King and Robert Patterson. The swimming race was won by George Savage.

The Dartmouth Boating Club raced on September 14. There were 4 crews in the race. The winning crew was named the G. J. Troop crew, with John McKay, Henry Baker, Judson Baker and John Young. This was a 4-mile race and their time was 26 minutes and 40 seconds. The G. J. Troop crew won by only one length.

On September 15, the Halifax Steam Boat Company with Captain MacKenzie, kindly took the patients of the Hospital for the Insane on their annual trip to the North West Arm, the narrows, and Eastern Passage.

Also on this day the steamers, *MicMac*, and the *Spea* collided in the harbour. The awning of the *Spea* was broken down, but no damage was done and nobody was injured.

On September 17, Mr. Thomas Short, the Town Clerk of Dartmouth went missing. The rumor was he had left the country. The accounts were not in a satisfactory manner. He had crossed the harbour and then took passage on the Windsor to Annapolis train. Proper steps for his detention were taken, as it was not known how much money was missing. He returned and resumed work but not in good health.

On October 24, the town council held a meeting to investigate the accounts of Thomas Short. Other business was a petition for a well on the Common, and a memorial for the relief of a poor widow from taxation, a resolution authorized the Street Commissioners to buy a piece of swamp in Slab Town, Austenville, to open up a new street.

The committee submitted a report on the assessment books and found the Town Treasurer's deficiency to be \$2,259.70. It was then resolved to notify Mr. Short and his bondsman of this deficiency and request that they make good the account.

On October 29, the Dartmouth Town Council permanently appointed Mr. Alfred Elliot as the Town Clerk and Treasurer. He had for some time previously been acting in that duty.

On November 10, the Town Council voted \$100.00 to make a reservoir at the head of King Street.

On November 24, the ferry steamer, *MicMac*, collided with a steam tugboat, owned by Messrs. Lawson and Harrington, called the, *O. C. Whitney*.

The *MicMac* left Halifax at 5:30 and had her lights burning. The steam ferry was in the charge of Captain Coleman and the steersman was Mr. Marks, the mate. The tugboat carried no lights and had just returned from towing a bark to the Depot landing. The steersman, Marks, noted the smoke from the tug.

He immediately signaled to stop and reverse his engines, but the vessels struck with a heavy crash. The *MicMac* had her rudder broken. The tug had part of her deckhouse carried away, six stantions, three knees and her rail broken. The tugboat captain had previously put the wheel hard to starboard, and this prevented a total wreck.

On December 11, some boys were skating on Dartmouth First Lake when they found the body of a new born male child floating in the water. They reported this to the police. Corner Weeks was notified and began an inquest. Dr. A. P. Reid conducted a post mortem examination. The child was born alive and healthy. The police began to search for the parent. Harriet Lennerton was arrested in Bedford by Constable MacDonald of the Dartmouth Police on suspicion of being the mother of that child.

The ferryboat, *Sir C. Ogle*, met with an accident to her machinery. This prevented her from crossing and left her floating down the harbour at the mercy of the tide. Eventually the Captain made fast to a vessel moored in the stream. A boat was dispatched to Dartmouth for assistance. The Tug, *A. C. Whitney*, started to aid the ferry but had to return due to a defect in her boiler. Then the steam ferry, *MicMac*, afforded the necessary assistance and towed the other ferry back to her dock.

On December 17, the ferry steamer, *Sir C. Ogle*, had to give up her work for a short while in consequence of a defect in her machinery. This necessitated her being towed back to her dock.

On December 20, an infant body was found in the canal at Dartmouth. An inquest was immediately held.

—Honor to the Brave—

... In December, when Miss Louisa Sterns of Dartmouth fell through the ice while skating on First Lake, she was in great danger of drowning. A young man named Joseph Findley went to her rescue by supporting her in the water until Michael MacDonald and other spectators helped them out of danger. She was then taken to the residence of Mr. and Mrs. Michael Hurley. She was cared for there until she sufficiently recovered to be moved to her house.

On Christmas morning, Mr. Luther Sterns, the young lady's father, showed his appreciation by inviting these rescuers to his home. There he gave a silver watch, gold chain and ornament to Mr. Findley. To Mr. MacDonald he gave a gold ring and a twenty dollar gold piece. To Mr. Hurley he gave a handsome silver ice pitcher and salver. All these presents had appropriate inscriptions.

January 23, 1875 — Dr. William Weeks and Arabella sold to George Misener, joiner, for \$1,000.00, a lot on Quarrel Street to John Graham lot to the Baptist Church then to Dr. Lewis lot.

January 23, 1875 — George Misener and Annie, cabinet maker, sold to John Lewis, M.D., for \$500.00, a lot on the south side of Quarrel Street, next to the Baptist Church.

January 23, 1875 — George Misener sold to Dr. William Weeks, for \$400.00, a lot on the main road from Dartmouth to Cole Harbour near Gaston Road about 20 acres near James Wilson lot.

January 25, 1875 — John and Mary Gillard sold to the Starr Manufacturing Works, for \$936.00, a lot conveyed by the Lake and River Navigation Company to Lewis Fairbanks on the west side of the road leading to the skate factory.

February 3, 1875 — Bennet Hornsby sold to George Troop, for \$2,500.00, a lot and water lot (Troop Wharf) part of the VanBuskirk property, 300 feet into the harbour and 546 feet along the shoreline.

February 3, 1875 — John and Mary Esdaile sold to George Troop, merchant, a property on the Eastern Passage Road that divided the property of Troop and H. M. Black, 646 feet by 100 feet, for \$1.00.

February 6, 1875 — The Reverend James Ross, Principal of Dalhousie College, sold to William James Fraser, for \$400.00, a lot on the west side of the road to George Crichton property, next to James Stanford on the road to the residence of George Crichton and a lot parallel to Maple Street to Myrtle Street. Also another lot on the south side of Myrtle Street to Maple Street, then to Dahlia Street (2 acres).

February 17, 1875 — James Austen sold to John Preeper, ship carpenter, for \$120.00, the lot number 23 of his subdivision on Tulip Street.

February 22, 1875 — Stephen Cross and Mary, farmer, sold to Stephen York, for \$180.00, the 10 acre lot on the top of Lawlor's Hill, on the north side of the Preston Road.

February 26, 1875 — James Whelpley and James Austen sold to William Thompson, miller, for \$200.00, lot 15 on their subdivision on Dahlia Street and Beech Street.

March 12, 1875 — Patrick Fuller, Gentleman, sold to Edward Tufts of Tufts Cove, for \$1,100.00, a property on the west side of Water Street next to Fuller then over to Maurice Downey line, with buildings.

March 12, 1875 — Thomas and Maria Elliot, carpenter, sold to Albert Alexander Granger, a lot on the west side of Windmill Road next to George Walker to the property of George Towers.

March 16, 1875 — Brenton Eaton sold for \$7,000.00, lots number 1 and 2 of the John Watts division of Manor Hill next to Maynards Hill, about 15 acres.

March 19, 1875 — Dominick Farrell sold to John Walker, carpenter, for \$3,800.00, a lot on the west side of Water Street, next to Leslie Moffat and Samuel Hunston, to Water Street to the Ann Hawthorne property and north to the George Coleman property, then 300 feet into the harbour by 60 feet.

March 20, 1875 — Lewis Fairbanks sold to William Fraser, for \$21,000.00, a water lot, being the first section of the Shubenacadie Canal, from the north side of the road (Portland Street) and Canal Street, for 340 feet to the John Starr land and John Sinclair property (sold in 1870) to the John Gillard land to Canal Street, then to Ochterloney Street, to Preston Road, then to the land of Lawrence Hartshorne, then to the Shubenacadie Canal Company to the land purchased by Duncan Waddell, to Toney Street, to the west side of Lock Street, to the Dartmouth lakes to Edward Bowes, for 906 feet to the circular dam to Ochterloney Street.

March 27, 1875 — Owen Evans and Mary sold to Charles Stanley, cooper, for \$150.00, the lot number 35 of the Eaton and Austen field at Maynards Lake on the Cole Harbour Road and Pipe House Road.

March 30, 1875 — Charles Stanley and Mary Ann, cooper, sold to John Prescott Mott, merchant, for \$180.00, the lot number 25 of the Austen and Eaton lots near Maynards Lake, 33 feet by 112 feet.

April 9, 1875 — Peter Kuhn and Jane sold to Dennis Daly, shipwright, for \$400.00, a lot on the north side of Ochterloney Street, 120 feet to Thomas Boggs property, 30 feet by 120 feet.

April 9, 1875 — Richard Beazley and Louisa, fish dealer, sold to Michael Goulding, hairdresser, for \$300.00, a property on Quarrel Street to Ann Connors lot and Elizabeth Walker property, 60 feet by 123 feet.

April 17, 1875 — Dommick Farrell sold to Dommick George Farrell, merchant, for \$1,800.00, the lot number 9 of the dower of the late Mary Ann Bartlin, on Quarrell Street, to Elizabeth Walker property 30 feet by 120 feet.

April 20, 1875 — Francis and Mary Elliot, merchant, sold to Thomas Taylor the lot number 18 of O'Brien's property next to Wentworth Street (3 lots) next to Mumford's north boundary.

April 26, 1875 — Adam McKay, boiler maker, sold to John Crooks, blacksmith, for \$300.00, a property on Prince Street to Portland Street.

April 29, 1875 — Ann Susan Innis, widow, sold to Richard Innis, yeoman, for \$1,500.00, a lot on the Cole Harbour Road called the James property number 7 next to Mr. Sterling, to Stedley's Road. She then gave a mortgage to Richard and Margaret Innis for, \$1300.00

April 29, 1875 — Michael Dwyer, the Trustee of Margaret Davy and Edward Davy, sold to Frederick Scarfe, lumber merchant, for \$2000.00, lot 26 and part of lot 27 next to the Dartmouth Common then to Water Street, Mott Street and Fairbanks Street.

May 1, 1875 — James Behan, engineer, conveyed to Joseph W. Allen, for \$1.00 (one dollar), the lot number 113 of the Fairfield property on Dawson Street and Wise Road for 109 feet to John DeBay's land.

May 6, 1875 — James Austen sold to William Bowman, coachman, for \$300.00, 3 lots that bounded south by Rose Street.

May 11, 1875 — Edward Jost, trustee of Henry Hill, sold to Henry Mosely, boat builder, for \$1,000.00, a lot in Water Street next to John Gunn then to Dr. Weeks then to Mr. Gibson.

May 14, 1875 — Anne Susan Innis, widow, of Robert Innis, sold to Stephen Publicover, watchman, for \$250.00, the lot number 6 of her land on the road from Dartmouth to Cole Harbour to the residence of Alexander James, next to Richard Innis, for 190 feet to the William Wentzell lot.

May 29, 1875 — Mary Stayner Allen and Augusta Marie Allen sold to Francis Elliot, merchant, for \$200.00, a lot at the intersection of Church Street and King Street.

June 8, 1875 — Timothy McCarthy sold to John Esdaile, a lot next to Fort Clearance, 119 acres, Esdaile then agreed to sell the lots to Bennet Hornsby and transfer to James Woodill and then pay Hornsby \$1,000.00

June 10, 1875 — Thomas Taylor and Maria, carpenter, sold to Lewis Parker, accountant, for \$1,200.00, the lot number 18 of the O'Brien property on the west side of Wentworth Street next to Francis Elliot and 35 feet from Mumford's north boundary.

June 15, 1875 — James Whelpley, et al, sold to David Thompson, for \$300.00, the lot number 28 of his subdivision on Dahlia Street to Maple Street, 119 feet by 47 feet.

June 19, 1875 — Henry Hill, architect, sold to George Glover, for \$440.00, for 2 lots, number 20 and 21, of the Hill land, formerly owned by Samuel Albro next to William Bowes.

June 16, 1875 — Donald and Sarah June Fraser, shoemaker, sold to Thomas Elliot, for \$1,200.00, a property on the west side of Water Street, and the south side of Church Street, to the property of George Pyke, to Downies land to Church Street, called lot 'B' of William Bower's estate.

June 25, 1875 — John and Charlotte Stairs sold to Patrick Behan, carpenter, for \$100.00, the lot number 129 of the Fairfield property on Dawson Street to David Falconer's land for 100 feet.

June 26, 1875 — The Trustees of the Provincial Building Society sold to Walker Lockhart, bookkeeper, for \$800.00, two lots, 20 and 21 of the Henry Hill Property, formerly owned by Samuel Albro on the Dartmouth to Sackville Road.

June 28, 1875 — Austen and Eaton sold to Frederick Walker, joiner, for \$210.00, the lots 5 and 6 on the Maynard Lake field.

July 7, 1875 — Stephen Cross and Mary, sold to Judson Baker and Henry Baker, for \$150.00, the lot number 2 on the Mount Edward Road and Preston Road, about one acre.

July 21, 1875 — James Austen sold to Dugald Walsh, ship carpenter, for \$170.00, the lots 19 and 20 of his subdivision that was bounded on Thistle Street.

July 22, 1875 — Brenton Eaton sold to Howard Evans, merchant, for \$7,000.00, lots number 4 and 5 of the Manor Property, 10 acres, and half of the lot number 2, reserving a road, 50 feet wide to Maynard Lake.

July 22, 1875 — James Behan sold to William Lintamen, machinest, for \$600.00, the lot number 127 of the Fairfield property on Dawson Street to Falconer's land.

July 14, 1875 — Austen and Eaton sold to Alexander Lloy, for \$300.00, the lot number 22 in Maynard's field next to Brenton Street and Cole Harbour Road.

July 24, 1875 — Austen and Eaton sold to James MacFarlane, for \$180.00, the lots number 25 and 26 on the Maynard Lake field on Brenton Street, to the Government property.

August 9, 1875 — John Gillard sold to John Foley, plasterer, for \$400.00, the lots 6 and 7 of his property on Pine Street. He then sold to Maurice Foley lots 12 and 13 for \$450.00 on Myrtle Street next to the property of Alex Marks, 60 feet by 107 feet.

August 10, 1875 — William Hendry sold to Robert Whirell, yeoman, for \$600.00, the lots 10 and 11, on Tulip Street to Beech Street.

August 12, 1875 — Francis Elliot sold to George Weeks, engineer, for \$850.00, a lot on the corner of a lot conveyed to Mary Ann Webber, to the property of the Episcopal Church, 60 feet by 35 feet.

August 12, 1875 — George and Susan Foster sold to Edward Walker, merchant, for one dollar, the lot number 27 of the Austen and Brenton division of the Maynards Lake field.

August 17, 1875 — Richard Allen sold to Frederick Allen, farmer, for one dollar, a part of the Real Estate of Samuel Albro that leads from the Dartmouth Common to the property of Edward Lowe and Martin Gay Black.

September 13, 1875 — James Whelpley and James Austen sold to Isaiah Snow, machinest, for \$300.00, lot number 27 and west half of lot 26 on Dahlia Street 49 feet by 119 feet.

October 4, 1875 — William and Laura Cunard sold, for \$300.00, to John Bishop, a lot on the west side of Prince Edward Street, 150 feet to Boggs Street then to Prince Edward Street.

October 20, 1875 — John and Catherine Dansby sold to William Elliot, for \$676.37, lot number 122 of the Fairfield property, on Dawson Street to Falconer's land.

December 2, 1875 — John Ryan, yeoman, sold to Ebenezer Seakens, cooper, for \$80.00, a part of lot 17 on the common, at the corner of Best Street and Fairbanks Street, to John Cashin property.

December 8, 1875 — James Austen, et al, sold to Cecilia Patterson wife of William Patterson, for \$190.00, the lot number 24 of the Austen and Whelpley subdivision on Dahlia Street, 119 feet by 33 feet.

Federal Acts

Chapter 69—An Act to amend the Act to incorporate the Canada Shipping Company. There were 6 provisions. Number 4 provision stated the company may purchase cargo, to be carried exclusively by their vessels.

Provision number 5 stated the company may purchase vessels, etc. Also they could sell vessels, ship stores and furnishings, etc.

Provincial Statutes

Dartmouth Assessment – An Act to enable the Trustees of Dartmouth Mechanics Institute to convey certain Real Estate to the town of Dartmouth.

There were also references made regarding Ordnances and By-Laws.

In a separate proposal a reference was made regarding the water supply for the town.

At a town council meeting, Mr. J. Y. Payzant, the Stipendiary Magistrate and Recorder of the Town gave his resignation. It was accepted. The council decided to advertise for applicants. The security to be given by the Chief of Police was fixed at \$600.00. Mr. James W. Tufts and W. H. Greene were accepted as his bondsmen.

On January 25, 1876, Mr. Robert Motton was elected unanimously, Recorder and Stipendiary Magistrate for the Town of Dartmouth.

On January 27, Ed Veinot, an employee of the Dartmouth Steam Boat Company had one of his legs frightfully crushed by the paddle. He was trying to free the paddle from some ice. He had slipped down on the wheel before the engine had stopped running. He died when taken to the hospital. The inquest reported his death caused by this accident.

On February 2, a severe storm hit the area and caused a lot of damage to houses, buildings, fences, trees, etc. The worst damage was in the harbour. The steamer, schooners, and other craft were driven from their moorings and into collisions with others and into wharves. There were 8 vessels reported in very serious damage. In the streets there were scattered roof slates, tree boughs, and branches and several uprooted trees, shingles, sign boards, etc. The weather then turned to rain then freezing cold.

One of the chimneys at the Insane Asylum blew down. Also part of the roof was crushed in and, that damaged the ceilings and furniture.

At Bowe's Ice House at the Dartmouth Lakes, it was totally destroyed by fire. The cause is suspected to be incendiarism.

There were supposed to be 4 horse races on Second Lake, on February 15, but this was postponed because of a snowstorm.

A gang of thieves and Harbour pirates were captured by the Halifax Police. They would steal items from vessels at the wharf, or mooring at anchor, then put them in a vessel moored in Dartmouth Cove. There were several vessels there that were moored for the winter. These vessels were also stripped of their gear. This included sails rigging, blocks, hawsers, tools, and 13 kegs of gunpowder.

On February 18th there were Horse Races on Second Lake. There were 3 entries in the first race, for first-class square trotters, open to horses owned in Dartmouth for 3 months. These were mile heats, the best 2 out of 3.

Second race – for second-class trotters, – 3 entries; Third race – Trotting matches for ponies of, and under, 11 hands high, owned in the municipality – 3 entries; Fourth race – Sweepstakes, open to horses owned in the Eastern section of the county. Horses may be entered on the ice for this race.

The weather was good but the ice was bad. The 1st race was won by Mr. Durney's horse called, "Belle". The second was won by Mr. Hurley's horse and the 3rd race was won by, "No Name". The 4th race was won by Mr. R. J. Grahame.

Mr. Luther Sterns resigned the office as postmaster.

A report from the newspaper, "Halifax Citizen", on February 26, said, ... "There was considerable inconvenience experienced on account of accidents to the Dartmouth ferryboats. For nearly 2 hours of the day no boat was running at all – all three being either "laid up", or in the hands of repair. The, *MicMac*, had the crank pin of her machinery broken, the *Sir C. Ogle*, was laid up, and the *Chebucto* was undergoing repairs ... "It would be a pleasure to notice a reform instituted in the conduct of this ferry ..."

On February 28, it was reported there was an abundance of ice in the harbour. A severe snap of cold resulted in a blockade. The Dartmouth ferryboats had to land their passengers at Cunards's wharf because of the difficulty in running.

At a town council meeting, in March, the draft of a bill to authorize the town to construct water works and regulate the supply of water was read and then passed.

The Starr Manufacturing Company will enter for the Centennial at Philadelphia a hexagonal pyramid, for display. The skates, "Acme" brand, are artificially arranged on the slopping sides of a pyramid, under glass. It consists of highly polished steel finish. Nickel plated, silver-plated and gold plated specimens.

One side is for fancy skates, with ornamental figureheads, birds, etc., attached to the toes of the runners, which are longer than in the ordinary plain skates. At the top are 4 neat little winter scenes, painted by George Harris. The woodwork is black walnut, finished and mounted, built by Mr. Forbes, the manager, and Mr. Harris. It has already been visited by at least 1,000 people and attracted universal admiration ... It is the most creditable representation of our industries ... 6 sides, each 20 feet high ...

On March 24, a public meeting of the ratepayers was held to discuss the question of school assessment. Mr. J. F. Stairs presided; Messrs J. W. Johnston, Alexander James, Robert Motton, Hyde, Weeks, Anderson, Forbes, VanBuskirk, Robson, Farrell, Turner and Kuhn passed all three resolutions.

A new yacht was launched by Henry Mosely. It was 60 tons, 24 foot keel, 30 feet depth of the hold, and 8-foot beam. It was called the *Phantom*, and built for Mr. H. Billing of Dartmouth.

On April 25, at the Town Council meeting, Warden J. C. Troop submitted a report of work performed by Council over the past year. This included a new schoolhouse for not more than \$4,500.00, a water supply for \$67,000.00 and an Engine House at \$1,500.00

Estimated for the current year was \$15,000.00, the probable revenue of \$2,500.00. The sum to be assessed for is \$12,500.00. A resolution was voted down that said council to spend only \$100,000.00 for the water supply, if not then work shall not proceed. The vote was 31 for, but 43 against the resolution.

After the May 1st election, George J. Troop was the newly elected Warden. He was sworn in by the Customs of the County. The Councillors were then sworn in by the warden.

The School committee selected a new schoolhouse to be located on the south side of the Common in line with Mr. Austen's property.

The Town Officers appointed to Committees were:

Public Accounts, Finance and Auditing – Counsellor Weeks, Turner and Farrell; Public Property School & Tenders – Downey, Turner and Weeks; Licences and Police – Downey, Weeks and Brown; Roads and Streets – Turner, Farrell and Mott; The elected town clerk was Alfred Elliot; Stipendary Magistrate – Robert Motton; Town Assessor – James Ormon; Ward Assessors – Ward 1 Peter McNab, Ward 2 Henry Watt, Ward 3 John Walker; Overseers of the Poor will be Farrell, Weeks and Mott; Health Officers – Weeks, Farrell and Turner; Clerks of Market – J. Simmonds and J. W. Tufts; Surveyor of Lumber – Henry Watt and J. J. Wisdom; Fence Viewers – Thomas Farrell, W. Glendenning and Peter McNab; Measurers of Grain, Wood and Coal – E. Whebley, J. Misener and J. Patterson; Secretary – S. McKay; Auditors of Public Accounts – J. C. P. Fraser and W. K. Angwin; Police Constables – A. J. McDonald; Chief – then J. MacDonald and 2nd in command. The pound keepers will be the policemen.

It was resolved that the Town Assessor should receive \$50.00 for his services. Assessors for Ward 1 and 2 be paid \$10.00 each, and Ward 3 paid \$15.00 each. The compensation for the auditors of Public Accounts was fixed at \$25.00 each. Plans for the proposed new schoolhouse was submitted and referred to the committee on schools and public property.

On May 7, there was a burglary at the Woodside Sugar Refinery. Stolen were a large number of cotton duck bags and a valuable clock. The value was estimated to be \$400.00. The city police were notified and an investigation was held. Sergeant N. Power arrested James Bower and found most of the articles on his property. Bower had served time in Prison previously.

At a June meeting it was resolved to increase by \$200.00 the salary paid to Mr. S. A. Finlay, the assistant teacher at Dartmouth High School. Also the salary to Stipendiary Magistrate to \$600.00.

On June 13, the house of Mr. Fraser Allen on the Cole Harbour Road caught fire at 12 o'clock at night. It burned to the ground. The cause was a defect in the chimney. The neighbors helped to save the furniture. The loss was about \$1,000.00, but only \$600.00 was covered with a policy with Etna Insurance. The nearest neighbor, Mr. Williams offered the family of Mr. Allen, a refuge.

On June 19, the Town Council had purchased a stone crusher to prepare materials for the repair of streets. The town should do something in the neighborhood of the Ferry Company's wharf. It is in a bad condition from the accumulation of garbage and sewage and is the cause of unpleasantness in the neighborhood ... This was quoted from the paper the "Citizen".

There was no Natal Day planned for this year.

The schooner, *J. T. Hibbard*, arrived on June 23, from New York, with a new flywheel, 16 feet in diameter, and weighing 10 tons. It was purchased for the Dartmouth Ropeworks.

On July 15, the Celtic Grounds on Rosse's Gardens in Dartmouth will be open every afternoon (week days) for Quoiting and other Celtic games. The admission is 10 cents.

T. G. Elliot has been awarded the contract for the new Dartmouth School House, for \$4,676.00. Eight others tendered for the contract.

On July 21 the new steam lighter, built by Mr. Mosely at Dartmouth for Mr. Duncan Waddell was launched at high water. This was named the *Robie Burns*.

At a sheriff sale on two dwelling houses in Dartmouth that had belonged to the Russell estate, Mr. Hugh Hartshorne purchased them for \$5,000.00.

On July 27, Mr. Dominick Farrell was appointed a Commissioner of the Asylum for the Insane.

The annual scull race for the Championship of Halifax Harbour was held on August 1st. The winner was Warren Smith, the distance 3 miles. He won by one boat length ahead of Obed Smith. He will now go to the Centennial Regatta in Philadelphia for the world's championship.

His racing time was 23 minutes and 53 seconds. He was presented with the championship belt on August 7. For the race it was the best turnout of spectators for many years.

Summer cholera prevailed in the Halifax Dartmouth area. It seems to be affecting both old and young. In Dartmouth, a young lady died after only 3 days of suffering from this disease.

On September 5, a regatta was held in Dartmouth, under the management of the Dartmouth rowing Association. This was held on Dartmouth Second lake next to Chittick's icehouse. The distance was 2 miles, up to the second locks and back to the icehouse.

It attracted many people and the water was rough at first, but then calmed down later. The 1st race was between 4-oared whalers. Three boats entered but one, the Heffler crew, appeared in a covered boat, which was ruled out. The other two crews consisted of three Williams's brothers and John McKesy, and the other crew was Young, Parker, Tufts and Warner.

The Williams crew won by 12 boat lengths. Their time was 13 minutes and 30 seconds for the 2-mile course.

The second race was between 3 canoes – distance 1 mile. The winner was Peter Cope and 2 other Indians. In second was Abraham Paul's canoe. (This was an exciting race)

The prizes for the 1st race and 2nd race were \$30.00 for the whaler race, won by the Williams crew. For the wharry race, \$20.00, won by Williams and McKay. 2nd prize \$10.00, to Mosely and Henderson. The single scull was won by Edward Williams. There were 4 contestants. The prize was \$20.00 and then \$10.00 to John McKay for coming in second.

The canoe race was won by Peter Cook, prize \$12.00 and in second Paul Mahoney, prize \$6.00.

The last race was in tubs, between Henderson and Mosely. The latter won with the best time on record, for the prize of \$3.00.

A report from the Centennial Regatta in Philadelphia, said the Halifax crew, beat out the world famous Paris crew from St. John, New Brunswick. The English crew won their race against the American crew. The English lost to the Halifax crew for the final race and the world championship.

Then it was announced that the English crew was awarded the championship, due to a foul.

There were crowds of people at the Telegraph Office in Halifax on Hollis Street to hear the results of the race.

The Town council met to discuss the business of the Committee on Public property, about placing street lamps.

The brigantine, *Maida*, which was on the marine slip, was launched on September 11. Her bottom was caulked and “installed” in only 5 hours. The work was done by Mr. Young, a master shipwright, who had also caulked and metalled the bottom of the bark, *Sagitta*, a 675-ton vessel from Windsor, Nova Scotia, in just 13 hours.

When the Halifax crew returned from Philadelphia, they were met by thousands of people, including the Mayor and the Corporation of Halifax along with the Warden and Town Council of Dartmouth, members of the local Government, the House of Assembly and representatives of the Press.

They had shown the world what stuff the, “men who live beside the sea are made of”. They have shown the Mother Country that our little colony can, at least in one department, claim to be the “mistress of the seas” and Nova Scotia is proud of them. A prize of \$1,611.00 was donated to them, with \$100.00 coming from Dartmouth. This was all by subscriptions.

There was a torch light parade from the Railway station in Richmond through 12 streets to the North Common. There were numerous bands and groups in the parade. Banners flew everywhere. There were speeches, fireworks and a salute from the steamer, *Faraday*, was fired. Altogether this affair was about the best of its kind ever witnessed in Halifax, and is long to be remembered.

A notice from Moselys boat yard in Dartmouth published a notice saying they would send workers throughout the area to provide work on vessels, repairs, etc.

On November 13, Mr. Andrew Gaetz from Dartmouth published a notice of thanks to the people who generously contributed money, to the amount of \$27.33 and necessaries, collected by him for the support of a poor family in that town.

The Dartmouth Cabbage Club resolved to have their sleigh ride on Christmas Day.

The brig, *Express*, built in Dartmouth in 1850 for the firm of Pryor and Sons, was considered to be a, "Lucky Vessel".

The elected officers for the Cabbage Club were President – W. H. Stevens, V. P. – H. E. Billing, Secretary – S. W. Christian, Treasurer – F. C. Elliot.

January 4, 1876 – James Austen sold to Catherine Conrod, wife of Thomas Conrod, for \$100.00, lot 36, bounded south by Rose Street 33 feet by 118 feet.

March 6, 1876 – James Whelpley sold to Robert Warrell, labourer, for \$120.00, the lot number 12 in Hendry's subdivision on Tulip Street.

March 6, 1876 – William Lintamen and Emma, machinest, sold to James Behan, for \$600.00, the lot number 127 of the Fairfield division on Dawson Street to Falconers property.

March 9, 1876 – Leonard Leadly sold to Henry Harrison, painter, a lot on the west side of King Street near the letter 'N', west of lot number 4 and 3, and 92 feet on King Street by 34 feet.

March 20, 1876 – John Thompson and Annie, esquire, sold to Byron Weston, esquire, for \$4,000.00, the lot number 4 in Prince Arthur Park, one acre at the center of Johnson Avenue.

April 3, 1876 – Austen and Eaton sold to John McKay, carpenter, for \$350.00, lots 18 and 19 that were bounded on Dahlia Street.

April 7, 1876 – William and Susannah Misener sold to John Wisdom, grocer, the lot number 33 of the Austen subdivision that bounded south on Rose Street, 33 feet by 118 feet.

April 8, 1876 – John Austen sold to John McDonald, for \$85.00, the lot number 18 of his subdivision on Thistle Street.

April 14, 1876 – Dominick Farrell sold to William Busby, for one dollar, a lot on Farrell Street, to the corner of Quarrel Street and Wentworth Street.

April 17, 1876 – Henry Elliot and Elizabeth, architect, sold to Alfred Elliot, clerk, for \$1,440.00, a property on the north side of Ochterloney Street to the corner of Tremain Street, which was a former property of the late Benjamin Elliot.

April 18, 1876 – Catherine Leslie, widow, sold to Amos Wambolt, yeoman, for \$4,000.00, a lot on the north side of the Cole Harbour Road, which was the former estate of Lawrence Hartshorne.

April 22, 1876 – James Thompson sold, for \$600.00, a lot on Lyle Street and Fairbanks Street and Water Street to John Courtney, the lot number 34 on the Dartmouth Common.

April 24, 1876 – James Ormon sold to John, for \$100.00, a lot on Fairbanks Street next to Courtney Lane, 80 feet by 39 feet.

May 4, 1876 – Mary Murray and executors of William Murray, sold to Walter McFarlane, for \$135.00, a part of block letter ‘D’ on Portland Street and Wentworth Street.

May 4, 1876 – Nathan and Agnes Russell, tinsmith, and John and Alice Russell sold to Walter MacFarlane, for \$1.00, a part of block letter ‘D’, formerly owned by the Inland Navigation Company, and a property that is used as a tinsmith shop, also a lot on Dundas Street to the property of James and George Sellers, to Portland Street, also a lot on the Gaston Road, and a lot on Quarrell Street and property in Musquodobit and 12 acres in East Onslow.

May 8, 1876 – James Wilson sold to Kenneth McLean, carpenter, for \$150.00, the lot number 31 of the Austen and Eaton division of Maynard’s Lake field near the Cole Harbour Road.

May 11, 1876 – Charles and Margery Schumamen sold to Joseph Allen, merchant, for \$50.00, the lot number 35 of Austen subdivision on Rose Street.

May 18, 1876 – Edward Elliot and Mary sold to Edmund Walker, grocer, for \$1,700.00, a lot on the corner of Ochterloney Street and Chapel Lane.

May 19, 1876 – John Gillard, builder, sold to William Green, trader, for \$400.00, lots 20 and 21 of his property on Pine Street and Dahlia Street.

June 3, 1876 – John Gillard sold to Francis Pauley, for \$600.00, a lot on the east side of Pine Street, next to P. J. Learney, A. Richards, Mr. Bean and Mr. Dormedy.

July 1876 – The Dartmouth Mechanics Institute received from the House of Assembly, to the Trustees being James Elliot, William Weeks, James Johnston and John White, from the trustees for one dollar, to the corporation of the Town of Dartmouth (now called the Dartmouth Mechanics Institute Building), which had been conveyed to Edward Lowe, et al, in 1846.

July 6, 1876 – Elizabeth Kinghorn, formerly Reeves, sold to Henry Walker, trader, for \$300.00 a property on the north side of Portland Street, next to William Wilson property, 120 feet by 120 feet also a lot on Portland Street, next to Henry Walker and Jeremiah Murphy, also 83 acres on the Cobequid Road, next to Peter Kennedy and Peter Farquharson, also all the property of John Reeves claimed by Elizabeth Kinghorn.

July 11, 1876 – Nathaniel Russel and George Russel sold to Ann Susan Innis, widow, for \$500.00, a lot on the south side of Portland Street, 130 feet from the corner of Wentworth Street, next to John Dorman, and parallel to a new street called Russell Street, being lot number 14 of Skerry's field.

July 21, 1876 – Theodore and Emeline Rand sold to Brenton Eaton, for \$5,000.00, for lot number 7 in letter B, on the east side of the Canal Road – 2 acres, next to William Murphy.

July 22, 1876 – Joseph W. Allen sold to Dennis Corcorey, yeoman, for \$780.00, lots 5 and 6 of Eaton division on the Maynard Lake field, next to the Pipe House Road.

August 2, 1876 – Austen and Eaton sold to Alonzo Lamont Gates, carpenter, for \$200.00, the east portion of lot number 28 of their subdivision on Dahlia Street.

August 5, 1876 – Edward Meagher and Susan, blacksmith, sold to Harriet Faulkner, daughter of Edward Meagher, for one dollar, a lot on the Common on the west side of Fairbanks Street next to Jenkins and Meagher.

August 10, 1876 – The Trustees of the Nova Scotia Permanent Building Society and Savings sold to Robert Wirell, labourer, for \$500.00, the lot number 13 of the Thomas Boggs division on Tulip Street.

August 15, 1876 – Austen and Eaton sold to Lewis Boner, for \$118.00, the lot number 9 of their division of the Maynard Lake Field.

August 17, 1876 – Henry Paint sold to William Fraser, for \$8,145.00, blocks 'A' and 'B', 12 lots on the Dartmouth to Truro Road near the land of Robert E. Sinclair and Toney Street.

August 22, 1876 – Hugh Hartshorne sold to Alexander Lloy, for \$800.00, a property on the south side of Portland Street next to the property of Isaac Bell.

August 29, 1876 – Alexander Conrod and Elizabeth, farmer, sold to Stewart Conrod for \$88.00, the lot number 24 of Austen subdivision on Thistle Street. Austen then sold to Conrod, for \$85.00, lot number 23, bounded north by Thistle Street.

August 29, 1876 – Garret Kingston and Mary, wheel wright, sold to Eliza Burke, widow, for \$2,000.00, a lot on Church Street, next to George Webber to the Dartmouth common, to the corner of King Street.

September 2, 1876 – Joseph Muirhead sold to John Donald, for \$400.00, lot number 2 near the Narrows on the road from Dartmouth to Halifax Harbour.

September 16, 1876 – Edward Meagher sold to Harriet Falconer, for one dollar, a property on Fairbanks Street, next to lot number 33, next to the Jenkins property.

September 22, 1876 – Lawrence Downey sold to the Town of Dartmouth, for one dollar, property on the road from Dartmouth to Preston, to Lamont's creek to John Allen property, 1,258 feet by 700 feet.

September 29, 1876 – James Austen sold to John Bishop, blacksmith, for \$100.00, the lot number 37 of his subdivision.

October 24, 1876 – Joseph Allen sold to Henry DeBay, ship rigger, for \$700.00, the lot number 129 of the Fairfield property on Dawson Street to David Falconer land.

November 9, 1876 – Thomas Elliot sold to William Green, for \$1,200.00, a property on the west side of Water Street and the south side of Church Street, next to George Pyke.

November 22, 1876 – Ann Keys sold to John Keys, for one dollar, the lot number 1 of the property of William Murphy on the Dartmouth to Preston Road.

November 29, 1876 – Joseph Allen, lumber dealer, sold to Edward Bowes, ice merchant, for one dollar, part of the Subenacadie Canal Company property on the north side of Knowland Street next to Fairbanks property and Albert Hutchinson property, and 356 feet on the east side of First Dartmouth Lake.

December 15, 1876 – John and Mary Peakes, merchant, and Arthur and Amelia Eaton sold to the Reverend Thomas Anguin, Wesleyan Minister, for \$280.00, a property on Dahlia Street, 118 feet by 34 feet on the north side.

1877

Federal Acts – nil

Provincial Statutes

Bill 68 — Union Protection Company became incorporated.

Bill 82 — The Town of Dartmouth became incorporated. This bill was also amended in council.

The newspaper, "Citizen", reported on January 3, the ice on the Dartmouth Lakes is 18 inches thick and much better quality than in previous seasons.

The new Dartmouth School House, now completed, will officially open on January 8. It is admirably adapted and the utility is the first consideration. The site is beautiful and healthy and the playground extensive.

It was reported that there were now 26 vessels registered at Maitland. The largest was the, *W. D. Lawrence*, at 2,458 tons. There were 4 ships, 13 barques, 2 brigs, 4 brigantines and 1 steamer.

With the report on the Inebriates Home or Asylum, at Dartmouth, this included a history of the movement. In 1870 there were so many in the United States that they formed an association for the cure of inebriates. The object was to study the disease of inebriety. This would include its proper treatment and also to make endeavor to secure unity of public sentiment and jurisprudence. The British Medical Association, and the Association of Superintendents of Asylums endorsed it for the Insane in the Dominion.

The Home of Inebriates at Dartmouth was started in 1875. The Honorable Dr. Parker is the President. During the year there were 50 patients admitted to this institution. A total of 44 have left. Of these, 20 have been benefited to an extent to induce a hope of its permanence. This institution has received a grant of \$1,000.00 and subscriptions up to July 1st came to \$3,682.00. Of this, about \$2,000.00 has been made towards the purchase of permanent premises.

On January 17, the "Chronicle", reported that an adjourned meeting of the Dartmouth Company 66th Volunteer Battalion of Infantry, held on the day before, at the Drill Room, reported the death of one of its members. This meant the sole support of his family was gone.

A motion was unanimously agreed to that the proposal sleigh ride from Company funds be used to give to the mother of the deceased member.

The Dartmouth Methodist Church has been enlarged and beautified and will re-open on February 4. Great credit for this undertaking went to the builder, Mr. Thomas G. Elliot, and the painters, Mr. Warner and Mr. Harrison.

Another article was entitled, "Good for Mechanics"... They can now provide all that is needed to repair vessels in port. The Belgium steamer, *Switzerland*, brought her in and she is now having a new rudder made by F. Mumford & Sons.

When ready, the, *Agusta Andre*, will go on the marine slip. Mr. T. Bently will also provide a new foreyard and boom for this vessel.

The steamer, *George Shattuck*, went to Dartmouth to receive a new boiler at the works of Mr. A. McKay.

On April 11, the steamer was ready, after extensive repairs and alterations, is now as good as a new vessel. She received a new boiler and a new propeller from Mr. A. McKay. Her carrying capacity has been increased by 300 barrels per load. There is also a new deckhouse and the passenger accommodation is very much improved. The ship work was done by Mr. McPherson, Mr. F. D. Corbett and Company, who were the agents for the line. We expect the public will appreciate their efforts, and result in a successful season.

It was reported that by the first week of March, the skating on the Dartmouth Lakes was as good as usual. There was the usual high number of skaters. The Union Jack was hoisted at the Ferry Dock to indicate the ice was still in good condition for skating.

On March 2, the Dartmouth Town Council passed an Act, incorporating the Union Protection Company. This was part of the Fire Department.

On March 15, there was a horse race on the Dartmouth Lakes. This was between the horses belonging to Michael Hurley and those of George Yorston. This was for \$50.00 a side. The horse, "Lightfoot", won two out of three races. He was owned by Yorston whose farm was in Preston.

The news for ship owners was bad, due to ocean freights being depressed during the last 3 – 4 months no vessels were built at Pictou. Vessels now could hardly pay their expenses.

May 1, Elections took place for Warden and Councilors. The winners were as follows: Warden – Dr. W. H. Weeks; Ward 1 – John Campbell; Ward 2 – Henry Walker, and Ward 3 – John F. Stairs.

A commission was drawn up to investigate the affairs at the Hospital for the Insane. This included Honorable P. C. Hill, Honorable D. McDonald, Honorable Colin Campbell and Stephen Tobin, John Costly and Doctor W. B. Slayter.

The investigation concluded on May 26. The promptitude in this matter is commendable as compared with the Education Office Scandle. The action, however, wasn't taken until 5 months later, when the Superintendent brought action and charges against the clerk on recriminatory charges.

On May 10, there was a severe storm in the area. In the vicinity of Sambro Bank, all the schooners from Herring Cove and Ferguson's Cove were badly affected. Seven vessels lost their equipment and were severely damaged.

On June 1, large fires were raging in the woods around Halifax and Dartmouth. One of these fires raged in the woods at Eastern Passage. Another fire destroyed a quantity of wood near Bedford.

Mr. Mosley and son finished building a yacht for Mr. S. A. White. This was a 15-ton vessel and 36 feet long. The spar maker, Mr. Butler, is engaged in rigging the yacht.

On June 9, at a Town Council meeting, the Town clerk was instructed to request Messrs. Johnston and Payzant to hand over to the, "Recorder", all papers connected with any suits of the town. Other business matters included authorizing tenders to make the necessary alterations to convert the Mechanics Institute into a Town Hall.

On July 7, the Dartmouth Town Council appointed a special committee to select a site for a public cemetery. Petitions from a large group of ratepayers asked that the cows and livestock be allowed on the Common and vacant lands to graze. The police had impounded some cows wandering on the Common. The Police committee then recommended the law be changed in accordance with the petitions and stated they had ordered the police to suspend action until the council met.

Mr. Neal, the superintendent of the Dartmouth Inebriates Home, spoke, along with Mr. D. Banks McKenzie, about starting a Reform Club in Halifax.

The Dartmouth schools held their examinations. There were many ladies and gentlemen present to give prizes to the schools for their various achievements.

The Dartmouth Council met to hear a petition from several ratepayers, asking that Lamont and Topsail lakes be purchased for the purpose of supplying the town with water. It was further resolved that a special meeting be called by the warden.

Also Councilors, Campbell, Walker, and Farrell were appointed a Court of Appeals on Assessment cases. The sum of \$600.00 was placed at the disposal of the Street Committee. Another decision was that \$250.00 be voted to beautify the school ground, as a loan from the water fund.

The Starr Manufacturing Company provided the ironwork for the bridge at Elmsdale Station. It is believed to be the first truss railroad bridge built in the

Dominion. It was designed by Mr. Forbes and erected under the foremanship of Henry Mason.

August 2 was the anniversary of the establishment of the Inebriates Home at Dartmouth, under the superintendent Mr. H. S. K. Neal. In the past two years, 134 persons have been admitted to the home. Of these, 116 have been discharged, 2 have died, and 16 have remained in the Home. Of those discharged fully, one quarter are permanently cured, and another one quarter have greatly benefited by their stay there from treatment.

A social reunion is planned to take tea by the former inmates at the Home. The institution deserves to be encouraged. The Legislature has assisted and the civic authorities are for more benefited that the Province at Large. It saves the public the expense of jails and penitentiaries that are supported by public taxes.

The Town Council authorized the Town Clerk to tax at the rate of 85 cents per \$100.00 on the assessed value of property.

On September 10, there was a regatta between four Halifax crews and one crew from Dartmouth.

On September 5, the Dartmouth steam ferry, *MicMac*, through the consideration of Captain McKenzie and Directors, took a number of inmates from the Mount Hope Asylum, on an excursion around the harbour. They started at 2 o'clock and had musical accompaniment during the ride.

On September 11, it was decided at a Council meeting to procure plans and estimates for converting the old town hall building into a school for colored children, and also a place of meeting for the Fire Department.

On October 9, a 4-oared shell race, called the lap streak race, was held between the Williams and McKay crew from Dartmouth, and the Kennedy crew from the Halifax south end. The Dartmouth crew won easily, of course, by 150 yards ahead of the Halifax crew. This race was for \$100.00 a side.

October 18, the Town Council resolved to have the names of the streets printed on the lamps, and appropriated \$20.00 for that service.

October 27, this was the 120th anniversary of the Halifax Dartmouth ferry. The fare then was 3 pence during the hours between sunrise and sunset, and doubled between sunset and sunrise.

A branch of the Halifax Dispensary has been opened in Dartmouth. Dr. Wilson is the attending and visiting physician. The Town Council has voted a small sum of money to assist this movement.

November 4, three families have arrived in Dartmouth. They are encamped near the Windmill and are looking for winter quarters.

Dartmouth now has a bus that runs from the ferry wharf to the different parts of the town. It is owned and operated by the McDonald brothers and they do so in a “stylish affair ...”

The Cunard line, which started in 1841, has announced the names of the vessels and where they will operate. The *Bela*, will sail to Bermuda and St. Thomas; the *George Shattuck*, will sail for St. Pierre, Miquelon; the *Delta*, for North Sydney; the *M. A. Starr*, arrives from the eastward and will return; the *Caspian*, will sail for Baltimore, and the *Texas*, will sail for the Dominion line. The *Acadia*, will go to Boston; the *Bermuda*, for St. John’s Newfoundland, the *Carol*, will sail for Charlottetown; the *Edgar Stuart*, for westward; the *Newfield*, from Montreal; the *Ontario*, for Portland, Maine, and the steamer, *Newfoundland*, from St. John’s, Newfoundland.

The White Cross line (steam ships) will operate in Halifax. The *Herman Ludwig*, will come from Antwerp for Halifax via London. These steamers will supercede all sailing vessels.

The Allen steamers of the Allen line will use 7 steamers and the steamer, *Cortes*, and sail from Halifax for Europe in December.

On December 6, a man was fined \$2.00 and costs or, 5 days imprisonment for removing stones off the Dartmouth Common which was contrary to law.

The steamer lines operating out of Halifax Harbour were published and listed according to this schedule: The Allen line — from Boston and Portland line; the Pickfords and Black line; the Cunard line to Bermuda; the Boston line; Anglo French line and the Fishwicks Express line

The Prince Edward Island steamers, also called the inland route — also to Sydney, Cape Breton the steamer, *Albert*, and the steamer, *G. A. Good*, for the Basin of Mines, Parrsboro to Windsor, Kingsport, Hantsport, etc.

The Dartmouth ferries were all steamers.

On December 27, the Town Council passed a resolution that the Town Recorder take steps to obtain possession of the Humphrey property connecting Lamont Lake and Topsail Lake, under the Act of Incorporation.

The other resolution passed was to spend \$250.00 for a fire alarm bell.

January 16, 1877 — John and Amelia Ritchie sold to Robert Dickson, for \$650.00, a property in Prince Arthur Park — part of lot number 5 on the Eastern Passage Road to Esson Road, to Cole Harbour Road, about 1/2 of an acre.

January 25, 1877 — John and Hannah Walker, builder, sold to Rose Walker, widow, for one dollar, the estate of John Walker.

January 31, 1877 — George Falconer, minister, sold to Thomas Cutler, for \$3,200.00, a lot next to James Austen and George Tait on the Cole Harbour Road.

February 6, 1877 — George Fraser, brewer, and Elizabeth and John and Sara Ann Oland, brewer, sold to Malachy Doley for one dollar, the lot called the Tan Yard of the former Samuel Albro estate, as letter 'E', 12 acres, also the water lot in front of the tan yard (300 feet into the harbour).

February 20, 1877 — Henry Coleman gave to Edmund Walker, property in Dartmouth.

February 24, 1877 — Stuart Conrod sold to Willima Patterson for \$500.00, the lot number 23 of the Austen subdivision bounded on Thistle Street.

March 10, 1877 — Walter McFarlane, assigner for Nathaniel Russell and G. John Russell, sold to Samuel Chesley, a lot on the south side of Quarrel Street, next to Alan McDonald then to Mrs. Hayne property, 60 feet by 40 feet.

March 16, 1877 — John Coleman sold to Rose Walker, widow, for one dollar, all the property of William Walker, as he is a descendent of William Walker.

March 28, 1877 — Walter McFarlane, assignee of the estate of Nathaniel Russel, and John Russell, sold to Agnes Forbes, widow, a lot next to George Corkum to the west side of Gaston Road, for \$80.00.

March 31, 1877 — Walter McFarlane, the executor for William Murray sold to Hugh Henry, barrister, at a public auction, for \$10.00, a lot on Dundas Street to James Sellers property, to Portland Street. Also a lot on Gaston Road, and 10 acres in Musquodobit.

April 11, 1877 — Francis Elliot and Mary, sold to Lewis Parker, clerk, for \$175.00, a property next to Elliot and Parker, 60 feet by 35 feet that ran from Stairs Street to Mumfords.

April 14, 1877 — Jeremiah Murphy and Mary, blacksmith, sold to John Murphy, blacksmith, for \$1,440.00, the lot number 2 in the Bartlin division, south by Portland Street (24 feet by 120 feet) to lot 6 and 7.

April 17, 1877 — James Ormon and Margaret, sold to George and Catherine Black, for \$1.00, the lot number 10 of Lawrence Hartshorne, on the west side of Wentworth Street (called Green Lane).

April 18, 1877 — Hugh Henry sold to William Green, truckman, for \$5.00, a lot on the east side of Dundas Street, 34 feet to 120 feet to Wilson property.

April 26, 1877 — The Town of Dartmouth sold to Robert Wilson, for \$2,600.00, a lot on Tobin Road and the road to Preston to Lamont Brook, to John Allen then to Thomas Short.

May 9, 1877 — William and Emily Donaldson, sold to George Esson, for \$750.00, a lot bounded east by King Street, south by South Street, west by Prince Edward Street, and north by a lane, eleven feet wide laid out to Adam Esson, also a water lot and land that Esson received from the crown in 1834, containing 47 perches in front of the Town, next to Jane Donaldson lot, 400 feet into the harbour next to Abraham and Samuel Cunard lot.

May 12, 1877 — John Peakes sold to Edward Williams, carpenter, for \$300.00, a lot on the north side of Dahlia Street, next to the property of the Reverend Thomas Angwin, 33 feet by 116 feet.

May 14, 1877 — Hugh and Margaret Jane Hartshorne, sold to Harvie Gladwin and Benson Gladwin, for \$1,200.00, a lot on the east side of Wentworth Street, 60 feet to Quarrel Street, then 59 feet to the property of Alexander James.

May 28, 1877 — Austen and Eaton, sold to Nelson Graham, machinest, for \$220.00, the north part of lot number 15 and 16 on Maple Street.

July 4, 1877 — James Keating, carpenter, sold to George Coleman Elliot, yeoman, for \$100.00, a lot on the corner of Windmill Road and the north side of Mott Street to the property of J. A. Bowers for 80 feet to P. Walsh, then 50 feet to Mott Street.

July 11, 1877 — William Cunard sold to Edward Tufts, ballast man, for \$200.00, a lot in the rear of Boggs Street, 50 feet by 25 feet.

July 11, 1877 — Edward Tufts sold to Michael Devan, boat builder, for \$1,600.00, a part of Lyle's Ship Yard on Boggs Street and Prince Edward Street, to John Walker lot.

July 16, 1877 — Jessie Harrison sold to Henry Lynch, moulder, for \$90.00, a part of the Manor Hill property, lot 31 of J. W. Watts Second division.

July 17, 1877 — Jane Shortland, spinster, sold to Francis Butler, for \$200.00, lots 3 and 4 on Pine Street next to Francis Pawley property.

July 23, 1877 — James Austen sold to Judson Settle, blacksmith, for \$80.00, lot 39, on Rose Street.

August 11, 1877 — Hugh and Margaret Jane Hartshorne sold to Isaac Bell, carpenter, for \$50.00, a property on the south side of Portland Street, next to Lloy's property.

August 17, 1877 — John and Harriett Ledley, grocer, sold to Edmund Walker, grocer, for \$200.00, a lot on the east side of Fairbanks Street, next to Benjamin Smith, 40 feet by 82 feet.

August 28, 1877 — Anna Dunn, widow, et al, Martha Ryan, sold by public auction to John DeBay, carpenter, for \$550.00, the lot number 17 on the Dartmouth Common, along Windmill Road to Best Street, for 110 feet by 20 feet.

September, 1877 — The executors of James Tremain sold to Michael Lahey, carpenter, for \$500.00, a lot on Water Street and Victoria Lane.

September 3, 1877 — James and Margaret Ormon sold to Edward Gorham, carpenter, the lot number 6 of Ormons division of the Hartshorne property, on the corner of Wentworth Street, for \$400.00, on Green Lane to the property of John McDonald and Salter B. Davis.

September 17, 1877 — William Stairs and Susan sold to James Strum, teamster, for \$40.00, an acre on the Lake Road, which was 60 feet wide.

October 13, 1877 — Austen and Whelpley sold to William Merson, for \$250.00, the lot number 2 of their subdivision, bounded on Tulip Street.

October 17, 1877 — Charles DeWolfe sold to Samuel Shannon, trustee of Arabella Armstrong, for \$2,000.00, the lot number 2 of the Wolfe property, next to lot number 1 sold to Henry Elliot, to Gillard and William Stairs over to John Watt's lot, to F. L. Hoges lot about 9 acres.

October 19, 1877 — Hugh Henry sold to James Shand, for \$5.00, a lot on the east side of Dundas Street, next to Sellars, to M. V. Smith then to James Wilson lot, 120 feet by 120 feet.

October 22, 1877 — The executors of Daniel Robson and James Austen, sold to James Sellers, for \$600.00, the lot number 30 of the Austen subdivision, that bounded south on Tulip Street.

October 31, 1877 — William and Mary Connors, shipwright, sold to John Wisdom, merchant, for \$812.00, the lot number 3 of the Jonathan Tremain estate near King Street, 120 feet by 60 feet.

November 9, 1877 — William Creighton, for the estate of Lewis Fairbanks, sold to John Glendenning and William Glendenning for one dollar, a water lot on the north side of the road from Dartmouth to Preston next to Patrick Harney's land.

November 26, 1877 — James Austen sold to Joseph Smith, for \$55.00, the lot number 11 of his subdivision on Thistle Street.

December 8, 1877 — The Trustees of the N. S. Permanent Building Society sold to James Lawlor, trader, for \$3,600.00, a corner lot on Portland Street and Prince Edward Street 60 feet by 60 feet, 60 feet by 60 feet.

December 20, 1877 — James Austen sold to William Phillips, mason, for \$107.00, the lot number 7 of his subdivision, west on Beech Street to Rose Street, 34 feet by 100 feet.

1878

Federal Acts – nil

Provincial Statutes

Bill number 91 — The Dartmouth Temperance Reform Club. The Government assented.

January 2 — The Warden at the Town Hall asked for a mass meeting of the public. This would be to start a Temperance Reform Club in the Town. A pledge of 101 names was collected. The Warden was elected President. Later 300 names were collected.

A report for 1877 stated there were 42 vessels registered in the Port of Halifax and the latest was the steamer, *Whisper*, 8 tons.

Also transferred from other ports, or registered, “de novo”, there were 25 vessels. This included the steamers, *D. P. Ingraham*, 69 tons, and the steamer, *Daisy*, 7 tons (total 67 vessels).

At the Town Council meeting for the Reform Club, the Dartmouth Ladies Choir gave the music entertainment, with Miss Duchemein at the organ. Then they paraded to the ferry by torchlight.

One of those signing the Reform club petition was the inventor of Marine Railways, Mr. H. J. Campbell. He previously had “signed the rolls” and joined before, in another location. Now he was a teetotaler who gave a speech, among others who attended.

By January 18 there were almost 700 numbers enrolled. On February 19, the Dartmouth Temperance Reform Club gave a dramatic entertainment to raise money to build a new clubhouse.

The ice crop for 1878 is predicted to be very good in quality, not quantity. It was also good for business in the Northern and middle states of the, “Great Republic”. Their market included 40 million customers that would consume vast quantities of ice.

There was one company in the New York area that owned 47 ice houses and employs 1,000 men, 2,000 horses and 600 wagons. This company furnished 950,000 tons to New York, Brooklyn and neighboring cities. They also have 6 steam tugs and 60 barges. The New York market requires the blocks to be 3 feet in length, 2 feet in width and 2 feet in depth.

The little screw steamer, *George Shattuck*, has been thoroughly overhauled on the Chebucto Marine Railway at Dartmouth. The vessel is now ready for business under the command of Captain Guilford who is an experienced seaman and pilot.

The steam ferry, *MicMac*, will be laid up. A new steam chest is to be installed, her machinery thoroughly repaired and cabin painted, especially for the summer excursion business.

At a town council meeting on March 8, it was resolved that the council should request the representatives of the County in the Dominion Parliament obtain permission from the Dominion Government to have goods landed and stored in, "bond", in the Town of Dartmouth.

On March 26, all the vessels tied up and anchored in the Dartmouth Cove were broken in and robbed. It was thought that escaped convicts did this. The cabins were broken into and Constable McLellan discovered this.

On March 30, it was reported that a night watchman be appointed for Dartmouth. Incendiaries were responsible for a fire on Water Street. The building was owned by Edward Tufts and occupied by some colored families. A reward of \$100.00 was offered by the Town Council for information that would lead to the arrest of these incendiaries. The next day a fire broke out in Dartmouth Cove. It was at the old mill on the east side near the entrance to the canal. It was the former Gristmill operated by Messrs. Parker and Grant and it was operated by waterpower. It was 4 stories in height and built of wood. The firemen were able to save a wooden store nearby, which was part of the Fairbanks Canal Property. The building was insured for \$1,200.00.

A report on April 3 told of the building of, "dories" in several western seaports of Nova Scotia. This is better than sending lumber to the United States, then buying back the finished product. The Nova Scotia vessels are built just as good, if not better, and our workmen are just as good, if not better than their fellow American boatwrights.

The Government steamer, *Newfield*, Captain Purdy, sailed to Sable Island. This was to aid a steamer called, *Worcester*, and a steamer from Scandanavia called, the *Dominion*, and a steamer from Newfoundland called, the *Peruvian*.

At a town council meeting on April 6, the business on hand included a tender for John Walker for \$285.00 to make the necessary alterations for the tower on the school to adapt it for the fire alarm bell. This was accepted.

The Dartmouth Civil Court returns for the previous year, ending March 31, showed 310 cases. There were 246 judgements at the Stipendiary Magistrate, and in the police court cases there were 325. The civil Court fees were \$267.72. Police court fees \$142.51 and fines in the police court were \$666.00 for a total of \$1,076.23.

On April 7 there was an article on the Anchor line (shipping). From a small beginning this Line has grown until it occupies a front rank among the great ocean steamship companies.

Its success has been achieved without the aid of subsidies to any extent. This shows it is possible to develop business without such aid. This company now is in a position to build engines, and thoroughly equip, in every particular, steam vessels of the largest size and highest class on their own premises.

The manager of the Line visited Halifax in hopes of extending their line of business here. The prospect of shipping grain from Halifax during the winter months was considered. With their large fleet of steamers running in all directions, they could give the area a fair trial.

One of their steamships, the *California*, 3,000 tons, arrived in Halifax Harbour on April 8. It would be to our advantage to have the port of Halifax as a regular stop over, with both freight and passengers. Dartmouth could supply the maintenance requirements and emergency repairs, on this line of vessels.

The, *Alsatia*, from London on April 15, arrived the same size as the, *California*.

In April, there were three Dartmouth boys arrested, they were a Bishop, a Stevens and a Johnson. The charge was suspicion of setting fire to the Old Mill in Dartmouth cove, which had burned down.

One of the boys, Johnson, was discharged. The other two were remanded. They were 18 and 19 years old. Bishop confessed they were the incendiaries. The reason was revenge because they had broken into the building previously to steal scrap iron. They were punished when they were caught.

An article from the "Morning Chronicle" referred to the port of Halifax having Training Ships here. The growth of merchant shipping as opposed to Naval services has made this issue a debatable topic. The most obvious consideration would be the overall costs involved.

Mr. John Zwicker from Mahone Bay, built and launched a new schooner of 122 tons and shipped her to Halifax. She will be employed in the Newfoundland trade. There are two other schooners ready for launching. Also a large schooner was, "retopped", in his yard during the winter.

On May 8, the Dartmouth elections were held. The winners were Dr. W. H. Weeks; Ward 1 – John Campbell and T. L. DeWolfe; Ward 2 – E. H. Walker and Luther Sterns; Ward 3 – John Stairs and Fred Scharffe.

On May 10, the “state of the art, of the Royal Navy arrived from Bermuda. She was the H.M.S. *Rover*, an iron screw corvette of 3,494 tons, 4,964 horsepower and she carried 18 guns. There were 26 officers in her crew.

On May 26, the Cunard steamer, *Beta*, was taken up on the Chebucto Marine Railway to have her bottom caulked with the new, “Peacock Patent Composition”. The *Beta* is appointed to go on the route to Bermuda and St. Thomas after the next mail steamer arrives from England. The barque, *Ranavola*, which put into this port leaking badly, has discharged her cargo of phosphorous rock and was taken up on the slip for repairs. Now there are at least 9 regular steamers out of Halifax Harbour.

On May 29, an article said that the Chebucto Marine Railway has been doing a considerable amount of business during the past and present weeks. This means steady employment for our shipwrights and caulkers, who, from the general depression of shipping, have had little or no work for a long period.

A complaint was written to the, “Citizen and Evening Chronicle”, about the lack of ferry service at night, between Halifax and Dartmouth. A number of people from Dartmouth went to Halifax to see a musical concert. They were informed the Ferryboats would run late enough for them to see the concert.

After the concert they returned to the Ferry Wharf and the gates were closed, the lights out, and no steam ferry.

Some of them obtained small boats, others borrowed boats in a summary manner but others had to stay at the hotels. The writer of this article felt that Dartmouth is now big enough to take care of itself at night and should not be cut off from all communication with the city of Halifax at 10 or 11 o'clock.

Other news about the Dartmouth ferries, the *MicMac* is being overhauled and repaired for summer excursion work. The, *Sir C. Ogle*, has been newly painted throughout and has resumed regular trips.

The steamer, *Newfoundland*, was on the Marine Railway being painted.

This year there was no June 21 Natal Day celebration, due to budget restraints.

On June 21, Mr. Eben Mosely, launched the schooner, *Blanche*, 90 tons, 84 foot keel, 20 foot beam, and a 7 foot depth of hold. She was to be used as a Lighter in the West Indies.

Now Mosely is building a hull for a steamer for the British Government, to be used by the Commissariat Department, on this Harbour. The vessel dimensions were 60-foot keel, 16 foot, and 9-foot hold and made entirely of hackmatack and copper fastened throughout. The steamer's engines and boilers will come from England.

On June 18, the house of Richard Innes was almost completely gutted by two fires. The woodwork around the chimney caught fire. The fire fighters put this out, but at 9 o'clock there was another alarm. The walls in the room above caught fire. The walls had to be torn down and the house almost gutted before this fire could be extinguished.

On June 21, there was a shell race planned between two different 4-oared crews. The Crowell Henderson crew from Dartmouth, and the Isenor crew from Richmond in Halifax. This was for 3 miles with a turn and the bet was \$100.00 a side. Also a yacht race over the "Passow" course on the harbour. With this, would be a railway excursion to and from Bedford Basin.

The Richmond crew won the 4-oared race, but the Dartmouth crew issued another challenge for \$100.00 a side on July 11. On June 26, a Halifax man raced and won a single scull race against a man from Boston. The stakes were \$20.00 a side.

On July 5, the *Swallow*, a 7-ton schooner, arrived here from Mosher's River. She was open for charter or for sale. She was built by John Lowe at Moser's River. She had a 61-foot keel, 22-foot beam and a 9-foot hold.

On July 12, the new fire steam engine, *Lady Dufferin*, arrived and was then tested by the Warden, Counsellors, firemen and others, also the chairman of the Fire wards in Halifax. She is a 4th class Silsby engine, or two sizes smaller than the largest engine called the Chebucto. It can be drawn by hand or by horses. It also has had a hot water attachment and can pump 400 gallons per minute. The height is 8 feet and 10 inches; length without tongue is 12 feet, with the "tongue" 5 feet 6 inches, width 5 feet 4 inches. Steam raised and put through a hose 100 feet in length in 6 minutes. Then 1,260 feet run out from Waddell's wharf on Ochterloney Street, to the base of Christ Church; at least 50 feet above sea level. A stream of water was thrown through a one-inch nozzle about 20 feet above the spire of the church. This Machine was then turned over to competent young machinests Millard and Finlay.

On July 17, there was a lapstreak boat race on Bedford Basin, between 2 Halifax crews, a Dartmouth crew, and a Tufts Cove crew. This was a 2-mile race and return. The prize for 1st was \$75.00, then \$25.00 for second. The Dartmouth

crew had Edward Williams stroke, John McKay aft, William Williams forward and James Williams in the bow seat. The Tufts Cove crew was called the Grissell crew with M. Grissell stroke, John Heffer, Charles Tufts and James Warner in the bow seat. The Tufts crew won easily, at least 12 lengths ahead of the others. The Dartmouth crew came in second. The Halifax crew was 18 lengths behind the winners.

On July 20, 1878, the town of Dartmouth started its first newspaper it was called the, "Tribune", and was a weekly paper.

On August 7, the Brewery at Turtle Grove caught on fire. All was lost except for some manufactured stock. Only the furniture at the Dwelling House was saved.

The single scull Harbour championship was held, with 5 competitors in the race. It was won by Smith, with John McKay coming in second. After this race there were several others for the regatta.

The customs officers, Mullens and Trider seized a vessel, a schooner called the, *Vegete*, from Jeddore. It was trying to land rum and other dutiful artifacts at Dartmouth. The smugglers were up to the old tricks playing this.

On October 12, a joint committee of the Halifax city council and the Dartmouth town council had a meeting to consider an improved ferry between the two communities. This also involved the Legislature. A public meeting was held at the Mechanics Institute. There were five counsellors wanting an addition for another ferryboat; only one against. A poll was taken on the following Monday for the public to make their choice known. The results were 114 votes for and 27 against.

The Ferry question was discussed by the Debating Society and the club decided against the practicability of the corporation running a new ferry.

On November 1st the Warden of Dartmouth addressed the Halifax City council. It was then resolved that a committee from Halifax confer with Dartmouth and jointly prepare a scheme for the consideration of this council of the matter.

On November 10, it was decided at a crowded meeting of Liberal and Conservatives held at Dartmouth, to form this association for Dartmouth and East Halifax. A committee was formed to draw up rules, etc. There were 10 members chosen for office bearers for the coming year.

The ferryboat, *Chebucto*, collided with the wharf at Dartmouth and had the guard torn away. She is now laid up for repairs. Also there is now only one ferryboat running on December 3.

January 2, 1878 — Not officially recorded until October 25, 1878, between William Fraser, Halifax merchant, and William H. Creighton, the official Assignee under the provisions of the Insolvent Act of 1875, and the Amendments thereof of the other part. William Fraser did purchase from Lewis Fairbanks within the first section of the Shubenacadie Canal to William H. Creighton, but it has been since discovered it is not correctly stated or described.

It is to be amended and fully described and particularly set out. The amendments would properly and correctly describe the property, as it legally should have been in 1871.

January 7, 1878 — Henry Gilchrist and Eliza Anne, sold to Peter Day, for \$120.00, the north half of lot number 41 of the former Samuel Albro lot, on the East side of Hester Street, then 92 feet to Mill Street, then 78 feet to the property of Peter Day.

January 15, 1878 — James Murphy Sr. and Ann, labourer, sold to James Murphy Jr., for \$500.00, a half share of a lot on Albert Street being 149 feet from Mulgrave Street to William Wentzell's, which included a reservation to open up a street to Newcastle Street.

February 26, 1878 — William Creighton, Assignee of the estate of Lewis P. Fairbanks, sold to Joseph Jannet and Robert Taylor, executor of John Cabot, the water lot in the second section of the Canal at Dartmouth on First Lake, with rights in common with Edward Bowes and Albert Hutchinson and William and John Glendenning, to cut ice and remove it, and for ice houses erected in future upon the premises. Permission also granted to raise or lower the water level, for \$809.32, being the amount of a judgement obtained against Lewis P. Fairbanks, by Sennet and Robert Taylor on May 20, 1876.

February 28, 1878 — Alexander Nicholson, labourer, sold to William Thomas, for \$55.00, the lot number 18 of Austen and Whelpley subdivision, on Dahlia Street.

March 5, 1878 — John Payzant, Barrister at Law, and Mary Esdaile, widow, and Joseph Folingsby sold, for \$100.00, and the principal of a mortgage for \$3,500.00 besides interest, for lots 10 and 11 at Prince Arthur Park, on Johnston Avenue and the Common lot number 9, next to Dr. Parker, and land on the west side of Johnston Avenue.

March 9, 1878 — James Austen, et al, sold to Archibald Beck, tailor, for \$150.00, the lot number 3 and south half of number 4, on Maple Street.

March 12, 1878 — Austen and Eaton sold to John Chisholm, joiner, for \$325.00, the lots 8 and 9 of their division of Symonds Field.

March 16, 1878 — The executors of Charles Lamont, miller, sold to the Town of Dartmouth, for \$4,000.00, a lot in the country, part of the original grant to King and Wisdom, near Lamont Lake, on the north side of Preston Road, to the Stayner and Allen property (5 acres) also another lot, 3 acres, along the stream, also the land at Robert Humphrey's mill lot on the Tan Yard Road, to John and Stephen Cross property, in all 60 acres.

April 9, 1878 — John Stairs, and Charlotte, merchant, sold to James Behan, driver, for \$340.00, 4 lots on the Fairfield property on Dawson Street and Henry Street.

April 13, 1878 — James Johnston, and Katherine, Judge, sold to Arthur Johnston, for one dollar, the water lot on the road from the Dartmouth Ferry to the South East Battery, 20 acres of land and 300 feet in the harbour, which was the former grant to John and Anderson in 1850.

April 16, 1878 — Adam McKay and Margaret, merchant, sold to James Hutt, broker, 7 lots on Adam McKay land on Prince Edward Street to Portland Street and 5 lots on Gaston Road, for the sum of one dollar, paid by James Hutt for dower rights and thirds.

April 17, 1878 — Termish Murphy and Mary Ann, blacksmith, sold to Dominick Farrell, for \$70.00, a lot on Portland Street to the west side of King Street, 94 feet by 60 feet.

April 23, 1878 — Edward Jost sold to William H. Beckwith, ballast man, and other creditors for Henry Hill, lot 59 on Hester Street over to John Kelly property to Brodie property, 119 feet by 117 feet.

May 9, 1878 — George Downie, Trustee, sold to Dennis Donovan, for \$450.00, a lot on Canal Street, to the property of Bryon Weston.

May 10, 1878 — James H. Austen sold to Alexander Forsythe, weaver, for \$90.00, lot number 7 of his subdivision on Thistle Street.

May 13, 1878 — Lamina Allan, widow, and Thomas and Kate Stevens, clerk, et al, sold to the Union Protection Company of Dartmouth, for \$800.00, a lot on the south side of Quarrel Street next to Henry Watt.

May 18, 1878 — The executors of Patrick Kennedy, farmer, sold to George Farrell and Edward Farrell, at a public auction, for \$1,260.00, a lot on the west side of the highway from Dartmouth to Waverley.

June 6, 1878 — James Strand, auctioneer, sold to J. N. Lefuesne, for \$1,600.00, the south west corner of the building occupied by Nathaniel Russell and John Russell, tinsmiths, on Portland Street to the property of Captain James Whitten.

June 11, 1878 — Joseph Bell, High Sheriff, sold to Charles McDonald, barrister, in an Equity of Redemption suit, for \$1,900.00, the estate of John and Mary Esdaile, 119 acres next to Fort Clearance and 12 acre lot next to the Starr Manufacturing Company.

June 14, 1878 — John Gillard and Mary, builder, sold to Alexander Marks, yeoman, for \$175.00, a lot on the east side of Pine Street, 107 feet by 30 feet.

June 15, 1878 — Austen and Eaton sold to Duncan Waddell, builder, for \$200.00, a lot on the west side of First Lake, which was part of the property of the Lake and River Navigation Company, to the heirs of Lewis Fairbanks, being lot number 1, from Toney Street to the public road.

June 17, 1878 — William Macdonald and Mary, blacksmith, sold to Andrew Grant, for \$1,400.00, a lot on Queen Street, Wentworth Street and Portland Street, to the property of John Regan.

June 18, 1878 — Benson and Annie Gladwin, yeoman, sold to Edmund Walker, trader, for \$120.00, the lot number 19 of Thomas Boggs division on Beech Street to Dahlia Street.

July 1, 1878 — James Black sold to Elizabeth Jane Studley, widow, for one dollar, several lots on the Dartmouth to Preston Road, and a lot on the south side of First Lake, next to James Wilson and William Scallon to the Preston Road.

July 6, 1878 — Daniel Sullivan, labourer, sold to J. P. Mott, merchant, for \$463.00, the lot number 22 of Austen's subdivision, on Rose Street east of Crichton's property.

July 12, 1878 — John Y. Payzant, executor for the Honorable James W. Johnston, sold to Alfred C. Cogswell, M.D., for \$310.00, a lot on Rodney Road in Prince Arthur Park, next to Philip Bremner property (2 acres). Payzant then sold to Philip Bremner, for \$405.00, a lot next to Rodney Road, next to lot number 12 in the same park.

July 12, 1878 — James and Jane Gaston, carpenter, sold to Mary Ann Gaston, widow, for \$256.00, lot number 5 of Thomas Boggs division on Pine Street to the Graveyard.

July 13, 1878 — The Bank of Nova Scotia sold to the Trustees of school section 53 in Dartmouth, for \$500.00, near the School House Road, with a 50 foot wide right of way to the school house, from the Eastern Passage Road on the east side of the school lot.

July 23, 1878 — James Austen sold to Henry Gentles, Baker, for \$150.00, the lot number 15 of his subdivision on Beech Street.

August 3, 1878 — Benjamin Russell and Louise, Barrister, sold to Frederick Roach, carpenter, for \$200.00, a lot on Myrtle Street, 66 feet to Isabella Jenkins and parallel to Pine Street.

August 3, 1878 — Henry Coleman and Helen, salesman, sold to John B. Coleman, salesman, the sons of Edmund Coleman, who died intestate on September of 1858, for the sum of \$900.00, half of the land in letter 'O', next to Ochterloney Street, next to John Baker, lot number 5, on the west side of King Street.

August 24, 1878 — Mary Storey, widow, et al, sold to William Weeks, Robert Motton, John E. Leadly, James Simmons and Edward M. Walker, Gentlemen.

In 1878 the Provincial Act was passed to incorporate the Dartmouth Temperance Reform Club, to grant the club, all the necessary corporate powers to acquire and hold in fee simple, real estate and to vest the same in, "Trustees", for the benefit of the club.

The appointed Trustees, for \$500.00, paid to Mary E. Storey, et al, for the lot number 5 of the letter 'H', near King Street, next to the land of Brown Coleman, to King Street, next to the lot formerly reserved for a public market place.

August 27, 1878 — Thomas and Catherine Jenkins, mechanic, sold to Joseph Williams, carpenter, for \$150.00, a lot on the south east corner of lot 32 on the Dartmouth Common, on Upper Water Street.

August 29, 1878 — William Keeler and Jane, farmer, sold to son Henry Keeler, for one dollar, the property from the land of G. A. S. Creighton, to Deacon Taylor property to the main road, 2 acres, 1 rood, and 15 poles.

August 30, 1878 — Elizabeth Jane Studley, widow, sold to James Black, for \$1,100.00, a lot opposite First Lake on the Preston Road, next to Albert Hutchinson's property.

September 6, 1878 — James Austen sold to J. Walker Allison, merchant, for \$2,500.00, a lot on the east side of the Cole Harbour Road, to Thomas Cutler then to George Tait to the road leading to Adam McKays, to Mrs. Morrison's property to the Cole Harbour Road.

September 13, 1878 — James Austen sold to Parker Moland, shipwright, for \$85.00, lot number 29 of his subdivision on Tulip Street.

September 14, 1878 — Austen and Whelpley sold to Frederick Walker, joiner, for \$210.00, lots number 25 and 26 in their subdivision at Fuller field on Dahlia Street.

October 1, 1878 — John and Ellen Murphy, blacksmith, sold to Dominick Farrell, for \$800.00, a lot at the corner of Portland Street to King Street on the west side, 94 feet by 60 feet.

October 9, 1878 — The trustees of Thomas Elliot sold to George Craig, tobacconist, for \$800.00, a lot on Water Street, called the Quarrel lot, and north side of Quarrel Street to the Dartmouth Steam Boat Company.

November 11, 1878 — Thomas Anderson willed to Caroline Anderson his property and at a public auction, the estate sold to James Wilson, a lot next to George B. Creighton, for \$2,000.00, about 20 acres near Green Road, and another 20 acre lot on the Dartmouth to Cole Harbour Road, along Green Road.

November 23, 1878 — John Corkum and Elizabeth, farmer, sold to Henry Gentles, baker, for \$1,060.00, a lot and dwelling house on the corner of Dundas Street to Quarrel Street.

December 10, 1878 — Peter and Mary Carroll, farmer, sold to James Farquharson, farmer, for \$500.00, the lot number 10 of Thomas Boggs property on Pine Street, to the property of Thomas Waugh to the Dartmouth Common.

December 19, 1878 — John and Elizabeth Corkum sold to William Henry Stevens, druggist, for \$1,125.00, a lot that was 24 feet from the corner of the east side of Dundas Street, to the south side of Quarrel Street, to the other side of Corkum's property.

Federal Acts

Chapter 65 — An Act to incorporate the Atlantic and North West Railway Company. This was to obtain a charter, incorporating them as a company for the construction of a railway from a point on the Atlantic coast, within the Dominion of Canada, to a point on Lake Superior, etc.

Provincial Statutes

Bill 34 – and Petition number 8. The Dartmouth Steam Ferry. This was to authorize the Town Council of Dartmouth to establish Steam Ferry Communication between Dartmouth and Halifax.

The provincial registry of vessels for 1878 included the following: 10 vessels at Windsor, 3 for Truro and 10 for Annapolis. At present there are 75 vessels registered at Annapolis and 2 being built.

At Maitland there are 4 new vessels making the total of 32. On the stocks at Maitland are 6 vessels now being built. At Lunenburg there are 218 vessels, but 14 were wrecked and transferred to other ports. Shelburne had 129 vessels, 13 new in 1878 – 6 lost – 2 sold. At Weymouth there are 25 vessels but 2 were lost and 1 was transferred. At St. Mary's Bay there are 8 vessels being built. At Barrington there are 27 vessels and there are 2 being built.

On January 15, a joint Ferry Committee was held. A sub-committee was formed to interview the managers of the Dartmouth Steam Boat Company, to ascertain what amount they will take for their properties in Halifax and Dartmouth, to establish a public ferry. Alderman Fraser and Counsellor DeWolfe were appointed on this committee.

On January 27, the citizens held a public meeting to consider the question of establishing a free library. This was presided over by Counsellor Scarfe. Mr. Chesley read the paper on this question. Mr. W. K. Angwin moved a resolution that a free library should be established in the town of Dartmouth. This was seconded by M. J. Forbes. The resolution was voted on and carried unanimously.

The United States Fisheries made the following report for the year 1877: 2,289 vessels for cod and mackerel — 179 vessels for Whale fishing. For 1878 there were 2,435 vessels for cod and mackerel and for the whale fishery for 1879, there were 182 vessels.

The Turtle Grove Brewery was rebuilt this year. It now covers an area of 800 square feet. It is cable of brewing 20,000 gallons per week. The second floor is used as a racking room, and has an icehouse that holds from 250 – 300 tons of ice. The third floor is used to make, "lager beer" and has a lot of machinery. It is one of the best fitted up breweries in the Dominion.

On February 18, The Dartmouth Debating Club held the question debated on the advisability of the Town having a branch railway. This would be the Intercolonial. Mr. W. K. Angwin was for the affirmative and Mr. S. A. Chesley for the negative.

On February 28, The Starr Manufacturing Company had 110 hands employed and just 4 weeks ago they only had 40. The Ropeworks also has a large

number of men and boys at work. At Mr. McKay's foundry another has been started. This news was very encouraging for the town and the people have a greater sense of security.

The Dartmouth Anglo-African Society Sleigh Ride was held on February 25. They used one of Mr. Green's four horse teams. The sleigh and society members went through Dartmouth to Squire Giffin's for a sumptuous repast. Mr. Borden occupied the chair, assisted by Mr. Daniel Lee as vice chairman. There was singing and dancing. Mr. Bundy sang a solo. There was also singing by Mrs. Riley, Miss Borden and Miss Medley. Mr. Dick Abrahams was floor manager. Mr. Daniel Lee favored the company with original comicalities. Mr. Jack Patterson accompanied the party with his bagpipes.

The Dartmouth civic elections seem to have as their main issue, the Ferry Question. Dr. Weeks favors the movement and Mr. F. Stairs opposes it.

At a council meeting the Ferry committee presented their report and handed in a scheme for the proposed corporation fund, which was read and adopted.

Finally, there was a draft of an Act to be submitted to the Legislature to authorize the town council to establish a ferry communication between Dartmouth and Halifax, and a memorial praying the necessary legislation be passed, were read, and on motion, adopted and ordered to be sent to the Legislature.

On March 24, the Committee on Private and local Bills, met at the House of Assembly to consider the Bill to incorporate the Dartmouth Ferry.

There were 10 Counsellors present. The warden was called to explain the matter. What was explained was the history down to the Act in 1867, under which it was now worked.

Mr. Sterns spoke against the Bill. Mr. Hyde followed in opposition. Mr. Scarfe opposed the Bill, and said it would mortgage all the property of the residents of the town one tenth of its value, and this would ruin the credit of the corporation.

Mr. Hartshorne spoke in favor and said a monopoly of the ferry should not be permitted any more than a monopoly on a public road.

Mr. J. P. Mott opposed the Bill and said that Gentlemen who paid the taxes in the town were in unison with him. He said if the bill were passed, the taxes would get to be so excessive that people would leave the town. He cited Boston where the annual loss of the corporation Ferry was \$69,000.00.

The Warden, Dr. Weeks, said Messrs. Mott and Stairs were shareholders in the Ferry Company. Mr. Mott did not pay as much ferrage as poorer men. He also said that improved machinery would lessen the running expenses. (Today, this would have been a “conflict of interest”.)

Mr. Mott then quoted the, “Boston Advertiser”, in support of his statement. He denied his opposition was because he was a shareholder.

Counsellor Stairs opposed the Bill. Mr. Eaton spoke in favor and said it was absurd to ask the committee to refuse the people the right to conduct their own affairs. The people were only trying, like the Israelites, “to escape from bondage”. They are now at the mercy of the monopoly. The Boats of this company are scandalously bad. They wanted a decent and responsible Ferry Service and could not get it under the present management. The Warden was right the people were almost a unit in favor of the plan.

Mr. J. N. Ritchie disapproved the Bill. He was sure the business would be mismanaged, because the parties in charge would not care whether it paid or not.

Messrs. Turner and Stairs opposed the Bill as well as Mr. Farrell who said there was no monopoly.

On April 1st there was a Public Meeting at the Town Hall to discuss the petition to have the Dominion Government put a branch of the Inter Colonial Railway run to Dartmouth.

A resolution was passed to make such representation to the Government, as will secure its immediate construction.

Another resolution passed that stated a standing committee of 3 be appointed to draft a petition, to be signed by ratepayers, and be addressed to the Dominion Government.

Another resolution was passed that stated a standing committee of 3 be appointed to take charge of the petition and place themselves in communication with the Government, and forward the objects of this meeting, with the power to call the ratepayers together whenever they deem necessary.

Counsellors Stairs, Dr. Weeks, and Mr. M. D. Falconer Sr. were appointed as the committee.

April 9, a large and influential delegation from the different wards, waited on Mr. John F. Stairs at the Ropeworks with a requisition signed by upwards of 170

ratepayers, asking him to allow himself to be nominated for Warden at the ensuing election. This was signed by Ministers, medical gentlemen, counsellors, temperance men, manufacturers, merchants, mechanics and working men. Mr. Stairs thanked Mr. Turner, who delivered this. He said he did not canvass or seek the office of Warden. Still, he would comply with their good wishes, and, if elected, he would promise to do all in his power for the good of the corporation.

The iron steamer launched, *Jane*, built in Dartmouth by Mr. Adam McKay has been sold to parties at Five Islands in Colchester County. It is intended to take her there by going around Cape Sable. There were 2 men who have undertaken to do this very risky adventure.

At the annual meeting in the Town Council, there were reports given by the Warden. The main topics were the \$15,000.00 against the town by the County as a school tax.

The other topic was, Dartmouth need not expect to take her proper position as a manufacturing town, and as a desirable place of residence, so long as the present inefficient ferry accommodations continues.

The school report from Principal MacKay reported 12 departments in operation (10 regular grade and 2 miscellaneous with 62 pupils to each department).

The entire cost of the Education Department is \$6,000.00 of which \$1,200.00 comes from Provincial Funds. The cost of each pupil averages \$18.00, while in Halifax the average cost is \$14.00 per pupil. In Truro, Yarmouth and other small towns it is higher than in Dartmouth. The total number of pupils enrolled is 748 and the average attendance is 465.

There are 12 paupers in the Poor's Asylum at the expense of the town. The dispensary physician has attended 179 persons during the year. The expenditure for the year amounted to \$1,097.17.

During the past summer, Dartmouth Committee on streets had all the drains and gutters thoroughly cleaned and graded, with the accumulation of debris removed from time to time.

In May, the House of Assembly threw out the Warden's Bill on the Dartmouth Ferry. This created hostile feelings among the Town Council and the House of Assembly.

At the elections, Dr. Weeks was sworn in by the Custos as the Warden of the Dartmouth Town Council. (Fortunately the public recognized someone with a social conscience.)

On May 13, there were 11 steamers now operating out of Halifax Harbour. There were 4 steamers from the Royal Navy that arrived from Bermuda. They arrived on May 12, led by H.M.S. *Tourmaline*, 2,162 tons and the engines had 1972 Horse Power, with 12 guns. She will then go to Newfoundland with, H.M.S. *Druid*, on a fishery protection service, after embarking stores.

On May 23, a public meeting was held in Dartmouth to consider the propriety of granting a bonus to the encouragement of a sugar refinery within the municipality. The motion was passed along with an amendment that stated ... Be it resolved that while the meeting was in favor of exemption from taxation, they could not authorize public money to be expended for such purposes. This motion was carried by an overwhelming majority, and amid much cheering.

On June 2, it was reported that 2 Englishmen were digging for gold on the Dartmouth Common. They had sent home some fair specimens of gold and copper.

Mr. Edward Williams is building a steam launch for parties in St. John's Newfoundland. 64 feet keel, breadth of beam 12 feet and the depth of hold 5 feet 3 inches.

On June 19, the steam ferry, *MicMac*, advertised it will run between the city wharf and McNab's Island on Saturday, commencing at 11 o'clock A.M. and run every hour until 3 P.M., returning at 5, 6 and 7 P.M., should the weather prove favorable it would have a large attendance.

On June 28, George W. Stewart, who brought to the city of Halifax, a brick of gold weighing 50 ounces, discovered Gold at Montaque. This is one of the richest ever discovered in this province. It was from the, "Rose lead". After 127 days of following a new "lead", lately discovered by Mr. Stewart. At first the lead only yielded 2 ounces per ton, but after going down 15 feet it produced 6 ounces of gold per ton.

The Williams 4-oared crew announced it will enter the lap strake race on the fourth of July race at Boston.

On the first week of July there were 7 new vessels launched around the province of Nova Scotia.

The news from Boston was that the Lakeman crew won the race on a foul.

The work on the Cole Harbour Dyke resumed under the superintendence of Mr. Ramsey from England. So far there had been 6 men killed on the project. When the property was sold at a sheriff's sale under the executions against the

Cole Harbour Company, it was then purchased by Messrs. B. Crawley and Company of London, Great Britain.

Mr. F. Mumford and Sons are building a new shaft for the steamer, *George Shattuck*.

The state of the art in naval ships was demonstrated by H.M.S. *Bellerphone*, which is 7,551 tons burthen, carries 51 guns and the engines horse power is 6,521.

On July 29, the steamer *S. S. Alhambra*, in Halifax Harbour, collided with the schooner, *Hero*, from Tangier. The passengers and crew were taken on board the steamer, and the schooner, which then filled with water and then careened over, was taken over to Dartmouth Cove by the steamer tug, *A. C. Whitney*.

On August 3, a barn owned by Mr. J. D. Lahey, near the Dartmouth Common, was destroyed by fire. His horse was rescued after being badly burned, and had to be destroyed. A cow was also badly burned and scorched, and Mr. Lahey was also badly burned over his head and shoulders.

On August 6, the valuation of Dartmouth, according to the Assessment Role, is \$1,320,550.00.

The second annual regatta and Sports of the, "Rough and Ready" Rowing Club, took place near DeWolf's North and South wharf. Nine races were held and a dingy race was held also.

At the Town council the estimates were as follows. Expenditures at \$17,900.00, Revenues \$4,220.00, leaving the amount to be assessed on real and personal property at \$13,760.00. On motion the rate of one dollar and 4 cents (\$1.04) on \$100.00 was authorized to be levied. The rate of 36 cents per \$100.00 for school rates in outside districts was authorized.

The steam ferry run to McNabs Island did not pay and the ferry *MicMac* will run instead to Bedford as of August 12.

On August 30, a committee of the Dartmouth Council was appointed to audit the Railway Survey accounts.

On September 17, Warren Smith from Halifax defeated Evan Morris from Pittsburry, P.A. over a 3-mile course on Bedford Basin.

This was for \$1,000.00 a side. He won by 2 lengths in 21 minutes and 51 seconds. 15,000 people witnessed this event.

On October 1st the Exhibiton, at the Exhibition Building in Halifax, took place. The Lt. Governor opened it with a Guard of Honor, and the Lord Bishop and an entourage of other officials, Judges, Senators and consuls. The Dartmouth Ropeworks was closed down so the workers could set up their displays. This included everything from 6 thread manila hemp for lobster catching, to the hugh 12 inch hold fast cable to hold fast a 1,400 ton ship.

There were 80 workers at this industry and they are busy year round. There were also various products from the Starr Manufacturing Company which included the Acme Club Skates, Forbes Patent, sold all over the world. Another display is from John P. Mott and Company, that produces soaps, spices, coffee, chocolate, bromo, cocoa and ground spices of all kinds. They employ over 30 hands.

At a town council meeting on October 15, Miss Finlay was appointed as a teacher to the public school, as Miss Angwin resigned and Miss Adams was appointed as junior teacher.

On November 8, at a public meeting in Dartmouth, a report on the extention of the Intercolonial Railway by councillor Scarfe the appointed chairman, and Mr. A. Elliot, town clerk, was secretary. The committee proceeded to Ottawa with a memorial. Sir Charles Tupper suggested that the different routes be surveyed. The services of the Government Engineers were placed at the disposal of the Committee and the Town of Dartmouth to pay all expenses. On this committee were W. H. Weeks M.D., John F. Stairs and Mr. D. Falconer.

It was moved and seconded that the time fixed for the committee on right of way, be extended until December 15. The 3 routes were the Lake routes and the Basin shore routes. Also a General Committee of 10 members with power to add, at will, to their number.

On November 21, the Town Hall held a public meeting. It was chaired by Councillor Scarfe. The discussion was opened by Dr. Weeks, the warden, who attacked the local Government on the ground of the Municipal Council Act, the new ferry, and other subjects. Subjects why Donald Archibald should be elected.

Other speakers were Mr. Angwin, Mr. C. S. Harrington, the Honorable S. H. Holmes and Messrs. F. Stairs, Foster and Longley.

The Attorney General closed the discussion with tremendous applause. He showed that 3 members of the opposition sat on the committee, which had rejected the Ferry Bill. He demolished the speeches of the opposition sympathizers, and this closed the meeting.

The Rose Gold Mining Property at Montague was sold to Mr. E. F. Couch of Newberryport, Mass. The price was \$48,000.00 and \$2,000.00 had previously been paid. He is associated with two gentlemen from New York. It is their intention to erect a new crusher and then push the mining operation on with energy and skill. Just one week later Mr. Couch bought the "Temple Mine" lying adjacent to the west of the Rose Gold Mine. He paid \$18,000.00 for this mine and this proves that we locally have neglected this potential for many years.

On December 12, a group called the, "Disciples of Christ", gave a sermon by Elder T. Blenus, at the Elliot schoolhouse in Dartmouth.

January 7, 1879 — Michael and Mary Leahy, yeoman, et al, sold to John Leahy, for one dollar, property on the road leading to Wolfe's farm, about 5 acres, called "Abbeyville" marked number 12 on the Jonathan Tremain estate, starting from the Dartmouth Common.

Also on January 7, 1879 — Patrick Leahy, cooper, et al, sold to John Leahy, farmer, for one dollar, a lot on the east boundary of the Dartmouth Common, 4 acres, to the property of Henry Elliot.

January 15, 1879 — James and Margaret Ormon sold to Salter B. Dares, carpenter, for \$400.00, a lot that was 124 feet from the corner of Wentworth and Green Street, near Edward Gorman's property, 90 feet to A. E. Lawlor's then 32 feet to Warner's and Harrison line to Green Street for 90 feet, being lot number 5 of Ormon's property.

February 8, 1879 — Michael and Mary Leahy, Philip Leahy, Anne Leahy and Mary Cullerton, widow, and John Leahy, yeoman, sold to Patrick Leahy, for \$1.00, the lot number 3 of the subdivision of the Leahy estate, prepared by James VanBuskirk in 1877, located at the junction of Philip Leahy south line with east side of Farraday Street, for 130 feet to William Keeler line then south for 148 feet to Mary Cullerton land, for 530 feet to Farraday Street.

Also on this day, Michael Leahy, et al, sold to Philip Leahy, for one dollar, the lots number 2 and number 9. The lot number 2 goes to William Keeler line for 530 feet, then 132 feet to Patrick Leahy land and Mary Cullerton lot for 969 feet to lot number 8, then 383 feet to Boggs property then 169 feet back to the Creighton property.

February 17, 1879 — Martha Ryan, spinster, sold to William Green, livery stable keeper, for \$500.00, a lot on Water Street next to John Dunn then to John Tapper property.

March 3, 1879 – John Donald and Alma, brass founder, sold to George Foote, clerk, for \$200.00, a lot on the road from Dartmouth to Sackville, west to the harbour 80 feet by 50 feet by 17 feet by 95 feet.

March 12, 1879 — John Ryan sold to William Day, shipwright, for \$36.00, a lot on the Dartmouth Common, by the Trustees for 999 years, to Robert Best, then assigned to William D. Hunter, then to John Cassin, then to James Griffin, then to James Cochran, then to John Ryan, being part of lot number 18 on the west side of the road leading to Sackville, owned by Mrs. Dunn, then west to John McCarthy.

April 10, 1879 — William Cunard sold to John W. Bishop, blacksmith, for \$320.00, a property on Price Edward Street to Boggs Street, corner lot.

April 17, 1879 — John and Charlotte Stairs sold to William Fluke, for \$700.00, the lot number 121 of the Fairfield property on Dawson Street over to David Falconer's land.

April 17, 1879 — John Stairs sold to Alexander Balfour, spinner, for \$700.00, the lot number 124 of the Fairfield property, 30 feet on Dawson Street then 100 feet to Falconer's land.

April 17, 1879 — John Stairs sold to Joseph Strum, teamster, for \$700.00, the lot number 120 of the Fairfield property, 30 feet on Dawson Street, then to Falconer's land.

May 16, 1879 — John Weeks and Mary Ann, engineer, sold to the N. S. Building Society, trustees, for \$729.00, a lot on the corner of a lot conveyed to Mary Ann Webber, to the Episcopal Church from Stairs Street to Mumford's line to the property of King, Weeks, Webber and Edgcombe.

June 9, 1879 — William and Charlotte Thomas, labourer, sold, for \$55.00, to Lawrence Winock, the lot number 18 of the Austen and Whelpley subdivision on Dahlia Street.

June 9, 1879 — William Thomas, and Charlotte, sold to Frederick Uniache, for \$55.00, the lot number 18 of the Austen and Whelpley subdivision of lot on Dahlia Street.

June 9, 1879 — Joseph Austen sold to Archibald Beck, tailor, for \$440.00, a lot near Church Street, to the Common, then to John Bowes land.

June 25, 1879 — William Brodie, farmer, sold to Samuel Smedley, trader, for \$860.00, a part of the estate of Samuel Albro, being a lot next to the lot conveyed to James Brodie from Martin Black on Wyse Street to a stone wall.

June 25, 1879 — William Brodie, farmer, sold to Charles Brodie, for \$1,600.00, the cleared field on the Samuel Albro estate, marked 'L' (about 13 acres) of woodland next to the Jamieson Mills to a field marked 'H' on a plan, about 1,220 feet to the stone wall, to a roadway from the Dartmouth Common.

July 9, 1879 — Joseph and Annie Austen, merchant, sold to Archibald Beck, tailor, for \$440.00, a lot near the Common, next to a lot sold by Jeremiah Donoghue to John Bowes, to Church Street.

July 19, 1879 — William and Clara Thompson, labourer, sold to James Austen, for \$1.00, the lot number 15 in the Austen and Whelpley subdivision on Dahlia Street.

July 23, 1879 — Hugh Hartshorne sold to Edward Stanley, machinest, for \$100.00, a lot on the east side of Wentworth Street, about 137 feet from Portland Street.

July 25, 1879 — The Trustees of Artemas Lord, et al, sold to David Sterling, for \$400.00, a half part of land in Prince Arthur Park, lot number 9 that was part of Fenwick Row, to Johnston Avenue, with 2 acres, 3 roods and 25 perches. Donald Keith contracted this property for use.

July 25, 1879 — Edward Stanley and Isabella, machinest, sold to Hugh Hartshorne, for \$100.00, the property called Skerry Field on Wentworth Street to Portland Street, to Russell Street.

July 26, 1879 — Margaret Miller, widow, sold to Gordon Miller, for \$200.00, a lot on Pine Street (west side) next to George Misener.

August 4, 1879 — James Austen and Brenton Eaton, sold to Edmund Cross and Mary Jean, for \$75.00, the lot number 20 of the field between Maynard's Lake and the Cole Harbour Road and the Pipe House Road, 33 feet by 100 feet.

August 19, 1879 — James and Jane Publicover, hairdresser, sold to William Fry, for \$300.00, the lot number 5 of Austen subdivision on Tulip Street.

August 23, 1879 — James Murphy and Anne Elizabeth, James Murphy Jr. and Margaret Isabella, sold to James Turner and John P. Mott, for \$300.00, a lot on the west side of Albert Street and 149 feet from Mulgrave Street, with a right of way to the Common.

August 25, 1879 — John Gillard, builder, sold to Isabella Jenkins, spinster, for \$450.00, a lot at the corner of Pine Street and Myrtle Street, next to Job Carter, then 107 feet to the property of Benjamin Russell.

August 25, 1879 — William Jenkins, carpenter, sold to Isabella Jenkins, spinster, for \$600.00, a lot on the corner of North Street and Water Street up to William Weeks lot.

August 26, 1879 — Susannah Oland, widow, et al, sold to Fenwick Johnston, for one dollar, the Tan Yard lot and field, which was part of the Samuel Albro estate, called letter 'E', with 12 acres, 2 quarters, 16 perches and the water lot in front of the Tan Yard building for 300 feet into the harbour.

August 26, 1879 — Edward Miller and Alice, sold to Austen and Eaton, for \$600.00, the lot number 1 and 2 of Symond's Field on Tulip Street to Pine Street.

August 29, 1879 — Anna Dunn, widow, sold to William Day, ship carpenter, for one dollar, a lot on the north side of Best Street, up to the William Day property. This was part of the property of the late John Ryan.

August 29, 1879 — William Day sold to Anna Dunn, for \$1.00, the lot number 18 on the road to Sackville, (on the Common), next to the land of John McCartney, 34 feet by 34 feet.

September 13, 1879 — Benjamin Russell sold to John Gillard, contractor, for one dollar, a lot on Dahlia Street to William Green property to Myrtle Street to the Frederick Roach property.

September 25, 1879 — Rufus Sweet, trustee, sold to Joseph Bell, deceased, William McNutt, executor of Edward Jost, for \$2,500.00, the lot letter 'H' of the Samuel Albro estate on the main road to Sackville, next to the lot letter 'I', bounded by the land of William Brodie, also lots 'B' and 'C' and property in the Tufts Cove area.

October 7, 1879 — John Donald, brassfounder, and Alma, sold to George Foote, clerk, for \$50.00, a lot on the road from Dartmouth to Sackville, to the harbour and along the Sackville road.

October 8, 1879 — John Misener and Sarah Ann sold to James Ross, boilermaker, (assuming a mortgage) of \$250.00, the lot number 38 of the Austen subdivision on Rose Street and Mayflower Street.

October 9, 1879 — The Executors of Alexander Kuhn sold to Alfred Kuhn, carpenter, for \$300.00, a lot on the road from Dartmouth to Preston, to the property of Stephen York, about 12 acres.

October 25, 1879 — Judge Alexander James and Harriet sold to the Reverend Peter Morrison, Minister of the Gospel, for \$325.00, a lot in letter 'B' of the James Division at the corner of Erskine Street and a new street called James Street, called lot number 1 of the letter 'B'.

October 27, 1879 — G. A. Creighton, assignee to the estate of George Farrell and Dominick Farrell, sold a lot on the Dartmouth to Waverley highway, also lot number 9 on Quarrel Street to Elizabeth Walker land, called lot number 5. The offer to buy was for the rate of .45 cents on the dollar of what the property was valued at.

October 30, 1879 — James Whelpley sold to John Gillard, contractor, for \$1.00, the property on Myrtle Street, to Prince Street, to Devonshire Street.

December 2, 1879 — Austen and Eaton sold to James Simmonds, for \$400.00, the lot 1 and 2 of Symonds Field on Pine Street and Tulip Street.

December 2, 1879 — Robert Waddell and Martha Jane, yeoman, sold to the Town of Dartmouth, for \$200.00, the property on Quarrel Street to Waddell's house, 127 feet to St. Peters Church to Chappel Lane 127 feet.

Federal Acts

Chapter — An Act to incorporate the Baptist Union of Canada.

There were 6 provisions that stated the objects of the Union, the constitution and alterations thereof, and the power to receive, hold and invest personal property.

Provincial Statutes

Several important Bills were introduced at the House of Assembly, and then assented.

Bill 52 — A Bill to establish a Board of Health.

Bill 69 — A Bill regarding Fires and Fire wards.

Bill 25 — A Bill regarding the Union Protection Company.

This was to amend Chapter 62 of the Revised Statutes of Fires and Fire wards, so far as regarding the Town of Dartmouth.

The total number of vessels registered in the port of Halifax for 1879, was 1001, but in 1878 there were 1015 vessels. The lesser amount was due to the larger amount of tonnage being transferred to other ports so as to avoid city taxes, etc.

The registered vessels at Windsor came to 195 in 1879. This included 12 newly constructed vessels, and 10 were lost, wrecked or condemned.

On January 5, the new Baptist Church formerly opened. A number of Clergymen from the county and Halifax, were in attendance. Dr. Crawley of Wolfville delivered a most eloquent discourse from the first book of Kings, chapter 8, verse 27.

Hants County claims to own 271 vessels of 156,000 tonnage valued at \$4,000,000.00 and is the largest ship owning district in the world. However, Yarmouth claimed 297 vessels at 153,515 tons. But, during the year Yarmouth decreased by 9,161 tons, whereas Hants County has 12,006 more tons of shipping than Yarmouth.

The Maida Hill farm on the Cole Harbour Road, with 32 acres and 6 cleared with 10 acres of hay, is up for a private sale. It also has a nice cottage and a barn.

At a town council meeting on January 27, the Recorder officially asked the council if they intended to push the lawsuits of the Town Council versus Fairbanks and Short. These cases were referred to the Committee in law. Fairbanks claims that the gold mines at Montaque and Waverley are on Shubenacadie Canal property.

On February 2, Princess Louise, the wife of the Governor General, came to Halifax on board the steamer, *Sarmatian*. A Royal Salute was given by ship and the artillery on George's Island, and on Citadel Hill. The Governor General was on board the transport, *Lily*, and steamed down to the mouth of the harbour to greet his wife. There the Princess transferred over to the, *Lily* and they went to the Ordnance Yard to be greeted by cheering spectators.

From there they went to the Government House. There, a guard of 100 soldiers, and a band from the Princess Louise Fusiliers welcomed them.

Lt. Governor Archibald and Captain Harbord accompanied his Excellency as they paid a visit to the Starr Manufacturing Company at Dartmouth. The manager of the works conducted them over the different departments. The Marquis then

accepted from the manager a pair of skates for himself and for Her Royal Highness. He then expressed his intention to pay another visit during the summer, and hoped, this time to be accompanied by Her Royal Highness.

After this they drove up to the Ropeworks and were met by the manager John F. Stairs. The first visit was to the department where small cordage was made. The Marquis examined the machinery with a great deal of interest, and inquired about the market for this product, and whether there was larger rope made here. It was then explained that the smaller rope was used by the fishermen in the Maritime Provinces and the larger rope used in the other provinces.

The next department visited was where the hemp is prepared and the yarn spun. The Marquis examined the Manila hemp very minutely and asked a host of questions. He next visited the most interesting portion of the works where the rope 2 or 3 inches in circumference is manufactured. All the machinery was in operation. The Manila bolt rope was described how the strands were made and the yarn being drawn through tubes of a suitable size, and twisted by a machine at the same time. Three strands were then twisted together to make the finish rope, then rolled and coiled for shipment.

The Marquis then walked up and down the entire length of the Rope Walk. He enquired about every operation and also how business had been during the past years, etc.

He then visited the main engine room and examined every detail. Then he visited the other engine room and did the same thing. He was pleased about the appearance of neatness and cleanliness pervading that important department.

When the royal party left the Rope Walk, they proceeded to visit Olands Brewery at Turtle Grove. This was called the Army-Navy Brewery. There they again inspected every department and showed great interest in the science of brewing and malting. This was the time that the summer supply of ice was being stowed away. The Marquis expressed admiration of the complete and effective arrangements for its disposal.

His Excellency tasted the beer and pronounced it excellent. They returned to Halifax at 6:30 and stayed at the Government House.

The following day, February 3, the entourage (called the Vice Regal Party) left the North Street depot by special train, at 11 o'clock A.M. The Guard of Honor was there, which included the Halifax Garrison Artillery, the Regiments, the Militia Corps and the Halifax Field Battery.

A royal salute was fired as they left the station. They were to proceed to Montreal and expected to stay at the Windsor Hotel for 2 days.

On February 5, 1880, Mr. Grossy, on behalf of Mr. James Caldwell, presented to the Nova Scotia Historical Society with the original plan of the Shubenacadie Canal.

On February 23, a public meeting at the Town Hall was held to consider the proposed extension of the water supply into Dartmouth. Warden Weeks presided. After a long discussion on different proposals, as well as financial estimates, it was moved by Mr. Hyde and seconded by Mr. Wensell, that it is not advisable for this town to proceed any further in the matter of the water supply at present. It was then voted on and carried.

A report from the federal government said that Nova Scotia had the highest number of vessels and tonnage of any province in Canada. There were 2,975. Nova Scotia also had the most built at 126 with the tonnage of 552,159. Compared to other countries, Canada is the fourth highest, with 884 steamers, 6,587 sailing vessels and the net tonnage is 1,332,094.

Only three years ago Canada was the fifth highest. Now we are very close to third highest and in overall tonnage. We have more steamers and sail vessels than Norway, but we lack tonnage.

On March 24, at the annual meeting of the Starr Manufacturing Company the following were re-elected as Directors, Messrs. Thomas A. Ritchie, W. J. Stairs, Allison Smith, G. A. Crichton, G. R. Anderson, Francis Parker, J. C. MacIntosh, J. T. Wylde and John Forbes.

This month there were 3 schooners launched from the yards at Lunenburg. There were 2 from the Smith yard and 1 from Joseph Young yard.

On April 16, the Town Council heard reports from the Fire Department regarding equipment. Also the committee on schools recommended the school at Tufts Cove be removed. They would remove the school to the Common. The teachers of this school would receive a salary of \$200.00 per year.

On April 23, Mr. Turner, the agent for the Graving Dry Dock Company, received from the town council an offer to remit for ten years, all taxes. Also all taxes from such an enterprise and should it not then prove a paying speculation, to remit them for a longer period.

Mr. Turner left for England on April 30, leaving the matter of obtaining in some way, the necessary guarantee of 4 per cent on \$500,000.00 in the hands of His Worship, the Mayor and Town Council, who, with the willing cooperation of the Chamber of Commerce will likely be successful.

On April 27, Warden Weeks addressed the Annual Meeting of the Town Ratepayers. He concluded the report by saying the town's heaviest taxes to which Dartmouth is subjected to is the expenses and difficulty in getting clean water and the exorbitant charges on the inefficient ferry between the town and Halifax.

The estimates totaled \$16,803.00. Then there was incidental revenue at \$5,500.00, and the amount to be assessed on real and personal property came to \$11,303.00.

On May 4, the Dartmouth Municipal Election was held and not much interest was manifested. Only one ward had a so-called, "contest" and then it was only a mere semblance.

On May 11, the Morning Herald wrote an article on the Birds and Poultry in the Nova Scotia Poultry Association. The farm of Henry Keeler and the farm of J. A. Crichton were described with the types of poultry they used.

Mr. Forhan, the sail maker at the Pickford and Black Wharf, now has 22 full time workers, making and repairing sails. At present they are making four new, "suits", for large vessels around the country. Their work was abundant.

The Chebucto Planning and Moulding Mill in Dartmouth, owned by Messrs. F. Scarfe and Company, have a first class reputation of their products. They are located above the ferry wharf, with their own wharf next to their extensive mill. The main building is a 3 story wooden structure 50 x 48, well stocked with machinery, also stores for lumber and mouldings, etc. They have a number of hands employed and are now putting out an order for flooring and other stock.

The Leadly and Cobbs Foundry started up six months ago at MacKays Point in Dartmouth. They have a moulding shop and continue to get orders that will take some time to fill. They are making rollers for the Marine slip. They also have a contract on hand for supplying the new sugar refinery with 20 filter bottoms, and the heaviest weigh about 20 tons.

A propeller weighing about 30 tons has just been finished for the steamship, *Newfield*. This is a credit to the operation.

On June 7, it was reported that hundreds of bushels of grain are being sown on the Cole Harbour Dyke lands.

At a town council meeting, Mr. Kerr, on behalf of a woolen Manufacturing Company, applied to have erected and run, a 4 sett mill in the town, with assistance by way of a bonus in cash, land, or an abatement of taxes for a term of years. This would employ about 50 people and use about \$50,000.00 in capital. A plentiful supply of water is also required. It was resolved that the promoters of such a mill get a remission of taxes for a period of 15 years. This resolution was seconded and then it was passed.

On July 8, the Dartmouth schools had their annual public examinations. This was conducted by Mr. Alex McKay and the Town Warden, Mr. James Turner, presided. The classes were examined in Latin, Geometry, Algebra, English language, arithmetic, English, History and several other subjects. There were prizes awarded for excellence in general schoolwork and for punctuality in attendance.

Prizes were also given in the Ninth Department, taught by W. P. Chisholm, and the Eighth Department, taught by Miss Sarah Findlay. The examinations were conducted by Reverend Principal Ross, Rev. Dr. Lyall, Rev. M. Bell, Rev. M. Morrison, Mr. Waddell of the High School, Principal Jack of the Fort Massey Academy, Mr. J. Y. Payzant, the Warden and Councilor Russel.

Miss Kate Major was the teacher for the Seventh department; Miss Cassie Carten was the teacher for the Sixth department; Miss Laura Johnston was the teacher for the Fifth department; Miss Charlotte McKenna was the teacher for the Fourth department; Miss Emma Hume was the teacher for the Third department; Mrs. Faulkner was the teacher for the Second department; and Miss Maria O'Toole was the teacher for the First department.

During the previous year the Ropeworks in Dartmouth won several prizes at the Exhibition; for a reward to their employees, an excursion to Bedford Basin on the ferry, *MicMac*. They went to Moirs mills and when they returned they had a supper waiting for them. This was in tribute to the workers for their fine workmanship at the Ropeworks.

On July 26, the ferry steamer collided with and sunk the pile driver at the city wharf. The steamer was trying to avoid a schooner crossing the mouth of the dock.

A report on Gold Mining in Nova Scotia stated there has been over \$6,000,000.00 worth of gold in 297,372 ounces. This was for the last 18 years since it started.

The fineness of the gold is 955 parts per thousand. This compares most favorably with the other countries and Provinces. In British Columbia the fineness is 875, in California, 880, Russia 891, Australia 925.

In the year 1862 the average earning per day was \$.83 cents, but in 1879 the average per man per day was \$2.34.

Mr. Rose, the manager of the Rose Gold Mining Company in the Montaque mines area, outside Dartmouth, brought to the city of Halifax, a brick of gold weighing over 800 ounces. It was worth \$16,000.00. The net profits to the company will be over \$14,500.00, a result never before equaled in the world in quartz gold mining in any regular well defined lode. Mr. Rose said the last quartz came from a depth of 100 feet and it was the richest yet taken out of the mine. The Mining Company yielded 2,692 ounces of gold from June 1879, until August 1880. This was from 482 tons of crushed granite.

On August 19 — A single scull race was held on Bedford Basin. This was between John McKay of Dartmouth, against P. H. Conley, from Portland, Maine. The race was for \$500.00 per side. McKay's only experience came from a race on the Dartmouth lakes, then again in 1878 when he came in second for the 1878 Harbour championship.

This race was won by Conley by 5 lengths. The time was 23 minutes and 50 seconds. Both competitors were cheered by those in attendance from the shore and those in the many vessels at the race.

On August 30, a report was made on Mr. Edward Bowes who was engaged in the ice industry for the last 25 years. His icehouse and industry was in Dartmouth. He got his ice from the Dartmouth lakes. This year he planned to take advantage of the mild winter in the United States. He also planned to use Williams Lake that emptied into the North West arm on the Lawson property.

During the winters he would employ 50 men. In summer he would employ 25 men that were used mainly to construct icehouses, wharves, etc. He also used 4 brigantines and 5 tern schooners to haul 4,813 tons of ice to the New York City markets. He also kept 600 tons in stock for further negotiation.

The brigantine, *Champion*, is on the Marine Slip being recoppered and generally overhauled. A large schooner is now on the slip having her hull painted.

The Marine Slip Company is contemplating a reduction in the cost of vessels being repaired. The charges are 20 cents per ton for the day on the slip while going on or off the slip. While being repaired on the slip the charge is 12 cents per ton. This resulted in a number of vessels going to other seaports for repairs, or affected

their repairs afloat on account of these charges. This is the reason for reducing the charges.

In September, Sir Leonard Tilley, came to Dartmouth to visit some of the industries. He is the minister of Finance in the Federal Government. He wanted to judge for himself the effects of the tariff in fostering manufactures in this section of the Dominion.

He first went to Messrs. Mumford and Sons. Over 300 tons of iron knees have been manufactured and sent to Yarmouth, Hants, Pictou and other counties during the summer. At present they are turning out an average of 4 tons of knees per diameter, besides manufacturing large quantities of axels and milling machinery of different kinds. They employ 30 hands, working night and day, for the last few months.

These premises have 3 commodious buildings. The largest, for forging, is 152 feet by 45 feet, has all the latest in machinery, and this includes one of the best steam hammers in the province. Four rotary sawmills have been supplied this season by this firm, and they also manufacture J. E. Mumford's patent shingle machine that turns out 30,000 shingles per day, with mill band saws, buzz planers, steam engines, etc., etc.

Then they went on to the Army and Navy Brewery of Messrs. S. Oland and Sons. This brewery is working full time and has orders ahead for all the Ale and Porter it can produce.

They examined the vaults, offices and the malt houses, and a new malt kiln now in the process of being built at the cost of \$3,000.00. Mr. Tilley commented it was one of the most compact, convenient and best-equipped breweries in the Dominion.

Mr. Tilly then visited Mr. J. P. Mott's Soap and Spice factory and the sash and planning mill of Mr. Scarfe. The business at both of these establishments was found to be excellent.

He then visited the Starr Manufacturing Company. He was impressed with the machinery and workers who produced 350 pairs of skates per day. The orders have reached 40,000 for the year so far. Machinery products are also manufactured, such as sewing machines and agriculture instruments and are being exported to England.

He visited every room that was involved in the making of Acme Skates. Also the department where nails are cut and where they make railroad nails and

spikes, also filters, tanks and barrel wagons all for the Nova Scotia Sugar Refinery. Some of the cast iron parts for the filters weigh from 6 to 10 tons. Some are made by J. E. Leadley at the Dartmouth Cove Foundry. About 160 men are employed full time and their orders for products have doubled in one year. This was compared with 1878 when only one third of the staff worked there.

The next visit was the Iron Foundry of Messrs. W. S. Symonds and Company. This included the moulding shops and the stove plate department, where they turn out from 12 to 15 stoves per day. The next visit was to the machine shop to view the planers, lathes, etc. to make machinery for marine and stationery engines, and engine car wheels for the Railways. A number of tanks weighing over 14 tons each were being made. This was followed by a visit to the boiler shop.

The last place to visit was the Stairs, Son and Morrow Rope Walk. They are so successful in their finished products that they have trouble keeping up with the demand.

On September 10, the brigantine, *Arcadia*, cleared for New York with a cargo of 360 tons of ice, valued at \$1,080.00 and shipped by Messrs. T. L. DeWolfe and Company.

On September 17, John McKay of Dartmouth rowed against William Flemming from Ketch Harbour, and lost. Flemming's time was 23 minutes and 15 seconds. In another race, however, John McKay beat Flemming by the time of 23 minutes and 4 seconds. Flemming was three lengths behind.

On October 9, seven men from Tangier went on a drunk and caused a riot in Dartmouth on a Saturday night. They had purchased 2 cases of whiskey and a quantity of brandy. When they crossed the canal bridge near the Skate Factory, a pistol was fired, hitting a driver, Henry McDonald, behind the left ear. Then they went back to the steam ferry wharf and started throwing bottles and stones and scrap iron. The citizens helped the police capture them, except one, who escaped but was captured later on Sunday.

January 2, 1880 — John Jones, truck man, sold to William Elliot, grocer, for \$1.00, lot number 6 in letter 'A' on Pine Street.

January 3, 1880 — Alexander James (Judge of the Supreme Court of Nova Scotia) gave a Deed of Dedication of property that he bought from James G. A. Creighton in 1862. This was for the public to have a right of way or passage, from the corner of Erskine Street and Charles Street to be called James Street from Charles Street to Hawthorne Street.

January 5, 1880 — George Misenor and Annie, carpenter, sold to William Anguin, merchant, and Robert Theakston, merchant, because he could no longer pay the mortgage to the Nova Scotia Building society – valued at \$600.00. The lot was located on Quarrel Street, to King Street to the Baptist Church land.

January 5, 1880 — James H. Sellers, and Ellen, farmer, sold to Albert Gates, carpenter, for \$600.00, the lot number 30 on Tulip Street.

January 10, 1880 — Anne Regan, widow of James Regan, sold, for \$205.00, to Francis Chittick, ice dealer, for land on the main part of the road to Preston, next to Robert Boak and son, and south by the land of John Lennerton.

January 13, 1880 — William Smith, saddler, bought a lot of land on Portland Street, next to James Sellers, from Hugh Henry, for \$5.00.

January 29, 1880 — Gavin Holliday, shoe dealer, and Isabella, sold to Edmund Walker, for \$400.00, 3 lots in the Thomas Boggs division on Rose Street.

March 18, 1880 — Gavin Holliday, shoe dealer, sold to William McSweeney, Halifax Barrister, for one dollar, the lot number 19 on Tulip Street.

March 27, 1880 — Edward Reeves and Selina, sold to Edward Thorne, bank clerk, for \$2,300.00, part of the land of Robert Innes 60 feet by 149 feet, next to the property of Alexander James.

March 30, 1880 — Ann Jones, widow, sold to William Stetson Rogers, clerk, for \$1,000.00, a property on the west side of Prince Edward Street, next to Thomas Hyde.

April 6, 1880 — Joseph Allen, lumber trader, sold to John Dillman and Louisa, labourer, and William Whebby, for one dollar the lot number 16 of the Thomas Boggs division on Tulip Street up to Rose Street.

April 10, 1880 — Alexander Falconer, minister of the Gospel, and Susan, sold to George Tait, cabinet maker, for \$265.00, a lot on the Cole Harbour Road.

April 19, 1880 — Edward Morrison, Halifax merchant, sold to Alfred Cosgwell, dentist, for \$4,800.00, the property on the corner of Portland Street and King Street.

April 20, 1880 — James Thompson, barrister, sold to Ebenezer Moseley, shipbuilder, for \$2,000.00, a lot on North Street next to the property of George Paw and Prince Edward Street.

April 20, 1880 — Samuel Chesley and Mary, barrister, sold to Peter Ross, Gentleman, for \$1,100.00, the lot number 8 of Thomas Boggs division near Tulip Street and Dahlia Street.

May 10, 1880 — William Henry Fry and Frances, clerk, sold to Peter Innes, grocer, for \$100.00, the lot number 15 in the Thomas Boggs division on Tulip Street, 33 feet by 116 feet.

May 11, 1880 — Arthur Eaton and Adelia, merchant, sold to Alexander McKay, teacher, for \$1,200.00, a lot on the north east corner of Dahlia Street and the common road, 80 feet by 127 feet.

May 12, 1880 — Sarah McNab, widow, sold to Henry Baker, farmer, for \$2,600.00 about 50 acres from Folly Bridge to Cole Harbour.

May 13, 1880 — Joseph Ritchie, executor for Jane Williamson, widow, sold to James Wilson, farmer, for \$500.00, the land on the east side of Water Street next to South Street.

June 1, 1880 — George Creighton and James MacKintosh, trustees, sold to William Whebby, grocer, for \$465.00, as the highest bidder for lot number 1 of the Thomas Boggs division on Pine Street.

June 4, 1880 — John Preeper, yeoman, sold to John Payzant, for \$1.00, a lot on the north side of Tulip Street, lot number 20 of Thomas Boggs division.

June 10, 1880 — John McDonald, shipwright, and Jessie, sold to John Ritchie, tinsmith, for \$700.00, the lot number 7 at the corner of Wentworth Street and Green Lane, 80 feet by 32 feet.

June 11, 1880 — James Whelpley sold to Alexander Lloy, for \$450.00, a lot on the west side of First Lake, about 4 acres, and reserving a road 20 feet wide, along the shore.

June 28, 1880 — Michael Walsh, ship carpenter, and Elizabeth, sold to Francis Hyde, grocer, for \$50.000, the lot number 21 of Thomas Boggs Division on Rose Street.

August 4, 1880 — Henry Balis sold to Henry Wright, yeoman, for \$80.00, lot number 6 on the main road from Dartmouth to Sackville.

August 18, 1880 — James Austen sold to Samuel Crimp, tinsmith, for \$225.00, the lot number 20 of Thomas Boggs Division on Rose Street.

September 17, 1880 — John Sullivan, from Philadelphia, mariner, sold, for \$200.00, to the Chebucto Marine Railway Company, a lot on Dartmouth Point and King Street, on the west side.

November 8, 1880 — Archibald Beck, merchant, sold to William Bishop, for \$1,800.00, a lot on Church Street, to Garret Kingston to the road to the Dartmouth Common, to the property of John Bowes.

November 11, 1880 — David Parker, M. D., and Fanny, sold to Joseph Folingsby, esquire, for \$300.00, a lot in Prince Arthur Park, next to the Esson property and Fenwick Row, about 2 acres 1 rood and 36 perches.

November 15, 1880 — Whelpley and Austen sold to Charlotte Rodgers, for \$250.00, the lot number 13 of their division of the Fuller Field, bounded on the north by Tulip Street.

November 28, 1880 — Edward Tufts sold to Samuel Hunston, engineer, for \$800.00, a lot on the west side of Water Street, next to the property of William Baners.

November 30, 1880 — The Town of Dartmouth sold to James Foster, recorder for the Town of Dartmouth, for \$129.78, two lots on the Dartmouth Common. One lot was next to Stairs Street and the other lot was on Water Street and Geary Street.

December 4, 1880 — Joseph Bell and William McNutt, executors of the estate of Edward Jost, sold to George Oland, brewer, for \$187.50, a lot on the road from Dartmouth to Sackville, 195 feet by 65 feet.

December 4, 1880 — William Thomas, store keeper, and Sarah Jaminia, sold to William Henley, for \$200.00, the lots number 1 and 2 of the Austen subdivision on Rose Street.

Federal Acts

Chapter 61 — An Act to incorporate the Dominion Salvage and Wrecking Company. This was to assist such vessels stranded or wrecked, or vessels in distress in waters adjacent to the coasts of the Dominion of Canada.

Chapter 62 — An Act to incorporate the Wrecking and Salvage Company of Canada. There would be a branch in Halifax.

Provincial Statutes

The Dartmouth Union Protection Company amended the Act to incorporate the Union Protection Company of Dartmouth.

Mr. Horace Crandall announced that he would be leaving Dartmouth, to build a Marine Railway in Honolulu. There were several workers from the town that will be assisting in this project.

The steamer, *Iceland*, was repaired on the Marine Railway and as soon as she left, the steamer, *Newfoundland*, was hauled up and the repairs were started immediately.

The Cabbage Club of Dartmouth held their annual sleigh ride to Porters Lake. There were 15 couples and several other ladies and gents.

Captain Watt and others are getting out the frame of a steamer of 160 tons, to be used for wrecking purposes. The engines are built locally by W. S. Symonds and Company. The hull work is being done by Mr. Howard Williams.

The Dartmouth Fire Brigade had their annual sleigh ride to Waverley. Then they returned to Wright's, Portobello House, for lunch and various amusements.

On January 24, two steamers collided in the harbour near George's Island. They were the, *Widderington* and the steamer, *Canimia*. The former had to be beached because she was damaged so badly. The *Canimia*, then docked at Wood's Wharf. Her stern was twisted. The *Widderington*, had a cargo of Indian corn and bales of cotton then sunk as soon as she reached the beach.

On January 27, a boiler exploded and instantly killed Mr. John Loner. He left a wife and 6 young children.

On February 9, there was a meeting at the Town Hall, regarding the Railway. The public wanted to hear the report from the delegation that went to Ottawa to present their claims.

The Warden acted as Chairman and Mr. B. Russell was appointed as the secretary. The delegation was Mr. Stairs and Mr. Symonds. A resolution was drawn up that Dartmouth should contribute \$25,000.00 in money or land, or right of way.

It was further resolved that the Town Council, as an extra ordinary expenditure, the sum of \$25,000.00 and provide for the issue of bonds or debentures for that amount. This was seconded by M. F. Mumford and the resolution passed unanimously.

In April, at a Council meeting, the letter from L. P. Fairbanks, in reference to the action of the Town against him was laid over. Other business referred to the Dartmouth Mining Syndicate wanting to build on the Dartmouth Common, also the auditors report that this was referred to the Finance Committee.

A railway meeting was held on April 21. This was chaired by Warden W. R. Turner and F. C. Scarfe was the secretary. An offer was made by Mr. Turner to build a Railway into the town to the Inter-Colonial Railway of Canada. A lengthy discussion took place. Then a resolution was voted on, but amended.

At the Annual Town Council Meeting, the first issue was the Railway that would branch off at Windsor Junction then come to Dartmouth. A letter was read that was a proposal from Mr. William Dacey to build a railway into the town for a bonus of \$3,000.00 a year for 20 years. The street committee put in a proposal for 16 streets for drainage and paving. Then there were several other reports given in accordance with the Annual Reports.

A report from the ship building estimates for 1881, said that there are 27 vessels being built around the province of Nova Scotia. Also mentioned was one at Port Greville, 2 at Maitland, 2 at Eatonville and 1 at Lower Clifton.

This was good news for the local economy because now Stairs, son and Morrow were agents for outfitting vessels, this included sail making, cordage, anchors, copperine and copper paint and copper for the hulls, keels, rudders, etc., etc.

The Dartmouth Civic Elections took place on May 3. The new Warden was Mr. A. Y. Payzant, and new councilors were Messrs. Cogswell, Watt and Fraser, and they were sworn into office.

At the next meeting, on May 10, there were 9 committees formed with 14 town officers that were appointed. These committees met with Mr. Turner, who had offered to build the railway into the town. A similar conference with Mr. Dacy will be held on the following week.

The Town Council then heard a proposal from a committee for the Nova Scotia Cotton Factory. A similar proposal was heard by the Council in Halifax. The Dartmouth Council referred this to a committee of Mr. Cogswell, Russell and Markle.

A new ferry service, called the Dartmouth and Richmond Steam Ferry Company, was formed. The capital was \$6,000.00 in 300 shares of \$20.00 each. These shares could be purchased at the store of John F. Stairs on Bedford Row.

They went to form a joint stock Company. This was in response of the need for a late boat service, and also for those who live in Dartmouth, but are employed in the North end of Halifax.

The Railway issue was debated in response to further communication from the Provincial Engineer, Mr. Murphy. Also in June a resolution from Council was passed to notify Mr. Dacy to inform the Council when he could construct the proposed Railway.

On July 8, a regatta was planned in honor of the visit of the Governor General. Besides Yacht races there were 20 other events. The Halifax Yacht Squadron under their auspices, along with the Admiral, the Lt. Governor, the Mayor of Halifax, etc., etc.

An outbreak of small pox in Dartmouth led to a small pox hospital being built on the Dartmouth Common. The residents wanted this placed further north and the residents on the west side wanted this located on the east. The building was put up in only one day. The building is to be destroyed when no longer needed. This would prevent the spread of this highly contagious disease. The Board of Health was praised for its successful and timely action taken.

On July 6, a launching took place at the shipyard of Eben Mosely. This was a, "steam lighter", built for Messrs. S. Oland and Sons. This will carry the beer manufactured at the Brewery, to the city, also the ships in port. They also have several teams of horses to carry their finished product throughout the area.

The regatta was held on July 8. The weather was perfect and very heavily patronized with thousands of people lining the wharves on both sides of the harbour. The Dockyard and the H.M.S. *Phoenix* was available for public admission. Included were crews from the French vessels at the Dockyard. The races were very exciting and keenly contested.

The new ferry, *S. S. Siena*, was running between Smith's wharf, at the foot of Round Church hill and Dartmouth, calling at Young Street. This is a very much needed ferry service between the north end of Halifax and Dartmouth.

In July, a Joint Meeting was held in City Council Chambers in Halifax to consider how far the introduction of small pox in Dartmouth was due to the infected clothing washing ashore from vessels. Steps would be taken to prevent this in the future. Dr. Wickwire doubted it came from vessels in quarantine. However, a bed used by someone infected had been heavily weighted, then thrown overboard. His clothing had been taken ashore and buried with him. The other two beds had been taken ashore and burned. It was decided the Halifax Board of Health should investigate the incident.

On August 7, the *S. S. Cortes* was wrecked on La Tribune Beach at the Thrum Cap Shoals. The vessel and cargo were valued at \$150,000.00 at a total loss. The passengers, crew and the mail and baggage were all saved, but some cargo is expected to be in a damaged condition.

In the winter of 1876, the *George Cromwell*, the original pioneer ship of the Cromwell line, left Halifax with passengers and cargo for St. John's, Newfoundland, but was never heard of afterwards. Then just 2 weeks later, the *George Washington*, a sister ship, left Halifax with a cargo and passengers for St. John's, Newfoundland and she was lost with all on board.

The *Bermuda*, the *Alhambra*, and the *Cortes*, were also placed on this route. The *Alhambra* was unfortunate and involved her owners with a heavy loss.

The *Cortes*, had over 14 passengers from Halifax and another 16 from New England, and also, a crew of 28 men and 3000 barrels of bulk cargo. Both the vessel and cargo were valued at \$150,000.00. Where the *Cortes* struck was where the ill fated, *La Tribune*, struck and floundered. This area has been the scene of many wrecked vessels and loss of life. In 1872 the Allen Line ship, *S. S. Peruvian*, struck but was able to get off the reef.

As of August 17, there were 200 men employed at the Starr Manufacturing Company in Dartmouth.

The shipping Master in Halifax began to send seamen to various shipping centers around the province. Nine went to St. John, New Brunswick, and 6 were sent to Parrsboro for the new barque, *Mona Loa*.

An honorable mention was awarded to Mr. Lewis P. Fairbanks of Dartmouth, for his new and better application of the Screw Propeller, adapted for ships of war, ocean merchant steamers and the vessels using canals.

The vessel, *Camina*, shipped a crate of skates from the Starr Manufactory Company to New York City.

At a town council meeting, the discussion was whether or not to burn down the temporary small pox hospital on the Dartmouth Common. The matter was eventually referred to the Board of Health.

Another resolution that passed was to remove the "oil works" and close up this factory that was owned by Messrs. Stairs in six weeks time.

On October 11, the Dartmouth Agriculture Society held their first annual Exhibition and Ploughing Match. This was held off the Preston Road at the farm of Mr. James Farquharson.

There were 33 prizes awarded to those growing vegetables and fruits and grapes. There were 5 ploughing matches. Also there was a first, second and third prize for each item of the 33 varieties under competition.

The construction of the new freight shed at the deepwater terminal wharf is underway. It will be 411 feet long, 46 feet wide and 16 feet high with a flat roof. The Starr Manufacturing Company is doing the ironwork from Dartmouth.

On October 23, a 4-oared lap, streak race was held between the Lavers Hinch crew and the Williams crew from Dartmouth. This was for \$100.00 a side. The Williams crew won it.

In November, it was announced that there was a 105-ton schooner launched at Port Graville and a brigantine of 310 tons launched at Parsboro for the South American trade.

The Dartmouth Agriculture Society held their meeting at the Town hall. They have a surplus of funding for the next year. There were new officers elected and they announced the Exhibition was very successful.

At the present time it was reported that there are 10 different steam ship lines that came to Halifax. Now all the small vessels go to the small seaports throughout the Maritimes and Newfoundland.

January 14, 1881 — Austen and Eaton sold to Robert McLeod, machinist, for \$400.00, lots 12 and 11 of their subdivision located on Tulip Street.

January 28, 1881 — Austen and Eaton sold to James Stewart, yeoman, for \$220.00, the lots 7 and 8 of the field between Maynard's Lake and the Cole Harbour Road.

February 18, 1881 — William McSweeney, barrister, sold to Hugh Graham, miller, for \$325.00, the lot number 19 in the Thomas Boggs division, bounded on Tulip Street to the Creighton property.

February 28, 1881 — Austen and Eaton sold to Lamont Gates, joiner, for \$140.00, their lot number 27 of their subdivision on Dahlia Street.

February 28, 1881 — Austen and Eaton sold to Charles Munroe, ticket agent, for \$120.00, lots 17 and 18 of their subdivision of the field between Maynard's Lake and Cole Harbour Road.

March 4, 1881 — John Stairs, merchant, sold to John McKenzie, night watchman, for \$600.00, the lot number 125 of the Fairfield property on Dundas Street over to David Falconer's land.

April 22, 1881 — James Austen sold to Michael Walsh, shipwright, for \$80.00, the lot number 42 of his subdivision on Rose Street. Walsh then sold this lot to John and his son Albert Wisdom, merchants, for \$45.00.

May 3, 1881 — The executors of Jeremiah Donovan sold to Dennis Donovan, for \$1,150.00, a property at the junction between the Dartmouth to Cole Harbour and Preston Roads.

May 3, 1881 — James and Jane Graham, master mariner, sold to Robert Taylor, merchant, for \$1,000.00, a lot on Portland Street that is part of the real estate of Christian Bartlin.

May 18, 1881 — George Chricton, Gentleman, sold for one dollar, to his son James Crichton, Gentleman, and a 2-acre lot next to the Keeler farm property.

June 7, 1881 — William Green, truck man, sold to James W. Tufts, trader, for \$2,500.00, a lot on the west side of Water Street, next to Duncan Waddell, 80 feet to the harbour, then 400 feet into the harbour by 30 feet, by 82 feet to Water Street.

June 8, 1881 — John and Sarah Anne Wisdom, grocer, sold to Cornelius Casey, for \$100.00, for lot number 33 of the Thomas Bogg's division on Rose Street.

June, 1881 — John and Catherine Woodaman, miner, sold to Jane Woodaman, for one dollar, their share of the land in letter 'R' of the Town Plot lots, bounded west on Water Street, then north by the property of Henry Walker Glendenning and east on Prince Edward Street.

June 27, 1881 — Robert Dickson sold to Francis R. Morash, for \$800.00, a lot in Prince Arthur Park, lot number 5 next to the south eastern passage Road to the south side of Esson Road, about three quarters of an acre.

July 6, 1881 — The executors of Edward Jost sold to Charles Brodie, for \$80.00, a property on Hester Street, 250 feet from the Beckwith property to an old stone wall.

July 14, 1881 — George and Sarah Crichton sold to James Crichton, Gentleman, for \$1,200.00, the land on the west side of First Dartmouth Lake, called Lakeside, next to Henry Keeler's to Edward Taylor line (40 acres).

July 25, 1881 — The executors of Edward Jost sold to Charles Brodie, for \$80.00, another lot on Hester Street next to the lot he purchased on July 6.

July 25, 1881 — The executors of John Ormon sold to Charles O. Backman, port dealer, for \$55.00, a lot on Gaston Road, next to Thomas Mott and George Lennox about 2 acres and 10 poles.

July 27, 1881 — Hugh Harshorne sold to John Ritchie and Samuel Crimp, tinsmiths, for \$500.00, property on the south side of Portland Street to Dundas Street.

August 1, 1881 — William and Elizabeth Miller and Robert and Agnes Miller sold, for \$5,000.00, to John Doull several lots that included a lot at the corner of Ochterloney and Tremain Street next to James Sortell called lot number 1, also a lot on Ochterloney Street to Richards property for 230 feet, also a lot on the Eastern Passage Road near William McInnes property (about one acre) and another lot, 10 acres near John Prince property on the Eastern Passage Road.

August 4, 1881 — Lewis P. Fairbanks sold to Job Carter, for \$600.00, a part of the former Shubenacadie Canal (2nd section) on First Lake. This lot would run northwest into the lake for 325 feet, then east on the highway for 100 feet, and 60 feet west of Job Carter's ice house. This deed also mentioned the right to Lewis Fairbanks to raise or lower the level of the lake, notwithstanding and likewise reserving unto Albert Huthinson, Edward Bowes, William and John Glendenning, the executors of John E. Cabot, the right as regards the cutting and taking of ice from First Lake.

August 5, 1881 — Charles Wright and Mary, merchant, sold to William Findley, machinest, for \$600.00, the lot number 127 of the Fairfield property 33 feet on Dawson Street, then 100 feet to David Falconer land.

August 8, 1881 — Dominick Farrell sold to John B. MacLean, grocer, for \$4,400.00, a property on the northwest side of Portland Street. This property bounded on the lands of George Connor, Christian Bartling, Ann Connor and James Grahame.

August 19, 1881 — John Walker, carpenter, sold to John McAullay, watchman, for \$1,023.00, at a public auction, the property on the corner of Green Lane and Wentworth Street.

September 1, 1881 — Robert and Fannie Taylor, merchant, sold to James O'Toole, for \$1,800.00, a lot on the north side of Portland Street which had been part of the division of the Christian Bartlin real estate.

September 6, 1881 — James Ormon sold to Peter McNab, grocer, for \$280.00, a lot on Prince Edward Street next to the Reverend James Stewart for 120 feet then south for 30 feet to George Knight property.

September 8, 1881 — John Walker sold to James Simmons, merchant, for \$75.00, the west portion of lots 1 and 2 of the Austen subdivision on Tulip Street to Beech Street.

Federal Acts

Chapter — An Act to incorporate the Nova Scotia Steamship Company. There were 14 provisions to this Act.

Number 11 allowed certain property may be taken into Company stock at valuation. This included wharves, docks, warehouses and other property as may have been already built, or acquired by individual shareholders.

Provincial Statutes

Bill 78 — Dartmouth receives a Railway Subsidy.

This enabled the Town of Dartmouth to be granted a subsidy and levy on assessment therefore in aid of the extension of the Railway into the Town.

A social, musical and literary organization styled the, "Enterpean Society", has recently been formed in Dartmouth. The Society meets at the residence of its members once every fortnight. A monthly periodical called the, "Mirror" is conducted by the society.

The Dartmouth Relief Society received donations from 10 different donors to the town treasurer Mr. Elliot.

Mr. James W. Graham has invented a waterproof dressing for leather. This dressing is put up in tin cans by Mr. N. Russel, who hopes to build his own factory in the future.

The Dartmouth Choral Association gave its first concert at the Reform Club Hall – half the proceeds will go for the "Poor Society", lately organized in the town.

Mr. Chittick and Sons are cutting ice on Maynard's Lake in Dartmouth. They are also hauling the ice to the new Deep Water Terminus Wharf for the Allen Line steamers.

The new boiler for the ferry, *Sir C. Ogle*, is complete and will be installed when she will lay up "for repairs" and maintenance.

On January 23, the Warden and Councillor Russell were appointed as a delegation to proceed to Ottawa to interview Sir Charles Tupper on the subject of Railway extension.

On February 21, there was a report on the Department of Marine and Fisheries for the year 1881. There are now 1859 persons engaged. There were 462 lighthouses, 553 lights and 32 feet high foghorns and whistles and automatic foghorns. There are 616 lighthouse keepers and engineers for the foghorns and whistles. There are 122 light stations and 124 lighthouses with 186 lights. There are 10 light vessels, 11 steam horn alarms, 1 fog bell, 3 signal gun stations, 372 buoys and 13 stationary beacons and life boat stations in Nova Scotia.

The new lighthouse at Jeddore cost \$3,362.00. The cost of the pile breaker at Mauger's Beach was \$4,178.00.

There are now in the Dominion, 821 steamboats that is an increase of 30 steamers over the two previous years.

A footnote mentioned that when a vessel breaks down at sea and comes in for repairs, they would usually have to discharge their cargo. The question then is what does this involve?

On February 21, small pox again broke out in Dartmouth. A young boy and his nurse caught the disease. Just 2 weeks before an older brother died of this at the home of Mr. Maurice Downey. The Board of Health adopted measures to quarantine the house. Miss Downey had been teaching in the public school during the past week. The School Board thought she should absent herself so as to avoid any public apprehension.

The Board of Health met on March 9 to clarify the actions of the family.

At the House of Assembly it was debated that a school for Agriculture Education be developed in connection with the Normal School, which is similar to the United States and the Province of Ontario.

The working hours for men in H. M. Dockyard have been altered and like they have in England. This would mean that as of April 1st the Dockyard would close on Saturday afternoon.

The Steamship Lines released their number of cabin passengers for the year 1881. The Anchor Line 10,345, the Allan Line 4,332, the Cunard Line 7,239 and the White Star Line 5,576.

The repairs of the Spanish man-of-war steamer, now in port, have been complete and she will load 800 tons of coal and sail for Cadiz.

An article in the Morning Herald, April 20, said that water carts are badly needed in Dartmouth ... The *Sir C. Ogle*, has a new boiler and is now having her deck repaired and painted. The French Steamer, *Comte d'Eu*, went on the Marine Slip to be painted. A large number of fishing schooners are also waiting for the Marine Slip to have necessary repairs.

At a town council meeting in April the annual estimates came to \$2,045.00, and there was a supplementary estimates of \$1,200.00 for schools. This is to be assessed on real and personal property.

Regarding the new Dry Dock proposal for Halifax, Mayor Fraser, Chairman of that Committee, sent a dispatch to Sir John A. MacDonald in Ottawa, asking for their support. The reply on May 17, said if the city would construct the Dry Dock, they can rely upon Dominion subsidy, and I have no doubt they will obtain an Imperial subsidy as well. This report was signed by Sir Charles Tupper.

At a Town Council meeting in May, it was resolved to regard the Small Pox hospital on the Common as a public nuisance, and have it destroyed by fire. The School Committee resolved to make an addition on the Quarrel Street schoolhouse and invite tenders for this.

Another subject was hiring a teacher in Industrial Drawing that should be taught in every school. Councilor McKay read extracts from the Walter Smith Art Education, along with reports of the French Commission on the cause of England's great advance in the higher manufactures.

At the May 30 meeting, it was called a, "Grit Meeting", and considered by the newspaper, "Morning Herald", as a "perfect fizzle". There were less than 100 people, with 15 from Halifax as a bodyguard for the candidates, and also to "regulate the applause". There were also 25 non-voters and from 15 to 20 Liberal-Conservatives to listen to the falsehoods and misrepresentations of the speakers, and thus expose them and contradict them during the canvass for votes.

The meeting was one of the "flattest political gatherings that can be imagined". But nevertheless the organs will publish most glowing reports – and the cheering prospects will be telegraphed to Mr. Blake.

At a meeting of the Dry Dock Committee in Halifax, there was a proposition read to them by the Major. This was from Messrs. J. E. Simpson and Company from New York to build a dry dock in Halifax. The one in New York was built by this firm and have given great satisfaction. The Simpson-Patent Docks are built of wood and are claimed to be as lasting as stone and at less cost, 40%, and in one-third of the time. The matter would be laid before the council at next meeting.

In Dartmouth there were 2 different political meetings held on the same evening. One group, the Liberal-Conservatives held their meeting at the Reform Club Hall, while the Grit meeting was held in the Protection Hall. At the former there were 250 electors present, but only 75 people at the Protection Hall.

In June, Mr. P. W. Rose at Montaque announced he would put his Rose Gold Mine up for sale. This includes all his equipment, buildings, machinery and property.

The Allen Company Steamers, *Canadian*, went ashore on Thrum Cap Shoal. She was unloaded of her 450-ton cargo then got off the shoal. Due to a heavy fog she didn't arrive until after 10 o'clock. She was not injured, but the Government steamer, *Newfield*, got a hawser fouled on her propeller and was then disabled. She had to be towed up the harbour by the tugboat, *Henry Hoover*.

At the Federal Election, the Liberal–Conservative won 145 seats to the 66 seats taken by the Grits. In Nova Scotia there were 15 Liberal–Conservatives and 6 Grits. For Halifax and District or County, was won by the Liberal–Conservatives Mr. Daley and Mr. Richey.

In July, a Mr. Morris from the firm of Morris and Knipple from London, England, addressed a public meeting in Halifax, regarding the Dry Dock. The capitol required would at least be \$32,000.00 to start, but so far only \$25,000.00 was guaranteed. A committee was nominated to consider the proposition.

On August 27, the fifth annual regatta of the Halifax bankers was held at the North West Arm. The water was rough and weather cold. There were canoe races, double scull races and a swimming race. After the races, Lady MacDougall awarded the prizes.

The Lt. Governor proclaimed September 6 as a public holiday. Dr. W. H. Weeks was added to the Executive Committee, as a Dartmouth Representative.

The Treasurer reported receipts were \$1,446.95. Any more entries per race would then require “heats”, then a final race.

The regatta was under the patronage of the Governor General Marquise of Lorne, and his entourage of 5 other very important people. There were Sir Patrick MacDougall, Commander of H. M. Forces in British North America, His Excellency Vice Admiral Sir Francis Leopold McClintock, His Honor Adam G. Archibald, the Lt. Governor of Nova Scotia, and the Mayor of Halifax.

There were 19 events, including the Mayor’s Cup for all Yachts of the Royal Navy Squadron, and a silver Cup to the pair of red wherries, rowed by amateurs. This was donated by M. S. Brown and Company. The races were rowed under the rules of the Canadian Association of Amateur Oarsmen. Arrangements were made for railway and steamboats for reduced fares, and one first class fare on the Railway. All competitors and boats will be carried free.

It is felt that these annual regattas would serve a two-fold purpose. Aquatic sports will be rendered popular with our citizens, and Nova Scotia will be made popular among boating men. Also the International prestige will exist around the countries of the world ... this would also justify our ancestors sacrifices to, “carve a civilization out of a wilderness”.

The Yacht races were held on Saturday, September 2. This was for the Mayor’s cup. The yacht *Esma* for first class yachts won it. The single scull race was won by *Conly*. It was held on the Bedford Basin, and had 6 entries. It was

followed by a consolation race, won by *Driscoll*. The next race was an Indian canoe race and proved to be very interesting.

A Lunenburg crew sent out a challenge to the West End crew who were the winners of the 4-oared race. This was for a 4-mile race, with a turn, for \$100.00 on the Bedford Basin. Other challenges were made in other events as well.

The water was too rough and it had to move to Halifax Harbour. This would be from the Rope Walk wharf to the Asylum wharf. It was won by the Halifax west end club. The Lunenburgers showed that if they had a better boat, and proper training, they would make a formidable four.

On September 8 and 9, a hurricane hit the area.

On September 26, the second annual Exhibition of the Dartmouth Agriculture Society opened at the Reform Club Hall. The Warden gave the opening address. One squash specimen, owned by Mr. Henry Cross, weighed 146 pounds. In class 1 category there were 35 different varieties of vegetables. In class 2 were the grain, seeds and dairy products — 13 varieties. In class 3 — woollen goods woven and knit, and ladies work — 8 varieties. Class IV fruits and flowers — 24 varieties. There were also 3 special prizes offered by Honorable A. G. Jones.

On October 5, 1882, it was recorded that on this “typical day”, there were 117 vessels in port. They were 4 steamers, one ship, 10 barques, one barkentine, 17 brigantines and 84 schooners.

An article said that the Industrial Revolution was in full speed ahead by the example of the steamer, *Waldensian*, from Glasgow, Scotland. She brought out 4 boilers for the cotton factory in Halifax, and 424 bags of charcoal for the sugar refinery.

On October 12, the single scull race for the championship of Halifax Harbour was rowed. This was won by Mr. Hamen. He beat one other competitor, Mr. Conly, and this event attracted crowds of people on every wharf in Dartmouth and Halifax.

On October 18, an article in the Morning Herald said a new ship was built and launched at Kingston, Nova Scotia called the *Kambria*, 2,100 tons. The sails were made by Messrs. Thomas Forhan and Company in Halifax. He also made the sails for the, *W. D. Lawrence*, at Maitland. These were the largest vessels built in Nova Scotia. The sails were made with 7,904 yards of “duck”, at a cost of \$3,700.00.

Duck is a strong untwilled linen or cotton fabric, lighter and finer than canvas, and used for small sails, men's outer clothing, etc. Also they made Russian Duck, which was a fine white linen duck.

On October 28, the departments in the Quarrel Street School were presided over by Miss McKenna, Miss Major and Miss Finley, and Mr. McKenzie, Mr. Robinson and were examined. They had very good attendance by friends, relatives, etc. The way the pupils acquitted themselves was both pleasing and gratifying to other teachers and friends.

On November, a report from Mumford's Steam Forge Works, situated about a half mile from the Ferry wharf, said that during the past 2 months they turned out a large quantity of ships knees. They sent an order for knees to Bideford, Prince Edward Island, for building a barque of 1,200 tons that was being built by Mr. Richards. Also to Georgetown, Prince Edward Island for a barque of 600 tons. This was launched by the Honorable D. Gordon. Also to Great Village, Nova Scotia for a vessel being built by McLellan and Blackie.

Knees are also being made for J. B. North's 1,800-ton ship being built in Hantsport. Also about 30 boilers and a number of sugar tanks have also been made. The firm is now doing considerable business in sheathing for the gold mines. The works will shortly be shut down for repairs.

On November 15, the Port Warden held a survey on the Maitland ship *Senator*, and recommended she discharge the half of her cargo in order to ship a new rudder. She will discharge at the Stairs Wharf in Dartmouth.

Other marine news stated the training ship, *Charyblis*, is being stripped at the Dockyard.

The cargo of the ship, *Senator*, has been discharged at the Stairs wharf; she will then go on the Marine Slip. A rudder is being made for the vessel also her topsides and decks will be caulked.

On December 5, there was a collision of 2 vessels in the harbour. They were the schooner, *Florence B*, and the schooner, *Asta*. Both were damaged seriously.

An annual meeting of the Agriculture Society was held at Elliot School on December 7. The new officers were, President J. G. Bissett, Vice President Henry Keeler, Secretary Edward Foster. Treasurer Charles Keeler. Directors were E. Ross, A. Eisenor, T. P. Graham, H. Baker and Henry Elliot.

On December 16, 1882, there was a regatta held at Honalulu in the Sandwich Islands. This was to celebrate the 46th anniversary of the union of the Sandwich Islands. The workers from Dartmouth, who came with Mr. Cradall to build a Marine Railway, decided to enter the six-oared race, with coxswain. This included Henry Phener, J. DeBay, D. Walsh, A. Lyle, E. Whebby, C. Purdy and A. Kuhn as the coxswain. They won the race 27 seconds ahead of the second place finish. There were 4 crews in this race.

The first prize was a silver cup that was presented by the Queen, along with \$700.00. The distance rowed was 3 miles, and they made it in 19 minutes and 27 seconds.

In another 6-oared race, over the same course, for a purse of \$100.00 the Dartmouth crew won again beating their own time by 5 seconds. The second place boat came in 2 minutes and 23 seconds behind. This group of workers from Dartmouth were considered mechanics, regardless of their individual task in building the marine railway.

Back in Dartmouth, Nova Scotia, there were 3 more vessels repaired on the Marine Railway, than any other year previously. The largest was a steamer, called the *Tancarville*, a new steamer from the Brazil Line.

The Inman steamer, *City of Chester*, has completed her repairs, and is reloading the cargo that she will take to Liverpool, England.

During the year 1882, there were 7 fires recorded in Dartmouth. On April 10, 1883, Stipendiary Magistrate Russell delivered judgement that he has no jurisdiction in selling liquor without licences in Dartmouth. Past convictions therefore have been illegal. The efforts of liquor prohibitionists under the present law are of no avail. The sale of liquor in grocery stores was found to be legal. The towns by laws on this subject were challenged, also the Act of Incorporation for the Town.

On April 10, Mr. Waddell received the contract for the construction of a new wharf in connection with the Dartmouth Sugar Refinery. He is now having the stone hauled for that purpose, and will erect the piles at once.

January 12, 1882 — John Cross of Preston, farmer, sold to Edmund Cross of Preston, farmer, for one dollar, a lot on the road from Dartmouth to Preston, north of Henry Wisdom's land and west of the land of William and Margaret Floyer.

March 3, 1882 — Thomas Garrett, blacksmith, sold to Benjamin Smith, yeoman, and Martha Smith, a lot on the west side of Windmill Road, for one dollar.

March 3, 1882 — Benjamin Smith, boatman, and Martha, sold to Arthur Dumaress, yeoman, for \$1,050.00, a lot on the Dartmouth Common, on the west side of Windmill Road, 40 feet by 82 feet.

March 6, 1882 — Henry Harrison, painter, and Elizabeth, sold to Samuel Warner, painter, for one dollar, a lot on the east side of King Street next to Alexander Lawlor.

March 29, 1882 — Hugh Hartshorne and Margaret Jane, sold to the Town of Dartmouth, for one dollar, an extension of Dundas Street, on the south side of Portland Street, between Wentworth Street and Dundas Street for a public street. (209 feet by 55 feet)

April 17, 1882 — John Rhodes, et al, heirs of John Reeves, formerly from Dartmouth, sold to Henry C. E. Walker, for \$1,200.00, for land lots on the north side of Portland Street to the property of William Wilson, also a lot next to Henry Walker and an 83-acre lot on the Cobequid Road.

May 23, 1882 — Charles F. Munroe and Anna, ticket agent, sold to Hiram Zwicker, mechanic, for \$160.00, the lots number 17 and 18 of the James Austen and Brenton Eaton division of the field between Maynard's Lake and the Cole Harbour Road.

June 14, 1882 — Lewis P. Fairbanks, and Ella, sold to Charles W. Anderson, for \$1,600.00, a lot within the second section of the Shubenacadie Canal, on the south side of First Lake, next to the property of Job Carter, about 4 acres, 2 rods, 200 yards.

July 13, 1882 — The Executors of William Bault, merchant, sold to William Wheby and David Donovan, for \$1,200.00, a property on the east side of the road from Dartmouth to Truro, (one acre) and also the land next to this lot.

July 20, 1882 — Lewis P. Fairbanks, esquire, sold to William Elliot, grocer, for one dollar, a water lot, being the second section of the Shubenacadie Canal, on the south side of First Lake, next to Michael Hurley property, next to the Dartmouth to Truro Highway, about one acre.

July 22, 1882 — William Hendry sold to Charles Gladwin, for \$90.00, lot number 19 of Thomas Boggs division on Dahlia Street.

July 24, 1882 — The executors of William Bauld sold to Alexander Forsythe, yeoman, for \$1,300.00, the water lot, which was part of the property of Seth Coleman on Water Street next to the property of Duncan Waddell.

August 10, 1882 — Edmund Walker, trader, and Emma, sold to Benson Gladwin, miner, for \$120.00, the lot number 19 on Beech Street to Dahlia Street.

August 10, 1883 — James Graham, master mariner, sold for one dollar, to William Ring, a lot on the south side of Stairs Street, next to James Lawlor, 60 feet by 30 feet.

August 23, 1883 — Margaret MacDonnell, widow, sold to Garret Batter, marshal, for \$600.00, a lot on Church Street next to George Webber, to King Street then to the Dartmouth Common.

August 26, 1882 — Henry and Elenor Lynch sold for one dollar, to Jesse Harrison, a lot on the Manor Hill property, being lot number 31 of J. W. Watts's second division on the Cole Harbour Road.

August 30, 1882 — William Conrod sold to William Wentzell, shipwright, for \$800.00, a lot on Albert Street to James Murphy lot.

September 1, 1882 — Asel Whiston and Elizabeth, sold to Joseph Austen and H. E. Austen, merchants, for \$25.00, the lot number 17 of the Thomas Boggs division on Thistle Street.

September 18, 1882 — Norman Ritchie, barrister, and Mary Esdaile, et al, sold to Daniel Parker, George Troop and Charles Tupper, for one dollar, the water lot next to Troop's wharf, up to the property of the Honorable Charles Tupper water lot, and a water lot next to David Parker to the Eastern Passage Road.

September 22, 1882 — John Ritchie and Amelia, Gentleman, sold to Edward Bowes, ice dealer, for \$2,200.00, part of the real estate of Lawrence Hartshorne, and a field at the junction of two roads from Dartmouth to Cole Harbour, and the other road to Preston.

October 9, 1882 — Thomas DeWolfe from Parrsboro, and wife Jane, merchant, sold to Howard Evans of Halifax, merchant, two lots in the Manor Hill subdivision, next to John P. Mott property, and 10 acres that were bounded south by the Cole Harbour Road.

October 17, 1882 — Margaret Ann Campbell sold to Helen Campbell, a lot in the letter 'H', being part of lot number 3 on Ochterloney Street,

November 2, 1882 — John Wallace and Eliza, sold to William K, Anguin, hardware merchant, for \$4,500.00, a lot on the Cole Harbour Road to Bremner's lot, being one acre and two roods.

November 3, 1882 — George and Mary Connors sold to Angus McAdam, merchant, for \$1,825.00, lot number 9 on Portland Street (north side) about 297 feet from Water Street.

November 8, 1882 — Robert Waddell, carpenter, and Martha, sold to George Misener, carpenter, for \$1,400.00, a lot on Quarrel Street to property of G. Russell, then 60 feet to the Baptist Church up to John Payzant property.

November 14, 1882 — John Bowes, Gentleman, and Mary, sold to William Conrod, for \$100.00, a lot on a new street through his land and next to John bishop's land.

November 18, 1882 — John F. Wolfe, carpenter, and Margaret Elizabeth, sold to Andrew Wolfe, clerk, for \$100.00, a lot on the Cole Harbour Road next to Duncan Waddell's land. He also sold to George Wolfe, for \$100.00, a lot on the Cole Harbour Road next to the lot he sold to Andrew. This lot was 176 feet by 28 feet.

November 22, 1882 — James Whelpley, et al, sold to Nelson Grahame, machinest, for \$205.00, the lot number 1 of the Whelpley and Austen subdivision of the Fuller field near Tulip Street to Maple Street.

December 15, 1882 — The executors of James Wilson sold to Issac Evans, farmer, for \$2,000.00, a lot with 20 acres where George Creighton formerly resided, near Green Road, with the Right of Way called the New Cole Harbour Road.

1883

Federal Acts – nil

Provincial Statutes

Bill 47 — This in regards to the Railway Extention in Dartmouth. This was to enable the Town of Dartmouth to levy an assessment in aid of Railway Extention.

The plan for the Dartmouth Sugar Refinery is put out for bids and is getting a lot of attention from the contractors. If it is built according to plan, it will be one of the finest on the continent.

In April, the famous, *W. D. Lawrence*, the biggest ship ever built in Nova Scotia, was sold to private parties in Liverpool, England. Mr. Lawrence built this in 1874 at Maitland. The tonnage is 2,458.

A contract to build a Dry Dock in St. John's, Newfoundland, was signed. This is with a firm from New York owned by Messers. E. & J. Simpson.

In Halifax, at the wharf of Pickford and Black, a cofferdam is being constructed. This is a watertight structure for making repairs below the waterline of a ship. Water is pumped out to expose the bottom and permit repairs on the vessel.

The Dartmouth Town Council made a resolution to have the Government of Canada be memorialized through the Proper Department, to establish a, "Savings Bank", in the town.

At present there are 75 teams working at the Dartmouth Sugar Refinery. There are 70 tons of stone on the grounds, which were procured from the land at the Mount Hope Insane Asylum. At least 100 men are now employed at this refinery.

On May 3, it was reported that McKay and George Hosmer are in active training for their double scull campaign.

The barge, *M. J. Foley* is at present on the Dartmouth Marine slip, undergoing repairs. The vessel has been purchased by parties in Bridgewater, and chartered to load at New York.

The committee on public property recommended a portion of South Street be granted to the Chebucto Marine Railway Company, without warranty of any kind be given to the Company. It was questioned if the Council had the authority to do so. Other business concerned a draft of the agreement proposed to be made with the Dominion Government, respecting the railway extension into the Town and the payment of \$4,000.00 a year for 20 years was submitted to the meeting. A committee was appointed to consult with the attorneys of the Dominion Government. They met with the Gentlemen and obtained the assent of the minister to pass this through the Town Council. They ratified this and the Minister of Railways signed the agreement. At first the Railway will be brought into town as far as Black Rock.

The Halifax Steam Navigation Company was organized to establish a direct steam Communication with Great Britain, to and from Halifax and St. John. Their capitol was \$3,000.00. This was divided into 3,000 shares of \$100.00 each. For this service, a steamship of 2,400 tons is being built on the Clyde River and would be completed in July. Another steam vessel is expected to be built in 3 months.

In June, the Telephone Company opened a toll office at W. H. Isenor's head of the steamboat wharf. The residents may call at this office and send messages to all points connected by telephone at a nominal fee. It is also planned to station a messenger at the office. This will assist in case of a serious fire or if it requires the police force for any emergencies.

The new Sugar Refinery at Woodside was connected and previous to this the Lunatic Asylum was connected with the Railway station at Richmond, the north end of the Halifax peninsula.

In June, a delegation from Halifax City Council waited on the Admiral to make proposals for the Dry Dock. He promised he would help in any way.

In July the Brigantine, *Christina*, was driven ashore in the harbour on the Dartmouth shore. It was then put on the Marine Railway. The damage included her keel being badly damaged, the copper plating all wrinkled and very badly torn. The survey further discovered the vessel be re-calked, then re-coppered and other necessary repairs be made.

A notice was published that said the Dartmouth High School examinations would be held at the Quarrel Street School building, from 9:30 am to 1 o'clock P.M. Then from 2 to 6 parents invited, after the 10th of July the school will close.

The Dartmouth Rope Walk Company is preparing to send a Nova Scotia consignment to the Dominion Exhibition at St. John, New Brunswick. They intend to make quite a display of these goods.

On August 9, The Intercolonial Engineer, Archibald, said it was decided to build a railway bridge and wharf across the harbour at the narrows. It is to be 40 feet wide and 1,400 feet from low tide water to high tide, or about as long again as the present railway wharf.

The deepest part of the channel is 60 feet. They expect to use 20,000 tons of stone filling. The piles will be from 20 feet to 65 feet long. There will be 3 tracks on this bridge. One on the upper side will be the main line to the Dartmouth branch.

The other two will be utilized for wharf purposes, from which lumber and timber, etc. will be loaded into vessels and steamers. On the Richmond side will be an iron or steel drawbridge, 300 to 400 feet in length, under which the largest man of war ship may pass or other vessels of equal size.

The sum of \$110,000.00 is waiting to be spent on this bridge. Once the people of Dartmouth give the right of way and permission from the Imperial authorities.

On September 7, the steamer, *Hercules*, from Liverpool, Great Britain, arrived in the tow of a tugboat, from Cape Breton. She will go on the Marine Railway for repairs. The propeller and rudder were broken as well as other serious damages.

On September 12, several workmen were employed by the Dartmouth Ferry Company to repair the landing at the Halifax side.

At a council meeting it was proposed to buy Lake Loon for the town water supply. The town only had a, "mill right", and no water could be purchased without the rights to this lake from a number of people.

The report from Dustan's Sugar Refinery said that from 150 to 180 men are employed in building this enterprise. The new manager, Mr. Downie has been engaged in the Hawaiian Island for the past 2 years, where he ran an extensive plantation. The contractor for the Refinery at Woodside is Mr. Brookfield. The building has two stories completed and they have started on the third story. The construction of the buildings is with iron and over one million bricks. They expected to use 3,500,000 bricks before they are finished.

On September the Dartmouth Ropeworks Company was awarded a gold medal for their exhibition of ropes at the Toronto Exhibition.

At the Dustan's Sugar Refinery they employed 25 schooners to bring in sand, lime, cement and brick, from 5 different places. They were expecting to finish the roof in December.

The Starr Manufacturing Company employs 150 people. The size of the building is 100 feet by 650 feet. Of the many products made, include the Forbes Acme Skates. They also have a plating department, and iron working department, a nail and spike department that uses iron from Londonderry, and also a wood working department. These "works" are run by waterpower from the Dartmouth Lakes. There are 2 steam engines on the premises. One is 80 horsepower and the other is 60 horsepower.

It was announced that a building is needed for Agriculture exhibitions.

The Ropeworks are expanding under the energetic superintendence of Mr. John T. Walker.

The Williams crew from Dartmouth were badly treated by the public at the Regatta in St. John, New Brunswick. They were pelted with rocks while waiting from the regatta to start. Also at the finish line, the crew from Richmond was unfairly disqualified at the finish line.

The Dartmouth Fire Department now consists of the Fire Engine Company, established in 1822, the Axe and Ladder Company, established in 1865, and the Union Protection Company established in 1876.

The Masonic group has the Eastern Starr Lodge (established in 1868). The Temperance group has the Dartmouth Reform Club, the Harmony Lodge, I.O.G.T. number 168, and the Anchor Lodge, number 215, I.O.G.T. on Cole Harbour Road. There is also the Dartmouth Agriculture Society.

The Chebucto Marine Railway Company has purchased from W. J. Fraser, the western portion of that property on the harbour front, including water lots formerly owned by Adam McKay.

The Mumford and Sons property in the north east part of the town consists of 2 buildings. The forge is 152 feet by 45 feet. The machine shop is 40 feet by 30 feet.

In November there was a brigantine built then launched by Mr. Edward Williams. This was for Mr. R. P. Bliss of Halifax. The tonnage was 210. The length 113 feet, breadth 25 feet, depth of hold 11 feet and she was called the *Mary E. Bliss*. The vessel was completely "rigged" on the stocks. Usually new vessels would have their rigging installed at the wharf of Stairs Son and Morrow near the Rope Walk in the north end of Dartmouth.

The Census in the Dartmouth Schools was taken by the school committee as stated by the Provincial Legislature Act. The ages from 7 to 12 in Ward 1, was 135. In Ward 2 there were 72, and in Ward 3 there were 190. Outside wards, in the north end and south end there were 27. The total of all ages 417 boys and 329 girls for the last term.

On November 23, the Government Engineer, Mr. Richey, surveyed a line from the Intercolonial Railway at Bedford, through Dartmouth, and on to the sugar refinery at Woodside.

The Dartmouth Fishing Company's fishing school is laid up in the Cove for the winter. They reported a very successful year.

At a town council meeting, the Public Property Committee recommended the town convey some property to the Chebucto Marine Railway Company. As the Town does not have the power to carry out the required arrangements, the Committee recommended the Council use its influence with the Legislature to secure the necessary legislation.

The Halifax bargue, *Magnolia*, is now in Dartmouth Cove to have her hull cut down by four feet, and she will be re-decked. This work will be done by the Young Brothers, who are shipwrights.

January 2, 1883 — Sir Charles Tupper and Francis, sold to Daniel Parker, doctor of medicine, for one dollar, a lot on the Eastern Passage Road next to Judge Johnston property, including the water lot that had been conveyed to Charles Black from John Esdaile.

January 21, 1883 — The Town of Dartmouth and the Trustees of the Dartmouth Common, sold to Alexander Lloy, for \$32.50, annual rent, the south part of lot number 15 on Fairbanks Street, 110 feet by 80 feet. This was witnessed by John Payzant warden, and Alfred Elliot, town clerk.

February 8, 1883 — James O'Toole and Jane, caulker, sold to John Greene, watchmaker, for \$2,200.00. a lot on the north side of Portland Street, 24 feet by 86 feet, which was formerly a part of Bartlin estate.

February 9, 1883 — Francis Elliot and wife Mary, sold to Grace Edgecombe, for \$650.00, a lot next to the Episcopal Burial Ground, over to Francis Mumford property, 60 feet by 35 feet.

February 17, 1883 — Hugh Graham, miller, and wife Hannah, sold to John P. Mott and J. Walter Allison, merchants, for \$400.00, the lot number 19 of Hendry's subdivision of lot number 19 of the Thomas Boggs division on Tulip Street to Creighton's property.

February 26, 1883 — Jacob Tynes, labourer, and wife Emma, and Elizabeth Tynes, widow, for \$150.00, for one moiety of a lot on the north side of First Lake Road, next to Thomas Tynes and the property.

March 1, 1883 — James and Irene Simmonds, merchant, sold to George W. Young, shipwright, for \$950.00, a lot on Prince Edward Street, to Boggs Street, 50 feet by 25 feet.

March 2, 1883 — Catherine Power sold to John Graham, butcher, for \$800.00, the lot located on Ochterloney Street.

March 9, 1883 — John Payzant sold to John Williams, shipwright, for \$600.00, the lot number 30 of the Dartmouth Common. Located on the east side of Water Street to the Roman Catholic cemetery to James Gatez land to Henry Phener property and west by Water Street.

March 12, 1883 — Salter B. Dares, carpenter, sold to Adam C. Fife, for \$1,350.00, the lot number 5 of James Ormon property on Green Street and Wentworth Street.

March 19, 1883 — James Turner and John P. Mott sold to Alexander Nicholson, for \$250.00, a lot on Albert Street, west side and Mulgrave Street.

March 20, 1883 — Whelpley and Austen sold, for \$150.00, to Jacob Steephing, the lot number 19 on Fuller field, on Dahlia Street.

April 13, 1883 — John and Agnes Bishop sold to Sarah Creighton, for \$2,000.00, a lot near Church Street to Garret Kingston to the south side of the Dartmouth Common.

May 2, 1883 — John Little and wife Ellen, sold to William Whebby, grocer, for \$1.00, the lot number 18 of the Fairfield property on Windmill Road to Pelzant Street.

May 9, 1883 — Joseph Folingby and wife Elizabeth, Gentleman, sold to John Frazee, Gentleman, for \$3,500.00, a lot on Johnston Avenue and Prince Arthur Park, the north west corner of lot number 9, having 358 feet by 230 feet by 369 feet by 230 feet

May 12, 1883 — Dominick Farrell sold to Mary, Helen and Douglas Stewart, post office clerk, for \$2,300.00, the lot number 9 of Mary Ann Bartlin on Quarrel Street 120 feet by 30 feet.

May 23, 1883 — Kenneth McLean, carpenter, and wife Annie, sold to Louisa Hunt and John Hunt, caulker, for \$475.00, the lot number 31 of the Austen and Brenton division of the field at Maynard's Lake and Cole Harbour Road to the Government property.

May 26, 1883 — The Trustees of the Nova Scotia Building Society sold to Mariane Scarfe, spinster, for \$800.00, a lot on the road from Dartmouth to the Windmill near Fairbanks Street, lot number 9 on the Dartmouth Common.

May 29, 1883 — The Town of Dartmouth sold to the Chebucto Marine Railway Company, two water lots, for \$1,600.00. These were public dock number 1 and public dock number 2. They extended into the harbour for 300 feet. Also reserving the Town of Dartmouth to lay and build sewers or drains, etc.

June 2, 1883 — James Austen sold to John Jenkins, joiner, for \$180.00, the lot number 16 of Boggs division on Rose Street to Beech Street.

June 8, 1883 — Whelpley and Austen sold to Colin Campbell, for \$180.00, the lot number 15 of Thomas Boggs division on Tulip Street.

June 16, 1883 — James Ormon and wife Margaret, grocer, sold to John McDonald, shipwright, for \$800.00, a lot on the south side of Portland Street and the west side of Wentworth Street, 84 feet by 33 feet.

June 16, 1883 — Samuel Chesley, barrister, sold to Benjamin Russell, barrister, for \$1,200.00 a lot on the south side of Quarrel Street, formerly owned by Alan McDonald, 60 feet by 40 feet.

September 3, 1883 — Martin Black, Halifax merchant, sold to Richard C. Weldon, for \$3,750.00, a lot in Dartmouth, on the west side of First Lake to Taylor's farm, one acre and 9 poles, also another lot next to Taylor's farm containing 46,170 square links.

September 3, 1883 — John Farquharson sold to William Pearce, mechanical engineer, for \$550.00, the lot number 2 of letter 'X' at North Street. It measured 60 feet by 120 feet.

September 8, 1883 — William J. Fraser and Jessie, merchant, sold to the Chebucto Marine Railway Company, for \$1,750.00, the water lot on the south side of King Street.

September 12, 1883 — The executors of James Barnstead, grain measurer, sold to Lawrence Wallace, for \$900.00, a lot on Water Street, next to James Roue, being the lots 7 and 8 of block letter 'V.N.' in North Street, next to the property of Benjamin Elliot.

September 21, 1883 — James Shand, Halifax auctioneer, sold to Alexander McKay, teacher, for \$560.00, property on the east side of Common Road and the south side of Tulip Street then west for 127 feet to Dahlia Street then to the land of James Shand.

October 23, 1883 — John P. Mott sold to the Chebucto Marine Railway, for \$600.00, a lot next to a water lot in Dartmouth Cove.

October 26, 1883 — Thomas Forham, and wife Jean, sail maker, sold to George Brooks, diver, for \$1,500.00, a lot between Portland Street and Wentworth Street, 40 feet by 90 feet.

October 29, 1883 — The executors of John Grahame, butcher, sold to Henry Walker, grocer, for \$550.00, a lot on the north side of Ochterloney Street, 60 feet to Simpson's lot, then 120 feet to Gillard's property.

October 30, 1883 — John P. Mott and George Connors, et al, sold to James Turner, for one dollar, 4 lots on the east line of Government property on Maynard's Lake, which included 18 acres, 2 roods and 22 perches.

October 31, 1883 — Edward Tufts, yeoman, sold to Wiley Smith, Halifax merchant, for \$2,000.00, a property on the Dartmouth to Bedford Highway, with the waterfront lot, next to Andrew Philip and Charles Tufts, about 9 acres 2 roods and 25 perches.

October 31, 1883 — The executors of James Johnston sold to Alfred Whitman, barrister, for one dollar, a lot in division letter 'C', 60 feet by 120 feet also lot number 5, making the total 120 feet by 120 feet.

November 1, 1883 — John Payzant, trustee, sold to John Shrum, yeoman, for \$195.00, a lot on the Eastern Passage Road which was 59 feet from H. Hessleins lot, along a proposed street then south for 50 feet to the property of George Dunsworth.

November 9, 1883 — William and Laura Cunard, sold to the Chebucto Marine Railway Company, for \$700.00, a portion of the triangular field at Prince Edward Street, 60 feet to Bishop's lot, then 65 feet to the high water mark, then 65 feet along the shore. Also a water lot in letter 'K' called lot number 6.

November 20, 1883 — Dominick Farrell sold to James Simmons, tinsmith, for \$4,300.00, the land on the west side of Water Street to Quarrel Street and Portland Street. This land had been owned by Robert Jackson then conveyed to the Halifax Steam Boat Company by Edward Lowe.

Federal Acts

Chapter 92 — An Act to incorporate the Nova Scotia Marine Insurance Company. There were 30 provisions involved which included the, “Canada Joint Stock Companies” Clauses Act of 1869, shall extend and apply to the Company.

Chapter 93 — An Act to incorporate the Halifax Marine Insurance Company Limited.

Chapter 94 — An Act to incorporate the Atlantic Marine Insurance Company Limited.

Chapter 98 — An Act in incorporate the Halifax Steam Navigation Company Limited. There were 29 provisions to this act. Provision number 3 said the company shall have the power to own, build, acquire, buy, sell and charter steamships, ships, and vessels of all kinds, and to use and employ the same in any lawful business whatsoever and wheresoever.

Provincial Statutes

Bill number 92. The Dartmouth Cemetery. This enables the Town of Dartmouth to purchase lands, and also for other purposes.

The Cunard Company steamer, *Delta*, loaded with 500 tons of ice that had just been cut from the First Lake in Dartmouth, was at the Dartmouth Ferry Company's wharf. It was purchased from S. Chittick & Sons and the load was destined for Kingston, Jamaica. Sometimes as high as 15 cents a pound is obtained, but the standard price is one cent per pound.

For the poor in Dartmouth there is a Dartmouth Society for the Relief of the Poor, who have a small fund voluntarily contributed by those who are charitably disposed.

At the last session of Parliament, the Federal report by the Minister of Railways referred to the Dartmouth Branch of the Intercolonial Railway. The sum of \$110,000.00 was voted for the construction of a branch line from the Intercolonial Railway to Dartmouth. The Grant being conditional on the Corporation undertaking to pay to the Government, \$4,000.00 per year for 20 years, or so much of that amount as may be required. In addition to the net revenue, to pay interest at the rate of 4 percent on the sum expended. On June 12, 1883, an agreement was duly entered into with the Corporation whereby they bound themselves to fulfill the above condition. Negotiations are in progress for the purchase of the right of way.

The "Standard Time", of the 60th meridian came in force in Dartmouth on March 1st of 1884. Those who wished to conform to the new time had to set their timepieces 14 minutes ahead. The Dartmouth town Council passed this as a resolution. Another one passed was to have a committee recommend a suitable lot of ample size for the use of a public cemetery, for an indefinite number of years, be purchased by the town of Dartmouth. This was in connection with the Petition of Christ Church Vestry for a new cemetery.

On March 15, Mr. James Simmonds had another story added to his building on Water Street. He recently purchased this building from Mr. D. Farrell. The contractor was Mr. J. T. Walker. Mr. Simmonds will remove his hardware and tinsmith business to this large and convenient premises.

On March 20, at the Exhibition Skating rink on the Dartmouth Common, Mr. S. Faulkner won the 5 mile Skating Contest. He beat out three other contestants for this Interprovincial 5 mile skating contest. The winning time was 21 minutes and 17 seconds.

On March 21, a large quantity of plate iron, for the shipwrecked *S. S. Morovian*, was brought in by a schooner. This is now being hauled from the steamboat wharf to Mumford and Sons, to make "iron knees".

On April 4, the steamer, *Daniel Steinman*, from Antwerp, Belgium, struck a ledge, called, "mad rock shoal", just 300 yards southeast of the Lighthouse at Sambro. She sunk with only a few survivors. There were 90 passengers and 34 crewmembers drowned. Only 5 crewmembers, the captain and 3 passengers were saved. The vessel was 1,785 tons, schooner rigged with engines of 183 horsepower, she also had 5 bulkheads. She was built in 1875.

On April 5, the steamer, *Newcastle City*, struck off Liverpool, Nova Scotia. She was leaking very badly but she tried to reach Halifax Harbour. She could only reach McNabs Island, near Findlay's property. This vessel was then towed up and put on the Marine Railway for repair. This was expected to give employment to a lot of ironworkers and others, for up to 8 weeks. This attracted a large crowd who came to visit the vessel.

The Dartmouth fishing Company schooner, *Hester Volger*, is now fitting out for the western fishing banks. Other crews of fishing vessels were waiting for the, "outfitting" for the fishery, while anchored in Dartmouth Cove. They amused themselves by playing baseball in an empty field.

County Licences were granted on April 18. Six of these were for Dartmouth. They included W. H. Green, at the corner of Water Street and Ochterloney Street Hotel. Paul Farrell for his saloon on Ochterloney Street (without refreshments). McAdam for his Portland Street saloon. John J. Ormon saloon. W. E. Whebby for his saloon on Pine Street and Catherine Wright, for her saloon on Portland Street. There were 11 other licences granted in Halifax County. However there were 2 not granted and one of those was George Murray from Dartmouth.

A Life Boat service for this coast of Nova Scotia was discussed by the Halifax Chamber of Commerce. They passed a resolution to press upon the Dominion Government for the need of lifeboats and life saving apparatus being placed at such point for the saving of life and property.

A complaint was made that many fishermen who used the harbour to avoid stormy weather, are using the "Gin Mills", or saloons, for drunken orgies and rowdy behavior.

On April 22, the first meeting of the Dartmouth Exhibition Building and Skating Rink Company was held at the Elliot Schoolhouse. The chairman was Mr. G. T. Troop with Edward Foster secretary. The town Council agreed to sign a lease of 2 acres for 25 year, provided the Company would in 3 years plant 100 ornamental trees.

An exhibition plan was shown by Mr. Elliot and a Provisional Committee was appointed. The cost of the building including force pumps would be about \$2,500.00.

The meeting was very well attended and a stock list now reaches nearly \$2,900.00 of the \$3,000.00 required. The prize list included a Grant from the Province for \$444.00 and Halifax County Agriculture \$200.00. The society for Nova Scotia Poultry, \$100.00, and proposed by the Dartmouth Agriculture Society was \$300.00. The total was \$1,044.00. Anyone could join the Society or offer as a special prize, an amount of money.

The results of the civic election were as follows. For Wardens was T. F. Stairs, for councilors, Ward I - J. W. Allison, Ward II - H. C. Walker, Ward III - John White. Other councilors re-elected were Ward I - J. H. Austen, Ward II - James Simmonds and Ward III - J. P. Fraser.

In May, Mr. Henry Mosely launched a steam launch for Mr. S. G. Chambers from Truro. This was built from English lines or plans.

In June, Messrs. F. Mumford and Sons were forging frames and knees for 4 large sailing vessels and a steamer. One vessel is 2,000 tons and another 1,700 tons and 2 at 1,400 tons. The steamer is 500 tons. This contract will require 100 tons of iron.

The new Exhibition Rink building will be 190 feet long, 65 feet wide, the front entrance will be 32 feet by 15 feet with a tower 50 feet high and 10 feet square. There will be 2 stories. The ice surface will be 175 feet by 50 feet. There will be 152 windows.

A small brook runs through the grounds (2 acres) and the water to be collected in a reservoir then raised by a pump for ice and other purposes. The view from the tower will surpass anything in this part of the province.

Mr. Eb Mosely, shipbuilder, employs a lot of manpower. He has recently launched 2 sugar lighters and now has 3 others of 24, 19 and 15 tons each.

These 5 vessels were built for people in Jamaica, West Indies. He is also building a 20-ton screw propeller for parties in North Sydney, to be used as a tugboat, passenger and water boat. They are built of hackmatac. Soon he will build a steam lighter of 60 tons for parties in Halifax. His reputation is as a first class builder.

On July 5 there was a write up about the Woodside Sugar Refinery. It was started in 1865. The English merchants furnished capital of \$1,650,000.00. The wharf was built by Mr. Duncan Waddell. There were 40,000 tons of stone and several thousand logs. The wharf was 600 feet long and could accommodate the largest vessels.

Mr. S. M. Brookfield built the refinery, stores, cooperage reservoir and laved the water pipes. The main building was 300 feet by 87 feet and 103 feet high. It was made of brick and iron. It was said to be nearly fire proof. There was a warehouse for raw sugar. It was 300 feet by 250 feet and 3 stories high. It was built of wood. The first level was for raw sugar, the 2nd level for refined sugar, and the 3rd level for storing barrels. The cooperage is separate. It is 75 feet by 45 feet. The two stories are connected by the 3rd with a gangway. The railroad will connect with the doors on this floor. In another building is an office, manager's room, chemist and a laboratory. The machinery is made in England and in the United States. The water supply comes from Maynard's Lake, and their own private reservoir with 2 six-inch pipelines. The capacity of the refinery is 1,000 barrels per day, but only 600 per day at first.

In July, the Dartmouth Fishing Company schooner, *A. R. Volger*, arrived from the fishing banks with about 115,000 pounds of codfish. The Dartmouth Railway was expected to be completed before the winter of 1885. This makes the town of Dartmouth a manufacturing town, as well as a seaport. There now have been millions invested here and the population is expected to rapidly increase. The low taxes are expected to induce a greater population from outside the town.

In August, there were several complaints made at the Town Hall about people bathing in conspicuous places in Dartmouth Cove.

The Christ Church Sabbath School held their annual picnic on McNabs Island. The weather was fine and the trip pleasant. They marched from the church to the ferry wharf led by Mr. Patterson with his bagpipes playing. This attracted a host of people.

The Dominion expenditure for all the provinces to June 30, 1883 was reported to be \$143,505.00. The amount for Nova Scotia was \$17,802,052.00. Of this amount \$12,400,000.00 was for the Intercolonial Railroad. The Halifax extension and \$1,200,000.00 for the eastern extension would be included in this.

At a meeting on September 12, in the Halifax City Chambers, two of the speakers, the Honorable A. G. Jones and alderman O'Brien, favored Dartmouth as the best place to locate the new Dry Dock. (Their reason was that it could be built for one-third less cost than in Halifax.) Others at the meeting felt that both Halifax and Dartmouth would gain by this suggestion.

It was announced that the Annual Exhibition for district number 1, which is Halifax County and Lunenburg County, would be held in the new Exhibition Building in Dartmouth on October 1st, 2nd and 3rd.

A notice in the September 20th edition of the "Dartmouth Times", mentions the death of Mr. Edward Whebby. He was a "diver" by profession and he worked for Mr. H. C. Crandle. He was active in building the Marine Railway in several ports of the province and in the United States. In 1883 he, along with other men from Dartmouth, and supervised by Mr. Crandle, built a marine railway at Honolulu in the Sandwich Islands. He was currently working on the Railway Bridge at the narrows in Halifax Harbour.

At the Exhibition, on display, besides vegetables, dairy products, grains, fruits, flower, etc., there was a Ladies Department near the band room. On display were a variety of boots and shoes made by Francis Coburn from Dartmouth. Also, other tannery goods from that business owned by Frederick Allen from Dartmouth. There was a variety of furniture from Mr. A. Stevens and Son. This was made from 'rattan reef', solid ash, walnut sets and parlor suites. These parlor suites on display would have to come within the limit of \$100.00 set by the committee.

There were also the, "Gates Organ and Piano Company" exhibition of 2 pianos and 3 organs, and woodenware. Other exhibits included from the Starr Manufacture Company, a collection of skates.

Mr. J. E. Wilson displayed stoves, mantles, etc. From the south shore came examples of smoked fish, herring and dry cured codfish. The Dartmouth Ropeworks showed examples of cordage and oakum. Mr. Power and Hutt displayed single wagons, express wagons, ox carts and a ladies phaeton (a light four wheel cart or horse driven touring car).

J. E. DeWolf exhibited carriages. Mr. F. Scarfe and Company exhibited doors, sashes, blinds and school furniture. Mrs. A. Monagham from Halifax exhibited knitting machines. Mr. Conrad displayed sewing machines and Mr. Down showed a splendid example of taxidermy. There were also examples of Indian work.

On October 14, the Governor General of Canada, the Marques of Landsdowne and the Marchioness of Landsdowne, visited Dartmouth. They were driven to the Starr Manufacturing works. They were welcomed by the warden, Mr. Stairs, and several of the Town councilors and officials of that company. Several speeches were made, followed by a tour of the premises. After the tour they went to Halifax. Before leaving however, they were presented with a pair of the celebrated, "Acme" skates, with gold finished tops and silver plated runners.

The schooner, *Hester Volger*, Captain Nauss, and owned by the Dartmouth Fishing Company, was reported at Souris, P.E.I. She was on a 3-month mackerel fishing trip. She returned to Dartmouth on October 29, with a full load.

Last season for ice dealers was reported as not as successful as before. There was less than 60 tons per month sent to Jamaica.

At St. John's, Newfoundland, a Dry Dock was built at a cost of \$550,000.00. It is the largest dry dock on this side of the Atlantic. The H.M.S. *Tenedos* was the first vessel to be admitted on the stocks. It will be able to take the largest ship afloat, except the, "Great Eastern".

Canada is now the 5th Maritime Nation of the World. It started with 37 vessels built in 1812. Now there have been 7,374 vessels with a tonnage of 1,267,394. Nova Scotia has contributed 3,937 vessels with a tonnage of 541,715. These are only the vessels registered in Canada. Many vessels were built then sold to other countries.

Since Confederation, the "steamers" have increased from 345 to 1,000. Canada now has 424 sailing vessels of over 1,000 tons. Nova Scotia leads the way in large sailing vessels with 163. During the year 1883, there were 374 vessels built at the value of \$3,333,000.00.

The Government steamer, *Newfield*, is on the Dartmouth Marine Slip undergoing extensive repairs to her bottom.

The Dartmouth Young Men's Literary Society was organized and plans to meet each Thursday evening in the basement of St. James Church. The President is E. C. Creighton, Vice President is W. N. Forbes, Secretary Treasurer is L. K. Payzant, and managing Committee is C. A. Robson and E. P. Forbes, with officers.

In December, Mr. Eben Mosely launched a 10-ton, "Lighter". This is one of five that was built for parties in Jamaica. It made the passage there from Dartmouth to the Turks Islands in 23 days.

At present, Mr. Mosely is building for the Marine Railway Company a "cofferdam", to make repairs on vessels that cannot readily be put up on the Marine Slip.

The cofferdam is 30 feet by 28 feet and 25 feet deep. It is strongly built of heavy timber. It will be an improvement over the one used on the Halifax side of the harbour. This "cofferdam" has a new design for opening the part that fits around vessels so that divers will not be needed. This design will cost about

\$1,700.00. It will have permanent “ways” upon which it will be launched into the water when required, and then taken out when not in use.

The Dartmouth Skating Rink announced it will open on Christmas Day at 2 o'clock. The building will be lit up at night by the “Thayer Electric Lights”. Admission is 10 cents, or 15 cents if using both ferry and rink.

January 26, 1884 — Albert Whelpley sold to Benjamin Russell, barrister, for \$400.00, a lot on Quarrell Street to Wentworth Street. Benjamin Russell then sold this property to James Cassidy, truckman, for \$400.00.

March 7, 1884 — John Payzant, trustee, sold to Daniel Parker M. D. and John Uniacke and George Dunsworth, for \$195.00, a lot on the Dartmouth to South East Passage Road, next to the Babcock property, but now owned by H. Hesslein.

March 16, 1884 — William Patterson and wife Cecilia, labourer, sold to Stewart Conrod, for \$200.00, the lot number 24 of the James H. Austen and James Whelpley subdivision on Dahlia Street.

March 18, 1884 — William Cunard trustee for Jane Franklyn, sold to James Devan, shipwright, for \$900.00, a lot in Prince Arthur Park, 195 feet to the Eastern Passage Road.

March 21, 1884 — William Cunard sold to Salter Beamish Dares, ship joiner, for \$500.00, a lot on Boggs Street, next to Devan's property then to I. E. Lawlor for 100 feet to a street.

March 31, 1884 — John Hurley, clerk, sold to James Hurley, victualler, for \$300.00, a half share of a lot on the west side of the road to Creighton's ferry, being a continuation of Portland Street.

April 4, 1884 — Lawrence Wallace, merchant, sold to Henry Mosely, boat builder, for \$950.00, a lot on the east side of Water Street to the south side of North Street the north half of lot number 8 in the block letter 'V.N'.

April 26, 1884 — Sheriff's Deed – Donald Archibald, High Sheriff of Halifax County, and John Farquharson, Gentleman, who paid \$875.00, at a public auction for the lot of land, formerly owned by the Shubenacadie Canal Company. In a lawsuit, the ruling of, “Equity of Redemption”, against an indenture of mortgage made by George Lintamen to Lewis Fairbanks in 1873. The court ordered the premises to be advertised for sale in the local newspaper, “Morning Herald”, for at least 30 days, and by hand bills for 10 days.

At this public auction the Sheriff sold to John Farquharson, for \$875.00, as high bidder, for the property at the south end of First Lake, formerly known as the Shubenacadie Canal property, now owned by Lewis P. Fairbanks, located at the north side of Knowlan Street, 356 feet to the lake, to Harvey's property to the Preston Road for 356 feet, then 125 feet. Reserving to Lewis P. Fairbanks the right to raise and lower the waters of First Lake.

May 13, 1884 — William Keating, joiner, sold to Joseph Howe Austen, merchant, for \$2,400.00, a lot on the northeast side of a new road from Cole Harbour to the canal road.

May 16, 1884 — James Tufts and wife Agnes, sold to Her Majesty the Queen, represented by Sir Charles Tupper, acting Minister of Railways and Canals for the Dominion of Canada, for \$50.00, land for the Intercolonial Railway, at the center line of the Dartmouth Branch of the Railway, between the land of Harbbord Tufts and James Tufts, 144 of a square acre.

May 16, 1884 — Benjamin Tufts sold to the Queen, for \$175.00, a lot for the Dartmouth Branch of the Inter Colonial Railway. This was located where the rail line intersects the land of James and Benjamin Tufts, 60 feet by 124 feet, or 0.2030 of a square acre.

May 16, 1884 — Arthur Lovett, labourer, sold to H. M. the Queen, for \$20.00, a lot in Tufts Cove, located at station 16 and 14 of Lovett's property measuring 66 feet to 260 feet.

May 17, 1884 — David Falconer Jr., and Conrod George and wife Isabella Oland, brewer, sold to H. M. the Queen, for \$280.00, a lot at station 80 and 30 at the boundary line of John Y. Payzant, et al, executors of John Young, 419 feet by 66 feet.

May 24, 1884 — The Honorable Sir Charles Tupper and wife Francis, sold to his son William Tupper, for one dollar, a lot in the Prince Arthur Park, being the east portion of lot number 12 in the plan near Rodney Road where it intersects lot number 13 to Johnston Avenue, about 2 acres and 3 roods. Also another lot called number 16. This lot went from Fenwick Row and Hastings Drive to Esson's property containing 2 acres, 1 rood and 36 perches.

May 24, 1884 — Lawrence and wife Charlotte Meagher, writer, sold to Luther Sterns, for \$1,350.00, a property on Water Street, next to Luther Sterns property on Water and Portland Streets, and east by the property of Henry C. Walker, now occupied by Frank Dares.

May 24, 1884 — James Simmons and wife Irene, trader, sold to Joseph Smith, for \$150.00, the west half of lot number 20 of the Thomas Boggs division on Tulip Street to Beech Street next to Richard Edgcombe over to the property of George Crook.

May 24, 1884 — John Walker and wife Hannah, joiner, sold to Josiah Smith, for \$100.00, a lot called number 20 of the Thomas Boggs division on Tulip Street.

May 30, 1884 — John Wolfe, carpenter, and wife Margaret, sold to George W. Wolfe, carpenter, for \$40.00, a lot on the Cole Harbour Road to Dartmouth, through the garden of John F. Wolfe, about 176 feet by 178 feet.

June 4, 1884 — The Nova Scotia Building Society sold to Daniel Smith, mechanic, for \$1,800.00, a lot in Dartmouth at the corner of Wentworth Street to Green Lane to George Black property then to James R. Ormon property.

June 9, 1884 — Alan McDonald on behalf of Margaret McDonald, by an order of the Supreme Court in equity, sold to Luther Sterns, merchant, for \$1,250.00, a lot 59 feet by 120 feet on the corner of Water Street and Portland Street.

July 3, 1884 — William Keeler, farmer, and wife Jane, sold to Charles Keeler, farmer, for \$100.00, a lot that had been conveyed by George Crichton and wife to William Keeler in 1863. Located on the road from Dartmouth to the colored settlement, to the northward of First Lake, called the “Lake Road”, to the land of Henry Keeler, now owned by William Keeler, to a small beech tree.

July 9, 1884 — Alexander Forrest and wife Sarah, banker, sold to Isabella Forrest, widow, for \$2,500.00, a half of water lot number 5 of the letter ‘W’ on Water Street. (The former Jane Donaldson property), also the water lot number 6 of the division ‘W’, 400 feet into the harbour by 120 feet wide.

July 16, 1884 — William Keating, Registrar of Deeds, and wife Eliza sold to Sir Charles Tupper, the Minister of Railways and Canals, for \$100.00, a lot on the east shore of Halifax Harbour and north suburbs of Dartmouth, on property of William Keating, 415 feet by 66 feet.

July 17, 1884 — The Dominion Copper Paint Company sold to Ebenezer Mosely, shipbuilder, and Robert Mosely, mining engineer, for \$4,000.00, a water lot formerly granted to Michael Wallace in 1796, called a wharf lot at the end of North Street, 100 feet wide and 300 feet into the harbour. (This had been sold to the Paint Company in 1873).

July 30, 1884 — The Town of Dartmouth sold to the Chebucto Marine Railway, for one dollar, the land at the south part of Prince Street 50 feet, along with part of an unused street.

August 7, 1884 — George Troop, merchant, and wife Margaret, sold to H. M. the Queen, for \$300.00, a lot through his property, 642 feet by 25 feet, both water and land.

August 7, 1884 — William and Marion Green and Walter Northup, trustee of Mary Northup sold to Sir Charles Tupper, etc, for \$100.00, a 250 foot square lot on Green's property, both land and water.

August 7, 1884 — Alexander James and wife Harriet, judge, sold to Sir Charles Tupper, etc, a lot 290 feet by 25 feet (both land and water) next to Hamilton property to Maitland Street then to James property to John Prescott Mott property.

August 7, 1884 — Timothy Ruggles and Judge A. C. Johnston sold to Sir Charles Tupper, et al, a lot 524 feet by 25 feet for the extension of the Railway.

August 7, 1884 — Henry Hesslin, sold to Sir Charles Tupper, et al, for \$50.00, a lot 136 feet by 25 feet next to the harbour.

August 7, 1884 — Robert and Ebenezer Mosely sold to Sir Charles Tupper, et al, a lot 65 feet by 25 feet, following the Water Street and Harbour frontage at the foot of North Street.

August 7, 1884 — Salter B. Dares sold to Sir Charles Tupper, et al. for \$100.00, a lot that was 25 feet by 325 feet, etc, etc.

August 16, 1884 — John Ormon and wife Martha, sold to Robert Henderson, boat builder, for \$200.00, the lot number 12 on the Dartmouth common next to Fairbanks Street to Courtney lot number 11.

August 25, 1884 — The Parish of Christ Church sold to the town of Dartmouth, for one dollar, the east part of the burial ground, for the purpose of a public street, provided it was fenced off.

August 27, 1884 — Helen Glendenning, Edmund Walker and Francis Drake sold to Sir Charles Tupper, etc, et al, for \$100.00, part of the Glendenning estate (134 feet by 25 feet) about 4,359 feet of both water and land.

September 18, 1884 — William Fraser, merchant, sold to William Williams, miner, for \$150.00, a lot on the north side of the highway from Dartmouth to Preston, next to Keddy property.

September 24, 1884 — The Chebucto Marine Railway Company sold to H. M. the Queen, et al, for \$1.00, a lot that was 20 feet wide by 174 feet by 71 feet by 15 feet.

October 1, 1884 — Alpin Grant, administrator for the estate of James C. Bowes, printer, sold to Alexander Taylor, machinest, for \$1,645.00, a lot on the west side of King Street to Portland Street to the property of Christian Bartling.

October 10, 1884 — David Falconer Jr. and Conrod George Oland and wife Isabella, sold to H. M. the Queen, etc, for \$50.00, the land where the railroad intersects the south side of Water Street including the water lot.

October 24, 1884 — The town of Dartmouth sold to William Symonds, for \$280.00, a water lot at the foot of Stairs Street, extending west into the harbour for 400 feet, reserving the right of the town to build and lay sewers or drains, etc.

October 30, 1884 — Robert Theakston and wife Georgina, merchant, sold to Charles Lydiard, yeoman, for \$190.00, lots on Manor Hill, about 19 acres, 2 roods, etc. called 8, 9, 10 and 11 that were laid out by James Austen in 1878.

November 14, 1884 — The Trustees of the Reverend William Rupert Cochrane and Mary, sold to Frank Dares, grocer, for \$1,150.00, a lot on Portland Street and King Street, including a right of way.

December 17, 1884 — John Milson and wife Elizabeth sold to H. M. the Queen, et al, for \$100.00, a lot on the harbour between Lyle Street at Black Rock point, then along Water Street to John Giffon, 2 lots, then to Andrew McGregor estate, then to W. H. Newman to the public dock at the foot of Best Street.

Federal Acts

Chapter 23 — Passed on April 24, 1885. An Act to enable the Government of Nova Scotia to appropriate lands for public purposes.

This involved three sections that stated:

1. The Government may agree with parties that are interested.
2. The Government may appropriate lands through arbitration.
3. There will be no action against entering parties.

Provincial Statutes - nil

January 24 — The annual meeting of the Chebucto Marine Railway Company was held at the office of the secretary. There are five members now instead of three. The former Directors, J. P. Mott, J. W. Turner and P. Ross were re-elected, and Messrs. George Shields and George Thompson were elected as new directors, with G. J. Troop and J. Morton appointed as Auditors.

According to the, “Dartmouth Times”, the law to secure better attendance at public schools is being carried into effect. The people who didn’t send their children to school on the required number of days, for example, 80 during the last school year, were summoned before the school committee to answer the charges. These were 5 colored families. They all pleaded ignorance of the law, sickness, want of clothing, etc. and all promised to send their children to school in future, and there were no fines imposed. The penalty is 2 dollars for each child not receiving at least 80 days of schooling, in the year between the ages of 7 and 12 years.

In February, the bridge across the narrows underwent the usual trial test and proved satisfactory. Two connected engines were run over it, besides loaded cars. The track now goes to Stairs Wharf and has had engines and cars come over.

At the Exhibition Rink the game of “Ricket”, (from the word ricochet) will be played between a team from Halifax, and one from Dartmouth. These are both picked teams.

Mr. G. A. Misener has been awarded a contract to build 60 desks for the public schools, for 2 new departments to be opened next term. The desks are to be an improved kind, made of ash, with cast iron legs and frame and hinged seats. They will each cost \$2.50 delivered.

It was reported, then published, that the Dartmouth Corn Mill is working daily and their stock supply consists of corn meal, cracked corn and bran.

This winter was reported to be very cold. It was 20 degrees below zero in March. On March 21, the Honorable Mr. Fielding, the Jr. M.P.P. for the county, said he was against the Bill to have the Dry Dock built in Dartmouth. He said he could see no reason why Dartmouth and Halifax should not unite as one municipality ... the first interest was in the place where the Dock was located. That place should pay for it ... He further implied that if it was built in Dartmouth then Dartmouth should reap the reward, while Halifax, under the proposed legislation, would have to pay and get no return ... One option was that Fielding was getting revenge on Dartmouth because he didn’t get their vote.

The following week, a letter was received by the Dartmouth Town Council from, “English Capitalists”, asking what subsidy or other commission the Town would give, if the Dry Dock was established in Dartmouth.

A Mr. Owen Jones of London, England, wrote an extensive letter and the Clerk read this to the council in April. He mentioned he was also in communication with the City of Halifax on the issue. It was then resolved to reply to this letter. There was a proposed amendment. This led to a tie vote that was decided by the Warden, who voted in favor of the amendment resolution. This was basically regarding the investment capital from Taxation, for a period of 20 years, provided legislation would be obtained permitting such exemption, and to use its best efforts to procure legislation.

The Riel Rebellion reported a massacre of 14 people at Frog Lake in the west. The half breeds and Indians were surrounding the villages and town, and plundered everything.

There were 300 volunteers from Halifax, which included 30 from Dartmouth, that were sent to the North West to battle the Riel insurrectionists. They arrived in Winnipeg on April 24. The names of the Dartmouth contingent serving with the Halifax Battalion were, Captain B. A. Weston, Pte. Joseph Chapman, Pte. Samuel Chapman, Sargent W. Fluke, Pte. William Chapman, Pte. John Meaden, Pte. Frank Clark, Pte. Stuart Hilt, Pte. Hanley Romes, Pte. John Hunt, Pte. David Johnson Jr., Pte. Benjamin Isnor, Pte. Edwin Griffin, Pte. Stewart Gentles, Pte. James Shrum, Pte. W. Leadley, Pte. John Conrod, Pte. Edward Busby and Jack Patterson, Piper.

In May there was a municipal election. The newly elected was the Warden, Frazee.

Dartmouth now has a railway station ready to be opened officially next year.

In May, the Norwegian barque, *Tordensjold*, went ashore on Maugers Beach at McNabs Island. It was totally wrecked. The captain and crew were saved and taken out by a tugboat through a very heavy fog. The foghorn could not be heard and the barque drifted towards the Lighthouse.

The Government steamer, *Lansdowne*, left to lay a number of buoys to the eastward, then go to Sable Island to leave a new life boat.

The American fishing schooner, *Cora May*, was wrecked on Sable Island. The crew was saved and returned to Halifax to stay at the “Sailors Home”. The

schooner was of 157 tons, 2 years old, and came from Provincetown, Mass. Besides the Captain there were 24 seamen, crew members. They were on their way to the fishing banks. However 16 of these crew members were from Nova Scotia.

On June 5 there were in the port of Halifax and Dartmouth, 2 steamers, 1 ship, 13 barques, 10 brigantines and 75 schooners.

A boat upset near George's Island that contained, John and Albert Faulkner and Henry Wells, from Dartmouth. They had to cling to the bottom before being rescued by 2 boys from the south end of Halifax.

The Halifax City Council Dry Dock Committee met to discuss a report from the British Admiralty. They stated they would not offer particulars of a subsidy until the City Council defined the dimensions and the kind of dock, and proposed location.

On June 28, the H.M.S. *Garnet*, sailed for Bermuda. This left only one warship, H.M.S. *Canada*, in port. While the *Garnet* was leaving the harbour, with a scow in tow, she grounded on a shoal near Dartmouth. When the tide came up she floated free.

When the steamer, *Worcester*, was leaving the harbour, she was in front of the, *Ella A. Downey*, which was a fishing schooner from Lockport just beyond Mauger's Beach.

The *Worcester* bore down on the schooner and struck her on the port quarter, forward of the main boom, bending the main rigging into the mast, and scraping the port side. This smashed her stanchions and damaged a lot of dories stored on deck. The crew had to return to the harbour and get repaired. The Captain of the, *Worcester*, seemed to take no notice of them.

The Government steamer, *Newfield*, had undergone thorough repairs and will now go to Sable Island and then St. Paul's Island with supplies. This will relieve the steamer, *Landsdowne*, which had to fill in for this service.

In July, the Town Council passed a resolution to build a new schoolhouse. The tender went to J. T. Walker for \$1,750.00.

When the Halifax Battalion returned from the North West Rebellion, there was a huge parade, with decorations everywhere. They left Halifax on April 11, and were gone for 104 days. At the North Street Depot, there were 3 Regimental Bands, waiting to march with them through the streets. The Dartmouth Ferry ran extra boats at midnight, just to accommodate the crowds. They marched through

the streets to the Exhibition Building for a banquet feast. Bonfires were lit all over Halifax and Dartmouth and even at the Lunatic Asylum. In the harbour, the ships were all decorated. Along the route, young boys were lighting fire crackers. Also hundreds of our, "fair ladies", waited to serve dishes of food and bouquets of flowers to these veterans. Crowds overwhelmed the Regular Army garrison soldiers and they had to let all them in the Exhibition Hall to over capacity.

On August 19, Miss McCarthy, the teacher of the Dartmouth Colored School, was a passenger on the steamer, *Edgar Stuart*, when it was wrecked she lost everything that she had taken with her. This included her purse and all the money she had. The citizens of Dartmouth then subscribed a purse of \$82.50 for her.

A by-election for Ward 3 in Dartmouth, on September 8, was won by Mr. Donald Fraser by just 11 votes. This was the third time he contested for a seat in Ward 3.

In September a Post Office Savings Bank was established in Dartmouth. Another report said there were 100 more pupils on the school registers this fall, than last year.

At a September Town Council meeting, a letter from the Chebucto Marine Railway was read, asking for a deed of water lots purchased in 1873. Also requested was for a lease of a strip of the street to the southward of the Marine Slip. Also the executive of the Sugar Refinery submitted a proposition that the town be supplied with water from Lake Lamont. The Town owns this as far as Lake Maynard. The cost would be born by the Sugar Refinery, the local Government, and the Town of Dartmouth.

In September a report was received from Admiral Commerell, strongly opposing the offer of the Halifax Graving Dock Company.

The Dry Dock Committee from Halifax is summoned to meet to consider a proposition from Messrs. J. E. Simpson and Company of New York, to build a wooden dock on the Dartmouth side for \$500,000.00, and then lease the Dock for 20 years at a rental of \$15,000.00 per annum.

On October 3, the brigantine, *Dart*, 271 tons, went on the Marine Slip for an overhaul. She was purchased for trading with, Montevideo.

The Dry Dock agreement was signed on October 4, and Mr. Jones represented the company, then left for Ottawa.

The Woodside Sugar Refinery shipped out its first carload of sugar, by rail, on October 21. The destination was British Columbia.

The Salvation Army Meeting was held in Dartmouth on October 26. The Woodside School was not ready for occupation this winter so the pupils used a large room in the Dustan home.

The Government steamer, *Alert*, sailed for Sable Island in place of the, *Newfield*, which is being repaired for defective machinery.

On November 5, a scull race was held between Peter Day of Dartmouth, and Harry Vail of St. John, New Brunswick. This was for \$100.00. The water was smooth and held at 5 P.M. Three miles with a turn. It was won easily by Harry Vail, who led all the way, even stopping to let Day catch up with him. A very large crowd witnessed the event. Harry Vail was older and more experienced and used smoother more powerful strokes.

In other sporting news, about 50 to 60 young men met to start a new athletic club in Dartmouth. Mr. Alex McKay was appointed to the chair, pro term, with Mr. C. A. Robson as secretary. A committee was formed to procure a site. It was then proposed to work with the Town Council and the Exhibition Rink Committee to procure a part of the Dartmouth Common.

On November 4, a 4-oared race between the Williams Crew of Dartmouth, and the Hume-Evans Crew of Richmond was rowed from Simmons Wharf, to the Narrows and back. The Richmond crew won by about 3 lengths, after a very tight and hard contest.

A petition to lease part of the Common to the Dartmouth Amateur Athletic Club as referred to the public property committee. The Town hall was broken into and robbed, then set fire to the building. The town clerk, Mr. Elliot discovered the fire and helped to put it out. A great deal of damage was caused and the motive was to spite the Town Officers.

A new Temperance Society was formed. This was by the young men of the St. Peter's Chapel, called the St. Peter's Catholic Total Abstinence Benevolent Society. They opened the chapel schoolroom as a reading room, with 65 charter members.

In December a new ferry was wanted. The canvassing was carried in Eastern Passage, Cole Harbour, and Lawrencetown, among the marketing people and they agreed to take stock from \$10.00 to \$1,000.00 each. The promoters wanted to raise \$2,000.00 in small shares. They want the line to start on May 1st. They will

use Lawlor's Wharf in Dartmouth and the market wharf in Halifax. Montaque mines and Preston will also be visited for new shareholders. They want boats to cross in 6 minutes. Also an excursion steamer was added to the line.

At the annual meeting of the Dartmouth Agriculture Society was reported that the Musquodoboit Society had written to see if they could hold the County Exhibition here next year. Other subjects included more frequent meeting, thoroughbred stock, improved methods and lectures on Agriculture Chemistry.

On December 20, the Dartmouth Town Council reported free vaccinations given. On December 22, the carriage factory of Mr. John Power on Dundas Street was completely destroyed by fire. The flames spread so rapidly that nothing could be saved from the building, which was 30 feet by 40 feet and 1 story high. William Green owned this. There were several sleighs there for repairs and all were destroyed. The Town Council ordered an investigation into the cause.

John Lawlor, aged 9, drowned at the "Title" on First Lake. Several other boys tried to save him, including his two brothers.

January 25, 1885 — Joseph McLaughlin, boiler maker, sold to Christy and Sophie Young, for \$150.00, lot number 7 on the Dartmouth Common next to Windmill Road lot number 36, next to James Cameron.

February 16, 1885 — James Ormon and wife Margaret, sold to Peter Douglas, moulder, for \$316.00, the lot number 12 on the Common 100 feet from the corner of Mott Street and Windmill Road.

February 19, 1885 — Jacob Boutlier, and wife Mary, labourer, sold to Powles Isenor, for \$77.00, a north portion of Boutlier's lot on the north side of Gaston Road.

February 25, 1885 — James and Louise Johnston, judge, sold to Thomas James, labourer, for \$60.00, a lot on the Cole Harbour Road about 1 acre and 30 perches.

March 10, 1885 — Reverend John McMurray sold to Fanny Black, a lot at the intersection of King Street and Church Street.

April 2, 1885 — Elizabeth Barnstead, widow, sold to Christian Nelson, for \$250.00, a 9-acre lot on the road from Dartmouth to Bedford.

April 13, 1885 — Mary Ann Gaston, widow, sold to Alexander Lloy, grocer, for \$600.00, the lot number 5 of Boggs division on Pine Street.

April 22, 1885 — Roderick and Harriet Hugonin sold to Frederick Perrin, esquire, for \$5,000.00, two lots on McNabs Island with a boat house on the west side of the island. One lot was 42 acres, and the other lot 64 acres, reserving a road for right of way.

May 16, 1885 — The executors of John Burton sold to Joseph Austen, for \$1,350.00, a lot on the Cole Harbour Road to the Canal Road to William Keating lot.

May 16, 1885 — Joseph Austen sold to Wesley Noel Forbes, for \$500.00, a lot leading from Cole Harbour Road to the Canal Road.

May 18, 1885 — James Austen sold to William Gates, painter, lot number 23 of his subdivision.

June 1, 1885 — Lewis Fairbanks sold to Albert Hutchinson, ice dealer, for \$200.00, two lots (water) in the Dartmouth Cove, at the east line of Canal Street 50 feet wide by 130 feet into the cove. These lots were part of the Shubenacadie Canal Company.

June 6, 1885 — Owen Evans sold to Isabella Roach, for \$175.00, a lot called number 37 of the Brenton and Austen division between Cole Harbour Road and Maynard's Lake.

June 13, 1885 — James Thompson sold to Alfred Stuart, printer, for \$75.00, part of Skerry field on Quarrel Street 40 feet by 80 feet.

July 2, 1885 — Joseph Muirhead, plumber, and wife Kate, sold to John MacDonald, gas fitter, for \$800.00, a triangular lot near the narrows, next to William Cunard property.

July 7, 1885 — Charles Woodnough sold to William Lewis, M.D., for \$300.00, a lot on McNab's Island, having 47 acres, and a water lot next to the Hugonin property.

July 11, 1885 — James Austen sold to Richard Innes, lumberman, for \$225.00, number 25 and 26 of the Austen subdivision on Tulip Street, 66 feet by 118 feet.

August 14, 1885 — John Gillard, builder, sold to William Greene, livery stable keeper, for \$160.00, lots 18 and 19 of his property on Pine Street, next to the land of Job Carter.

August 25, 1885 — William McNutt sold to Ebenezer Seakens, cooper, for \$110.00, a lot on Hester Street, lot number 31 of the late Henry Hill property.

September 2, 1885 — Isaiah Snow, machinest, and wife Elizabeth, sold to James Leslie, carpenter, for \$1,500.00, lots 26 and 27 of the Whelpley and Austen subdivision on Dahlia Street.

September 8, 1885 — John Gillard sold to Judson Newcombe, for \$200.00, a lot on Dahlia Street, next to Benjamin Russel and John White.

September 15, 1885 — William Keating, barrister, and wife Eliza, sold to Joseph Austen, merchant, for \$1.00, a lot near the narrows, about 9 acres, now intersected by the Dartmouth branch of the Intercolonial Railway.

September 19, 1885 — James Shand, auctioneer, sold to John Power, carriage builder, for \$1,000.00, a lot on the east side of Dundas Street, next to the William Green property.

September 22, 1885 — Hiram Zwicker, mechanic, and wife Mary, sold to Valentine Roach, master mariner, for \$162.00, the lots 17 and 18 of the Austen and Brenton field at Maynard's Lake and the Cole Harbour Road. Valentine Roach then sold these lots to Isaac Roach, yeoman, for \$60.00.

September 23, 1885 — James Austen sold to Francis McWalt, polisher, for \$100.00, the lot number 15 of the Thomas Boggs division on Dahlia Street, 33 feet by 119 feet.

October 1, 1885 — Edward Fairbanks sold to William Fraser, a water course used by the Starr Manufacturing Company. This was the same lot sold in 1875 under the Insolvent Act. The cost was \$400.00.

October 3, 1885 — Francis McWatt and Annie, sail maker, sold to Alexander Forsythe, for \$800.00, the lot number 16 of the Whelpley and Austen division of Fuller field on Dahlia Street, along with the lot number 17.

October 29, 1885 — John Forbes, machinest, and wife Henrietta, sold to Alexander Lloy, grocer, for \$600.00, a lot on the west side of First Lake on the road to William Keeler (4 acres with buildings).

November 11, 1885 — John Payzant, trustee, et al, sold to William Henry Thompson, labourer, for \$100.00, for a lot on Cusack Street, off the Eastern Passage Road, called lot number 51, next to the property of Heslein, 33 feet by 100 feet.

Federal Acts

Chapter 54 — An Act to Amend an Act respecting a Reformatory for certain Juvenile offenders in the County of Halifax in the Province of Nova Scotia. There were 5 provisions to this Act.

Chapter 34 — An Act further to amend the Steamboat Inspection Act of 1882. There were 20 provisions to this act.

Provincial Statutes

This year there was 7 acts passed that involved the Town of Dartmouth. This included the following:

1. The eligibility of municipal and Town Councilors.
2. The amendment of laws in relation to municipal assessments.
3. Amendment of municipal elections and corrupt practices.
4. Municipal Lunatic Asylums and Poor Houses, etc.
5. The Act incorporating the Nova Scotia Catholic Temperance Union.
6. An Act to incorporate the Nova Scotia Fire Insurance Company Limited.
7. An Act to amend the Nova Scotia Judicature Act of 1884.
8. An Act to amend the Act for the Nova Scotia Sugar Refinery Company Limited. This amended the Act of 1880.
9. An Act to Incorporate a Sugar Refining Company Limited.

There were 18 clauses to this Act.

January 8, the station and branch line at Dartmouth was opened for traffic. Mr. Davidson, the late stationmaster at Elmsdale has now been appointed to the Dartmouth station. A passenger train leaves every morning for North Street in Halifax, to connect with the day express going west, and a train leaves North Street for Dartmouth each evening on the arrival of the day express from the west.

The fire department reported there were 7 fires in 1885. Only one had trifling damage, the other 6 fires had totally destroyed the properties.

Also in January there was a lawsuit against the Town of Dartmouth. In accordance with a resolution of the health authorities, certain children were excluded from the public schools. This action was to be for damages for this "exclusion", and will test the validity of the action of the authorities.

The medical Directors Report included the following for Dartmouth in 1885 — patients 187, visits 829, consultations 459, teeth extracted 86, deaths 7, prescriptions 425. They still require an ambulance. It was suggested that a horse from the fire department or the street department, might serve this purpose.

On January 14, 1 Port Warden survey was held on the barque, *Chignecto*, and was ordered to discharge a portion of her cargo for further examination. She is now docked at Troop's wharf in Dartmouth for that purpose.

A mass meeting was held in the Reform Hall. A man wanted to get a liquor licence to open a hotel. There was only one dealer in Dartmouth that intended to get another licence. He obtained only 18 signatures, and it looks like Dartmouth is becoming, "ardently temperate". The meeting had a very high attendance. There were resolutions adopted deprecating the signing of petitions for licences. Also they asked the clergymen of Dartmouth to preach temperance sermons, and appoint a "Vigilance" committee. At the close of the meeting there were 21 names added to the roll of the Dartmouth Reform Club.

The Dartmouth Journal is quoted as saying ... "At the new Railway Station there are 64 cars of freight that have been received and 5 cars dispatched, but only 4 tons of local freight out wards. Passenger traffic is nothing as yet. Cash receipts about \$500.00 and the total freight receipts over \$600.00."

The ice harvest on the Dartmouth Lakes started on January 25 for this year.

On January 30, the Temperance Vigilance Committee has secured subscriptions amounting to \$500.00 to prosecute illegal liquor sales.

In February, the trouble between the members of the Shipwrights and Caulkers Union, and the “outside”, mechanics who were brought to Dartmouth to repair the barque, *Chignecto*, was settled. It was arranged that Union men should be employed on the vessel and the others returned home. A number of special constables were sworn in at Dartmouth in preparation for any conflict that might occur.

Eben Mosely is constructing a “sloop yacht”, for an officer of the Garrison. She will be between 10 and 15 tons, 34-foot keel and a 16-foot beam. With the fine drawn lines she will undoubtedly be a “cracked racer”.

In a report from the New Ferry Company the 3 fast steamers are to be purchased; one as an excursion boat. Over 300 people have shares and that shows those who patronized the ferry are interested in assisting this enterprise.

In the Dartmouth Court, Stipendiary Russel delivered a ruling in the, “Queen vs Nelson”. This was about a dispute whether union or non-union shipwrights and caulkers should repair the barque, *Chignecto*.

His ruling was that even though there was a threat, or promise of violence to the non union men, it is defective because, 1st there is no evidence that Mr. Nelson was the bearer of a threat, he merely issued a friendly warning of the consequence. 2nd he is liable to a fine or imprisonment within the terms of the statute, and it does not support the charge of intimidating the men themselves.

On January 9 there was a severe storm that struck New England. This also had an adverse effect on Bermuda. There was one British steamer, one American ship, 2 Dutch barques, and American barque, one Norwegian and one British barque in distress and they have been arriving since this storm.

The American brig, *L. M. Merritt*, which arrived for repairs on December 14, is finally ready for sea again. She is anchored in the stream and is awaiting a fair wind.

It was reported that six imported labourers and six non-union men were at work on the barque, *Chignecto*, at Dartmouth.

The Dartmouth Temperance members have succeeded in closing up every tavern in town, by persuading the ratepayers to refrain from signing licence requisitions, so that no liquor seller in any district could get the requisite number

of names. The next move of the reformers is to get an act of the legislature to entirely prohibit saloon licences.

The barque, *Chignecto*, was being repaired at Dartmouth by shipwrights and caulkers from Provincial towns. The wages were \$2.50 per day and pay your own expense, but not constantly employed. They could not average a dollar a day the year round.

At the Exhibition Rink there was a Carnival. The music was by the 66th Band. The ice was in good condition, various costumes, kings and maidens, queens and courtiers, flat boys and fairies, dignified professors and bright Highland lassies, etc. Also a contest for the swiftest and most graceful lady skater.

On February 16 there was a meeting at the Town Hall, chaired by the Warden about the undoubted need for improved ferry service. He called upon Professor C. F. Fraser, then Mayor MacIntosh put forth several questions to the audience.

On February 19, the *Chignecto* was still on the Marine slip being repaired. On March 10, a Dartmouth, non-union shipwright who worked on the *Chignecto*, while entering the gate of his house, was assaulted by a Union shipwright who had just previously enquired for a nights lodging.

On March 9, the *Chignecto* came off the marine slip, having completed her repairs. She had been stripped and caulked all over and remetaled (all new metal plating), new fastenings, deck beams, stringers and new knees put in. She is now at Troops wharf loading her cargo of oil.

Despite the general depression, there is considerable shipbuilding in Lunenburg County this winter. There are 12 vessels on the stocks for a total tonnage of 1,500 tons.

The Dartmouth Fireman's Tournament and Carnival was held at the Exhibition Rink. There were 7 events under competition.

John Warner from Dartmouth, who won the local skating championship, sent a telegram to Charles Whelpley of St. John, New Brunswick, challenging him to a race of one, two, or three mile skate race. This is for gold medal and the amateur Maritime Championship.

In March, negotiations were in progress between the old and the new Ferry Companies. The old wanted to sell their steamers and docks, buildings, land, etc. for \$84,000.00. At first they wanted to include the, O'Connor and Tobin Wharf property and asked \$110,000.00. The new company declined to purchase this, as

the North End docks are not required for any purpose. Then they offered \$80,000.00 for the steamers and property, \$4,000.00 less.

On March 31 the Dry Dock would come to Halifax for £5,137 pounds sterling. The Halifax Graving Dry Dock Company of London, England cabled Halifax the balance of deposit so that the whole \$25,000.00 is now paid. Also Mayor MacIntosh has received from the Merchants Bank of Halifax, receipts for the whole \$25,000.00. This long talked about enterprise is now an assured fact.

The Ferry Company has concluded the purchase of the old Company's docks, real estate, boats, etc., together with business and good will, for the sum of \$84,000.00 paying within 3 months but still operating. Two new boats will be put on and other improvements as soon as possible. The shareholders are subscribing for stock in the new company.

A new paint for protecting the bottom of iron ships has been invented by Mr. Mosley of Dartmouth. This paint has been subjected to a competitive trial on the government steamer, *Newfield*, with the paints manufactured in England and Germany, and has proved very much superior after testing over 14 months.

On March 30, Dartmouth offered Dalhousie College a free site for 50 acres on the Dartmouth Common and exemption from taxation. This is a good offer and showed Dartmouth to be wide-awake to her own interests. Dalhousie was known to be looking for a site and Dartmouth wisely made an offer. Dalhousie causes directly an expenditure of \$30,000.00 a year in the City of Halifax. The University could do more in practical, industrial and technical teaching, which this day and age demands.

Dartmouth has the wisdom to see all this, and hence her offer. We do not say the offer should be accepted. All we can point out is that the town across the water seems to be more keenly alive to the advantage of having a college in its midst, than Halifax has ever shown herself to be.

On July 23rd the first picnic excursion train from Dartmouth to Bedford, by the railway, was held for the Dartmouth Christ Church members.

The new schooner, *Wenonah*, won the race for the Lorne Cup on July 24. There were 9 yachts in the race. The wind was very high and several vessels had to remove their topsails. The high winds were exactly what the, *Wenonah*, was designed and built for.

On July 31, 1886, the new Dartmouth Ferry Company took over the property of the old. The purchase money was paid and the new owners assumed possession

at 11 o'clock that evening. The old employees are to be retained for one month, except Captain Coleman, who will retire after 40 years of faithful service.

In August, W. H. Green was awarded the contract for supplying the town with coal at \$3.20 per ton for Lingan coal, and \$5.79 a ton for hard coal. Mr. Colin McNab has secured the contract for finishing oil for street light purposes at 24 cents per imperial gallon. The Union Protection Company is decorating their apparatus for a tournament. The Engine Hall has been trimmed with flags, etc. The street committee is perfecting arrangements for work on the new street and bridge at the upper canal crossing.

One morning in August the fog was so thick that the ferryboat missed the dock on the Halifax side. They arrived at Mitchell's wharf before they knew where they were. The new management has extended their service. Now they leave on Saturday morning at 5 o'clock to enable the market garden farmers to set up at the George Street public market as soon as possible. Also later services will allow people to visit Halifax or Dartmouth and may stay there longer.

On August 21 the Yacht Race for Lord Russell's Cup has 2 turning buoys in the Dartmouth area. One at Dartmouth Cove and the other at Mar's Rock. This is called course number 2 and the distance is 10 miles or 8 cables.

The Swedish barque, *Naomi*, bound for New York with a cargo of petroleum in barrels, arrived in a very disabled condition. She had been thrown on her beamends and wrecked. She had been built of old English oak, 688 tons and is 25 years old. Formerly she was ship rigged. She will have to discharge her cargo and go on the Marine slip.

The steamer, *Nova Scotia*, collided with the *Bertha*, near Maughers Beach. The *Bertha* lost her main boom, davits, and boat, also springing the main mast. The steamer continued to the port but promised to send a tugboat to tow the vessel up. However, the tug had to tow a barque out to sea. The *Bertha* then had to make her own way to the docks. The steamer promised to pay for the damage.

On September 4, the last race of the season, for the Lord Lansdowne Cup was won by the *Hebe*. There were 8 entries. The Harbour championship scull race was held on Bedford Basin. There were 3 contestants and it was won by Mr. Norris in 21 minutes 50 seconds. The prize was \$18.00.

The Sheriff sold the Taylor property, next to First Lake in Dartmouth, to J. A. Creighton for \$1,205.00.

A picnic was held on McNabs Island in aid of the fund for a new Roman Catholic Cathedral at Dartmouth. It was considered a great success, financially and otherwise. Credit was given to Father Underwood and his committee for raising \$302.00.

A picnic was held in aid of the funds for St. Andrews Episcopal Church in Cole Harbour. There were teams in wagons for passengers that started at 2 P.M. and continued throughout the day.

September 13 the school will be open on Quarrel Street. At a Town council meeting, on September 28, Mr. Fraser was asked to leave the premises after having his seat declared vacated. He refused to leave and the Chief of Police was then called in to remove him.

The street committee submitted a plan for a new proposed street from Cole Harbour Road to Portland Street, through Judge James property and also the Sinclair property. This was deferred to a later meeting.

The school committee then presented a lengthy report.

The new bridge is open for traffic and the committee was congratulated for this project. This new bridge gives a straight roadway from Ochterloney Street to the Truro Road. The embankment of the approach to the bridge is about 200 feet long, supported by old posts.

On November 9, the international champion oarsman, John McKay returned to his home in Dartmouth, to spend the winter.

The school statistics for the Dartmouth schools showed 15 departments, with one male teacher and 14 female teachers. Enrolled are 466 boys and 477 girls for a total of 945 pupils. From the age of 5 to 15 there are 931. From the age over 15 there are 12 pupils. Of the new pupils there are 104 boys and 86 girls.

The curriculum includes singing (theory) and rote, reading, spelling, writing, arithmetic, drawing, grammar, geography, Nova Scotia and General History, Canadian and British, composition, bookkeeping, Latin. Algebra, geometry, physiology and nature lessons.

On November 23, an Italian, his wife and child, a little girl of 4 years old have attracted much attention on the Dartmouth Ferryboats. The wife plays a violin to the accompaniment of a harp, played by her husband. The little girl goes around the boat with a little tin plate, which is frequently filled with coppers.

A coroner's jury report has pronounced the remains of the body of an infant found on the Dartmouth Common, six weeks old, and was the victim of a foul and cruel murder. Coroner Weeks considered the case of such importance to notify the Attorney General. It was then put in the charge of Detective Power.

On December 7, the Snow Shoeing Club of the Chebucto Amateur Athletic Club of Dartmouth elected their officers for the year.

Mr. A. R. McKinlay offered to sell his property, called Mt. Thom to the town for a cemetery. It has 14 acres and the price is \$5,000.00, for Town Bonds at par, 4 percent.

January 25, 1886 — The Town of Dartmouth sold to the Chebucto Marine Railway Company, for \$1,600.00, the land with the water lot and Public Dock number 1 and 2, which had been granted from the Crown grant to John Tempest, Walter Robb and Charles Fairbanks, Trustees of the Dartmouth Water lots, in 1850. The lot number 1 was next to the property of Thomas Boggs, and the lot number 2 was next to the lot of E. H. Lowe, then 300 feet into the harbour, along with Boggs lot.

February 18, 1886 — Joseph Austen sold to Elizabeth Harrison, for \$500.00, for a lot on Bishop Street and Cole Harbour Road, up to John Ritchie property by 79 feet to Noel Forbes then 100 feet to Bishop Street.

April 26, 1886 — The Diocesan Synod (Church Endowment Fund) sold to Frank Woodbury, dentist, for \$2,700.00, a total of 5 lots on number 19 of Thomas Boggs division on Dahlia Street and Tulip Street, and other lots leading to the road to the lakes.

May 3, 1886 — Alexander Forsythe, grocer, sold to William Westlake, yeoman, for \$800.00, the lot number 16 of the Austen, Whelpley division of Fuller field and Dahlia Street.

May 14, 1886 — Adam Fife and wife Margaret, accountant, sold to Horace Beckwith, barrister, for one dollar, a lot on the corner of Wentworth Street and Green Street, being lot number 5 of John Ormon property.

May 19, 1886 — James Austen, sold to John White, merchant, for \$245.00, lot number 15 of the Thomas Boggs division, on Dahlia Street. John White then sold to Richard Webber, boilermaker, for \$150.00, the lot number 15 of the Thomas Boggs division on Dahlia Street.

May 20, 1886 — Thomas Ritchie and wife Isabella, sold to James Falkner, mechanic, for \$700.00, the lots 12 and 13 of the John Gillard property next to Alexander Marks to Myrtle Street.

May 22, 1886 — Elizabeth Courtney, widow, sold to Frank Elliot for \$750.00, a lot on Lyle Street being lot 34 to Fairbanks Street formerly occupied by John Kennedy.

June 24, 1886 – Frederick Passow and wife Catherine, sold to Florence Sircon, for \$2,500.00, the land formerly called Mt. Amelia, now called “Elmcote”, near the old ferry house to the Eastern Passage Road.

July 3, 1886 — Duncan Waddell and Hannah, sold to H. M. the Queen, for \$100.00, a land and water lot on Water Street next to John Walker property then to the land of W. H. Green.

July 6, 1886 — James Whelpley sold to Elian Whelpley, machinest, for \$400.00, the lot number 15 of Thomas Boggs division on Tulip Street.

July 6, 1886 — Joseph Austen sold to William Gray, labourer, for \$200.00, a lot on the Cole Harbour Road next to John Ritchie to the Marvin property.

July 6, 1886 — John Foley sold to John White, merchant, for \$250.00, the lots 6 and 7 on Pine Street then 60 feet to Isnor line, then 107 feet. This being part of the property of John Gillard.

July 19, 1886 — Alexander James sold to the Reverend Peter Morrison, for \$54.00, a lot on James Street 22 feet by 60 feet.

July 19, 1886 — John McLean and Martha, merchant, sold to Archibald Gates, for \$230.00, a part of Skerry’s field on the north side of Quarrel Street to a lot formerly owned by Andrew Shields to Reeves Lane.

August 4, 1886 — The Halifax Steam Boat Company, sold to the Halifax and Dartmouth Steam Ferry Company, for \$84,000.00, all the water lots and town lots in Dartmouth, and also the water lots that had been purchased from Michael Wallace, Thomas Boggs and Richard Tremain in 1816. Two water lots on the grant in 1820, and the water lot granted to W. D. Quarrel in 1797. The land and water lot attached to the grant from the crown on January 1830, at the corner of Quarrel Street next to the property of George Craig, to W. H. Green, then 400 feet in the harbour. Two town lots on the south side of Quarrel Street to Water Street to the shore in 1845. Also, the lot sold to Dominick Farrell in 1857, which was part of the land of Robert Jackson on the west side of Water Street to a lane from Quarrel

Street to the steam Ferry landing at the foot of Portland Street which was 40 feet by 59 feet.

August 9, 1886 — Andrew Wolfe and Jessie, sold to George W. Wolfe for \$196.00, a lot on Cole Harbour Road next to property of Duncan Waddell.

August 18, 1886 — James Foster sold to John Walker, builder, for \$910.00, for a lot on Water Street next to Walker's property to John Coleman's property.

October 7, 1886 — John Gillard sold to John White, for \$200.00, 2 lots between Dahlia Street and Myrtle Street (lots number 29 and 61).

October 16, 1886 — John Payzant, executor of James W. Johnston, sold to Peter Martin, fireman, for \$125.00, a lot on the Eastern Passage Road next to Prince Arthur Park, 100 feet by 30 feet.

October 21, 1886 — John Walker sold to H. M. the Queen, et al, a lot on the Dartmouth waterfront, for \$100.00, about 1,500 feet located next to the Campbell waterfront lot and Water Street next to Duncan Waddell.

November 8, 1886 — Timothy Graham and wife Catherine, sold to James Turner, for \$150.00, a lot on Cottage Hill, letter 'H' on the south side of the Preston Road and west side of Lorne Street, 122 feet to lot number 74 then 130 feet to the Preston Road.

November 20, 1886 — James Dempster sold to John Beck, farmer, for \$50.00, the lot number 123 of the Fairfield property, 33 feet on Dawson Street then 100 feet to the property of David Falconer.

December 31, 1886 — James Hurley, butcher, sold to Bryon Weston, for \$400.00, a lot on the road to the Creighton Ferry, being a continuation of Portland Street, 80 feet by 37 feet.

Federal Acts

Chapter 114 — An Act respecting the Nova Scotia Permanent Benefit Building Society and Savings Fund. This included eleven provisions with the powers to extend for transactions of business in New Brunswick and Prince Edward Island.

Provincial Statutes

A bill related to the transfer of lands. The report was favorable and then committed. The report was then read, reported and engrossed, then returned from the council.

It was reported in the Morning Chronicle that since the new Ferry Company took control of the Ferry service in 1886, the system has been much improved. A reporter visited the premises on the Dartmouth side to interview the Secretary, Mr. G. E. VanBuskirk, and the manager of the boats, Captain Stanley Swain. This year they plan to put in service a new double deck steamer of 200 tons. This will also be used for excursions when the occasion offers. The last boat will leave at 11:45 and for the marketers there will be 3 boats running on Saturday mornings at an earlier hour.

On February 8, a boy named, "Laidlaw", won a three-mile skating race over a man named McLaren in the Truro skating rink.

On March 20, the schooner, *British Eagle*, and the ferry steamer *Chebucto*, collided in Halifax Harbour. The schooner had her "Bobstay" (a cable to hold the ships bow sprite down) carried away and received damage to her headgear. One of the schooners crew fell overboard, but was rescued in an exhausted condition.

The General Committees were formed from the delegates for the celebration of Queen Victoria's Jubilee. This included most of the lodges and societies in the Halifax-Dartmouth area. The delegates from Dartmouth were W. H. Stevens, H. D. Creighton from the Chebucto Amateur Athletic Club. The programs included 10 items — 1. Laying the cornerstone of the new city hall. 2. Change the name of the grand parade to Queen Square, or Victoria Square. 3. A gathering of the children of Halifax and Dartmouth and suburban public schools. 4. A procession of public bodies, national societies, Masonic, temperance and other organizations. 5. Review of the Army and Militia and other Nova Scotia battalions or militia. 6. Yacht, scull and regatta races, with invitations to outside yacht clubs. 7. Sports and games on the Common. 8. Release of a number of the best behaved prisoners from jails and prisons. 9. Torch light processions of the fire departments. 10. Concerts and fireworks in the public gardens. After much discussion, number 2 was dropped by the committee.

In April, the cabins of the Dartmouth ferry, *Sir C. Ogle*, are being enlarged and improved, similar to the ferry, *MicMac*.

On April 20 the County Council's committee on Arbitration, reported that they met the committee from the town Council with the following resolution "The Town of Dartmouth will pay for the present and all future years, until a readjustment is made under the provisions of Chapter 277 of the Acts of 1886, one-nineteenth of all sums assessed for municipal purposes for which the town is property chargeable". This was adopted. Then a number of overseers of roads were appointed.

On May 2, the schooner, *Topaz*, 104 tons, was sold at the Marine Slip by Mr. Shand to Walter Mitchell for \$2,100.00.

The Regatta Committee submitted plans and costs for the Jubilee Celebrations. There would be 7 events, and then another 4 events by amateurs. The cost estimated at \$1,035.00. Other incidental expenses would be about \$265.00 for a referee boat, judge boat, stake boat, etc., etc. The financial committee could only be counted on for \$5,000.00 and this would be for all activities. The rest was to be made up by private subscription.

On June 1st a vessel was launched from Moseley's yard, called the, *Lennox*, 75 tons. This was built for a ferryboat at Lennox Passage to replace one that was burnt.

In June a collision occurred in the harbour. This was between the schooner, *Emerald*, from Blandford, while trying to dock, crashed into a steam launch, belonging to H.M.S. *Bellerophone*, with 2 large sail boats in tow, that crossed the schooner's bow. The boat behind was struck by the schooner and badly broken up. One man was thrown overboard, but later rescued. The headgear of the schooner was damaged.

The Yacht races were to be on a 41 nautical mile course. Lt. Hann with his yacht, *Galatea*, put the yacht on the Dartmouth Marine slip to have her bottom scraped. He said the Dartmouth slip is the only one suitable to work on his yacht.

On August 6 there was a yacht race for the General Russell's Cup. It was won by the schooner, *Wenonah*, over 7 vessels, 3 sloops and 4 cutters. This was in the area of the Dartmouth Cove.

For the Jubilee Regatta, the racing rules would be those of the New York Yacht Club. The entertainment committee proposed to have a, "fete venitienne" or procession of boats, illuminated. The course will be sailed over the Dartmouth Cove and the Mars Rock course. There would be 6 foreign yachts entered for this competition. This led to great activity at the Dartmouth Marine Slip. The yacht, *Dauntless*, went on the slip first, followed by the, *Galatea*, then the, *Guinever*, who has shipped a new main boom and main staff, and a new set of sails. The *Wenonah* is also undergoing a general overhaul. The *Lenora* has a new boat sprit.

The Bell Telephone Company has installed a telephone in the squadron clubroom at the Halifax Hotel. The citizens of Boston and New York have donated cups for the races. A procession of illuminated boats has been donated from the Wanderers Club, and the Lorne Aquatic Club. A number of racing yachts arrived from Chester and Lunenburg.

The races started on August 20. The first race was won by *Galatea* and was presented the, "Squadron Cup". The second race was for all yachts not exceeding 70 feet load water line. This was won by the yacht, *Stranger*, because nobody would race her.

Race number 3 had 10 yachts racing. It promised to be one of the finest races ever sailed by the Royal Nova Scotia Yacht Squadron. The weather was excellent, and the winner was *Wenonah*, in one hour and 52 minutes, 52 seconds. She won a prize cup from the residents of New York and Boston. One of the yacht owners from Marblehead, Mass., said it was the finest racing day he had ever seen.

At the closing ceremony on August 22, there were 11 cups and trophies and gold coins awarded at the squadron clubroom in the Halifax Hotel. There were numerous very important people as guests from various yacht clubs in the United States and Canada.

The Mayor of Halifax presented the Jubilee Cup to Lt. Hann for the crew of the *Galatea*. He commented that, next to the America's Cup he would rather win the, "Jubilee Cup", than any other prize he knew of. The Counsel General Phelan, presented the cup won by the, *Dauntless*, and *Wenonah*. The Lt. Governor then presented the Royal Nova Scotia Yacht Squadron, cups to the winning skippers.

Lord Alexander Russell presented the Sheraton prize to Mr. Warren. This was followed by numerous toasts being proposed and drunk with enthusiasm. Lt. Hann, Mr. Colt and Mr. Warren were all united in their praises of the course laid out for the races, which, they say is the finest they have sailed over. The wind had been good each day, the weather beautiful and the race on Friday for the squadron cup, "worth coming a thousand miles for to see", said one of the officers of the, *Dauntless*.

The Jubilee Cup was valued at \$1,000.00. The *Galatea* was built by the master shipbuilder, Mr. John Young, in Dartmouth.

On September 7, Miss McKeen's kindergarten opened in Elliot School, with the attendance of pupils. The Intercolonial Express Company has opened an office in Dartmouth, with Mr. Stevens as agent. Goods may now be shipped from Halifax to Dartmouth, or visa versa, at a low price, and avoid sending messengers with any goods or parcels, etc.

It was reported that in Yarmouth, Nova Scotia, the Burrill-Johnson Iron Company are building a mammoth ferryboat for the Halifax-Dartmouth Steamship Company.

On September 18, the second annual regatta of the Knockabout Amateur Athletic Club took place on First Lake in Dartmouth. These races were as follows: 1. Four-oared race for boys under 16, won by R. Fairbanks and A. Pyke, over a course of 1,000 yards. 2. A canoe race, won by J. T. Dustan and A. W. F. McKay. A very hard wind was blowing. 3. A four-oared race. This was the race of the day, and hotly contested at the start, this being the closest race of the day. One crew unshipped an oar and the other three crews rowed neck to neck, but G. D. Wilson and W. J. Forbes finished just a few feet in front of the others. The prizes were silver medals. 4. Race, was a tub race won by K. Fairbanks. 5. Hurry Scurry won by James T. Dustan and A. W. F. McKay. 6. Flat race only one competitor, J. L. Wilson who took the prize. This attracted a host of spectators. The thanks of the club were sent out to Mr. C. E. Creighton, who was the starter and referee.

The Dartmouth Exhibition building hosted the Halifax County Exhibition on October 6. It was opened by Lt. Governor Ritchey and received by the Dartmouth Women's Christian Temperance Union. Several other dignitaries, 8 assembled on the platform, with Warden Chipman, of the County. On exhibition were sleighs, carriages, box carts, wagons, etc.

The Dartmouth Ropeworks had 15 different sizes of ropes and hawsers, cables, sisal hemp, manilla hemp, American hemp and Russian hemp. Then Mr. J. Power from Dartmouth displayed a new single driving carriage, express wagon and his own design of a wheelbarrow. On the north side were poultry coops, pet animals, feather fowl, etc. displayed by C. J. Keeler, 7 fowl, also peking ducks, and displays by George W. Smith, Charles Kidston from Spryfield, H. R. Walker from Dartmouth, Miss Janie Stevens from Dartmouth, J. W. Stairs from Dartmouth, J. A. Kirkpatrick from Lower Stewiacke, W. Foster and George Foster from Dartmouth, William Chaddock from Halifax and also rabbits and canaries by D. P. Mott.

There was also a large display of flowers, pot plants, bouquets, fruit from the valley region, and vegetables from J. W. Turner, John Watson and Henry Baker. Also from Dartmouth, Frank Coburn showed boots and shoes from his own business. Miss Bella Forsythe showed home baked bread. Thomas Spry, Isaac Evans, Charles Elliot showed a Rob Roy canoe, rigged at his own business. J. Ritchie and Company had cook and hall stoves. Taxidermy displayed by H. E. Austen. The second flat of the building had women's work. This was fancy goods and also paintings. By Henry Mosely on display was a large display of ship models.

Outside on the grounds there was a display of horses and cattle and swine, but the exhibition of sheep was so poor that the judges refused to give a prize. Miss Creighton of, "the Brae", from Dartmouth furnished the houseplants on stage. When the Lt. Governor finished his speech, a large "chanticleer" (rooster call) was sent up by a lusty crow.

On November 19, Rugby started in Dartmouth on the Chebucto A. A. Grounds between the Knockabouts and the Chebuctos. There were previously 3 games played by each team. The Knockabouts won the game by a slight margin.

January 17, 1887 — James Austen sold to Thomas Preeper, for \$130.00, the lot 15 of the Thomas Boggs Division, 75 feet on Tulip Street to Beech Street 114 feet.

January 19, 1887 — Maurice Downey, painter, and Mary, sold to H. M. the Queen, et al, a 7,800 square foot lot, for \$2,918.00, on the south side of Church Street, to the Dartmouth branch of the Inter Colonial Railway.

February 7, 1887 — Mary Ellen Donovan, widow, et al, sold to James Hurley, butcher, for one dollar, a lot on the west side of the road to Creighton's ferry, being a continuation of Portland Street next to the John Allen lot on Portland Street.

March 3, 1887 — James Shand sold to James McKenzie, yeoman, for \$1,400.00, a lot on Tulip Street (112 feet by 38 feet) next to Peter McKenna.

March 4, 1887 — Annie Keeler, widow, sold to George Keeler, farmer, for \$1,300.00, a property next to G. A. S. Creighton and on the west line of Deacon Taylor property, containing 2 acres.

April 29, 1887 — Howard Harney, labourer, sold to James Whitely, butcher, for \$40.00, a lot on the south side of First Lake, between the land of James Creighton and Lawrence Hartshorne, to the Preston Road (7 acres).

April 29, 1887 — John Keys, carpenter, and Ann, sold to Henry Durney, moulder, for \$200.00, for the lot number 2 of the William Murphy property, next to the property of Brenton Eaton and previously owned by the Shubenacadie Canal Company.

May 4, 1887 — Susan Meagher, widow, and Sarah Meagher, spinster, and Harriet Faulkner, widow, sold to Charles Fraser, porter, and wife Ellen, for \$141.00, the lot number 33 on the south side of Water Street. This was 120 feet by 40 feet by 120 feet by 40 feet.

May 18, 1887 — John Wolfe, carpenter, and Margaret Elizabeth, wife, sold to James Stewart, carpenter, for \$750.00, a lot on the Cole Harbour Road to Duncan Waddell and George Wolfe property.

May 21, 1887 — Archibald Beck, and Lizzie, tailor, sold to John Webber, labourer, for \$500.00, a lot on the west side of the Episcopal Church Burial Ground to Francis Mumford property.

June 3, 1887 — John Austen sold to John Short, machinest, for \$100.00, lot number 15 of the Thomas Boggs division on Tulip Street.

July 20, 1887 — James Austen sold to Cecilia Patterson, wife of William Patterson, yeoman, for \$100.00, lot 15 on Tulip Street.

July 21, 1887 — Louisa Reeves, widow, sold to Frank Hyde, for \$2,000.00, the lot number 3 in Seth Coleman lot near Ochterloney Street.

July 23, 1887 — James Austen sold to Samuel Crimp, tinsmith, for \$60.00, the lot number 8 of the Austen subdivision, on Rose Street. This lot measured 33 feet by 118 feet by 33 feet by 118 feet.

July 28, 1887 — Simon Glawson, hackman, sold to William Glawson, clerk, for 5 dollars, a lot on the Austen and Eaton field between Maynard's Lake and the Cole Harbour Road.

August 10, 1887 — Henry Walker sold to Edward Lethbridge a property on the Dartmouth to Truro Road, for \$53.00, being part of number 5 of letter 'B', north of red bridge, about 4 acres of the lot number 5 of the William Reeves property that was sold in 1805.

August 24, 1887 — William McNutt, executor of Edward Jost, sold to Charles Faulkner, for \$90.00, the lot number 42 of the Henry Hill property on the east side of Hester Street, next to the Peter Day lot, 132 feet by 52 feet, to the property of Charles Brodie.

Also on August 24, 1887 — William McNutt sold to Nathan Wilcox, for \$100.00, lot number 28 of the Henry Hill property on the west side of Hester Street, next to James Smith lot, to the property of J. H. Keens.

September 7, 1887 — James Austen sold to William Levy, machinest, for \$90.00, lot number 16 of the Thomas Boggs division on Rose Street.

September 27, 1887 — Benjamin McCleave, wheelwright, and Margaret, sold to Joseph McCleve, farmer, for one dollar, the land conveyed to Andrew Shiels from James Nutting on Ochterloney Street to East Street. Joseph McCleave then sold this lot to Samuel McCleave, wheelwright, for one dollar.

October 1, 1887 — John Payzant and George Adams, Trustees, and Daniel Kent, of the second part, sold to Jacob Tynes, teamster, of the third part, for \$300.00, a lot on the corner of Quarrel Street and Wentworth Street, being lot number 2 of W. H. Rudolf property.

October 8, 1887 — Lewis Fairbanks sold to Job Carter, ice dealer, for \$50.00, a water lot and land on the east side of First Lake next to the highway, 325 feet into the lake, by 100 feet wide.

October 19, 1887 — Henry Durney, teamster, and Charlotte sold to Henry O'Toole, shipwright, for the mortgage and \$150.00, for the lot next to John Smith, to the former land or property of Thomas Boggs.

October 26, 1887 — Ebenezer Mosely, shipbuilder, sold to William H. Mosely, shipwright, for \$800.00, a lot on North Street to the property of A. V. Paw then to the property of the east side of Water Street to North Street to Henry Hill property.

October 28, 1887 — Thomas Forham and wife Jean, sail maker, sold to Thomas Coombs, for \$400.00, a lot at Portland Street and Wentworth Street, next to Forham's property.

October 29, 1887 — Walter Robb sold to Charles Young, clerk, for \$1,200.00, a lot on the Shore Road on the east side of Water Street, owned by James Gaetz to the Dartmouth Common, then to the Roman Catholic Church.

November 1, 1887 — William Fraser, and Jessie, merchant, sold to the Town of Dartmouth, a property on Broom Street and Myrtle Street for the purpose of extending Ochterloney Street with a bridge and culvert. The cost was one dollar. Also on this date, The Executors of James Ross sold to the Town of Dartmouth, a portion of Broom Street and Myrtle Street, for \$250.00.

November 5, 1887 — William McNutt sold to Philip Mitchell, the lot number 45 of the Henry Hill property on Hester Street, up to the Charles Brodie property.

November 10, 1887 — Dennis and Mary Daley, shipwright, sold to Alexander Fraser, shipwright, for \$90.00, the lot number 21 of the Thomas Boggs division on Beech Street.

November 28, 1887 — John White and Rebecca Caroline (wife) sold to Stewart M. Conrod, butcher, for \$110.00, the lot number 15 of the Thomas Boggs division on Dahlia Street.

December 1, 1887 — Alexander James, judge, gave to the Town of Dartmouth, for the free use, a lot north of Mulgrave Street, on the Cole Harbour Road next to property of William Naas and Mr. Glendenning, next to the public school on Erskine Street to a new street to be called Hawthorne Street.

December 16, 1887 — Elizabeth and Ellen Power, spinster, sold to John DeBay, carpenter, for \$525.00, a lot on the road to the Windmill, 30 feet from Best Street to the Ryan property, then to Fairbanks Street then to the property of Thomas Elliot to the road to the Windmill.

Deed — December 31, 1887 — The executor of the estate of Richard Innes, mill owner, sold to George Shiels, for \$100.00, lots 25 and 26 of the Thomas Boggs division on Tulip Street over to the property of William Patterson.

Federal Acts

Chapter 100 — An Act to grant certain powers to the Nova Scotia Telephone Company Limited. This included construction and maintenance of lines. Also the public rights severed, liability for damages, protection of private rights and the power to purchase lines.

Provincial Statutes

A Bill was presented, then agreed to, that would amend Chapter 17 of the Acts of 1873.

The number of vessels, foreign, arriving in Nova Scotia the previous year were 826 steamers, barques 81, barquentines 40, brigs 23 and 416 schooners, the total being 968. Vessels arriving coastwise were 164 steamers, 3 barques, 29 brigantines and 3,221 schooners. The total arrivals of foreign and coast wise was 4,198 which was an increase from 1886 of 187 vessels.

On January 10, a hockey match was played on Second Dartmouth Lake between the, "Britannias", of Halifax and the, "Knockabouts", of Dartmouth. Neither side scored a goal. Henry Wallace umpired for the, "Brits", while W. W. Bowes umpired for the, "Knockabouts".

At the Dartmouth Rink, a 20-mile skating race was held between R. Laidlaw and G. Misener for a pair of skates worth \$80.00. Laidlaw held to win after coming from behind several times. The unofficial time was one hour, 26 minutes and 50 seconds.

Sporting notes reported there would be a fancy dress skating carnival on the Dartmouth Rink on January 24. The band would play at the rink frequently and be announced in the Chronicle.

The Dartmouth Town Council granted a Brewer's Licence to S. Oland and Sons Company, to commence on March 15.

The Town elections were announced for the first Tuesday in February. Auditors examined the books and found them correct for 1887. Other offers included one from the Halifax Gas Company to have lights. Another was from the Department of Railways at Ottawa, turning down an application for a "flour store" being built at the Railway station.

The annual meeting of the Steam Ferry reported the new ferry being constructed in Yarmouth at the cost of \$32,000.00 and to be delivered by April 30.

The Knockabouts and the Chebuctos played a game of hockey on the Dartmouth Rink. It was won by the Dartmouth team 5 to 4 in the first half and one to nothing in the second half.

For the month of January there were 45 convictions and 50 acquittals in the courts. The most charges were for allowing cows to go at large. There were 4 convictions and 5 acquittals.

James Moody won the long race of the Royal Blue Snow Shoe Club, from the Dartmouth Common to the Beach Hotel in Bedford. There were 6 in the race.

The Ratepayers of Dartmouth held their annual meeting and Warden Weston addressed the meeting. The school committee reported 1,057 students for 1887. This was an increase of 115 from 1886. The average attendance was 70%. The new school was needed; net outlay for school budget was \$6,829.00 being \$6.46 per pupil or, after deducting government allowance of \$5.01.

Wells and pumps were in good working condition and a new well installed on Fairbanks Street. Also a new ladder house built that would cost \$145.75, There were 51 street lamps to be maintained. The fire fighting equipment reported in good order.

On the lake the ice harvest has the ice about 2 feet thick. From Dartmouth Cove to Sandy Cove the ice was 6 inches thick. The street committee has 200 tons of stones hauled to the engine house yard for street repairs. This gives employment to men needing it.

The inmates at the Mount Hope Asylum were treated to a sleigh ride through Dartmouth, in two large sleighs. The inmates seemed to enjoy this event immensely.

The drift ice interfered with the ferryboats, but by the end of the first week in February the drift ice was no longer a problem.

A prospect has been issued for a new ferry between Halifax and Dartmouth and people are asked to subscribe for stock and guarantee to patronize this new ferry for 10 years.

Mr. W. H. Newman is building a wharf 100 feet long on his waterfront property.

February 7 — A Carnival held at the Exhibition rink. It was very well attended. About 100 skaters came over from Halifax. There were ladies in costume. Among the Gentlemen characters were Negroes. The, "Darktown", baseball nines contested to amuse the spectators. The St. Patrick's Band rendered good music, and one number was the Boulanger march.

Also this month the brigantine, *Jane E. Hala*, went on the slip to have her copper plating repaired.

The Dartmouth Ropeworks Company have offered the small church, including the organ on their property, to the Presbyterian body, provided they remove it to another site near the works, and maintain it for religious purposes.

The Dartmouth Presbyterians have it under consideration. The Public property and street committee are considering a boathouse site called the Williams Boat House.

The Woodside Refinery, that was idle for a year, will start up again. A syndicate was formed in England, steamer chartered, and under the same management as before. The agents in this area, for this syndicate, are Mr. Downie and S. Cunard. This month there is 7,000 tons of sugar expected.

It was reported that there are now 27 vessels engaged in Missionary Work around the world, under the auspices of 16 different societies.

In the spring election, Mr. Simmons was elected the new Warden. Mr. F. G. Dares was elected for Ward 1.

On March 7, there were over 1,000 spectators on the Dartmouth lakes, to watch 5 different horse races. The ice was in splendid condition, and the racing very spirited. Prizes up to \$200.00 were awarded. In the 2 minutes, 50 second class, W. H. Green's mare, "Hatti Belle" won. In the 3-minute class, Dr. Cunningham's mare, "Dolly" won. Green Race, John R. Graham's, "Billy Barlow" won. Cab Race, Richard Wambolt's horse, "Spanker" won. Sweepstakes Race, First H. McDonald's horse, "John" won. The judges were Mr. John Glendenning, W. H. Isenor and James T. Settle. The referee was Mr. Henry Taylor.

In the spring session of the Legislature, a bill was introduced for the annexation of a portion of District 31, to the Dartmouth School Section. This part is closer to the Dartmouth School section.

The Halifax Fire Insurance Company has contributed \$125.00 towards the funds of the various fire companies in Halifax and Dartmouth. They donated \$50.00 to the Union Engine, and \$50.00 to the Union Protection Company of Halifax. To the same organizations in Dartmouth, they gave \$12.50 to each.

In April, the Labour Commission held a hearing both in Halifax and in Dartmouth. The issues included the price of both soft coal and hard coal. The prices of dry goods and also book prices. The bookbinders average \$9.00 per week. Girls earn \$4.00 per week. The lowest paid get \$1.00 per week. They are from 10 to 12 years old.

The fishermen make less now than they did earlier. The cost of building vessels is less than in 1877. The rope is not as good as that from the United States. The wages for caulkers and ship carpenters is the same as in 1877. They get \$2.70 per day, but usually they only get 9 months of work per year. The sailors on coasters

get \$16.00 to \$17.00 per month but for 5 months of the year, no employment, but they could get work in the West Indies. A stevedore said business fell off since confederation. The Commission for this closed in Dartmouth. A meeting was called but there was such a complete farce that even the Commissioners laughed at it.

On April 17, the schooner, *Eva Stewart*, while beating up the harbour, crashed into the Norwegian barque, *Guiana*, lying in the stream. The Captain claimed \$100.00 for damages, but settled for \$90.00. This was considered a bad beginning of the seasons fishing for the, *Eva Stewart*.

On April 19, the *Alberta*, was launched at Avondale. This is supposed to be the largest vessel ever built in Nova Scotia. It is a tern schooner 609 tons, 2 decks and requires 3,700 yards of canvas. She is designed to carry 1,200 tons of plaster of paris.

On May 4, a Brigantine was stuck by a whirlwind just 7 miles off Sambro. The new steamer ferryboat, called the, *Dartmouth*, built at Yarmouth, was launched on May 24. She was a sidewheel ferry and used also for excursions. She had a hachmatak frame, pitch pin ceiling, hardwood beams, topside and bottom plank, 2 saloons on deck. Built by the Burrell-Johnson Iron Company. She had an easy launching and was crowded with spectators, and one of the prettiest launchings ever witnessed.

On May 31, the Woodside Sugar Refinery affairs were up before Judge James, on a motion made on behalf of the liquidation of the Halifax Sugar Refinery Company in England. This was an order placing the Company property in liquidation, as has been done with their property on the other side.

Mr. Wallace Grahame opposed the motion on behalf of the bondholders, who are represented here by Mr. G. E. Franklyn and Trustees. Mr. King acted as counsel for the liquidator, M. C. S. Harrington attended to watch the interests of Mr. G. G. Dustan as creditor, and Mr. Meagher was present in the interests of the creditors generally.

The Lunenburg schooner, *Advance*, now in port, and employed as a "cruiser", last season, has been engaged again by the Dominion government. She will commence to fit out immediately.

On June 12, the Dartmouth Chebuctos held a bazaar at the Exhibition Rink. This consisted of a beautiful consignment of Japanese goods, as only the Japanese can make. The booths surrounded the Rink, with a wide assortment of flowers, vegetables, ice cream and food. The Indian artifacts had quilts, blankets, etc. There were also lotteries for boats, sofa cushions, mantle drapery, etc. The band of the

66th Regiment was on hand to prove entertainment for the two days and nights of operation. Also the Princess Louise Fusillers Regiment.

On the morning of June 15, there were over 20 vessels arrived. Among them was the new Dartmouth steam ferryboat. Captain Swain and Engineer Pierce and 100 people were on board, including "ladies". The vessel was decked with flags. They also tested her, "lighting system".

On her first excursion she carried between 400 to 500 passengers. She traveled up Bedford Basin, then down to the Lighthouse, around the mouth of the North West Arm, then to the ferry wharf. The sea was very rough and caused several ladies to be sick. The "Venutes", an Italian string orchestra furnished the music. The incandescent lights were tried and proved to be most satisfactory. The engine has 6 horse power and makes 450 revolutions per minute.

At this time in the harbour, there were 10 steamers, 2 ships, 16 barques, 1 barquentine, 2 brigs, 8 brigantines and 60 schooners.

The Dartmouth town Council appointed William R. Foster as the Deputy Recorder and Deputy Stipendiary magistrate.

Moonlight excursions were planned for the new steamer. The first excursion was for the Mystic Lodge of the I.O.O.F. With them was the band of the H.M.S. *Bllerophone*. For the quests there was tea, and ice cream served. This was on Saturday, July 7.

On July 16, the *Daphne*, won the Archibald Cup for the first race of the Yacht squadron. The Government steamer, *Alert*, arrived after supplying all the Light Houses on the East Coast.

In July, at a Town Council meeting, the "Poor" Committee reported a visit to the County's poor farm at Cole Harbour. They found the inmates there, at the charge of the Town, all content and comfortable. However it was still not in suitable condition to receive harmless insane patients.

The Harbour Championship was held. Norris, who won it for the last 3 years, was no longer eligible. Among 5 contestants, the Dartmouth entry was Edward Royfree from Eastern Passage. The race was 3 mile in Bedford Basin. Richard Flemming from Ketch Harbour won it.

On August 12, the Lunenburg Yacht, *Esme*, won the Marquise of Lorne Cup at the Halifax Yacht Club Regatta. He beat 5 others.

On August 27, for the first time the Ferry service had 4 boats running for Saturday morning service. Over 300 “marketing teams”, from the market garden farmers, were brought over to the city side, in addition to the ice carts and private teams as well.

In September, a large crowd gathered at the Marine slip to see the bow of the *Thengvall* on the slip.

On Saturday, the annual sports of the Chebucto Amateur Athletic Association took place on their grounds in Dartmouth. C. E. Bouton, with W. W. Walsh coming in second, won the mile race. H. D. Creighton won the 440-yard race. J. W. Whitford with J. O’Brien in second place won the 120-yard hurdle. Arthur Brady took the 220-yard race, with George Tracy in second place. In the 880-yard race the winner was H. D. Creighton and W. G. McNab in second place.

On September 21, the Dartmouth Firemen celebrated the 66th anniversary of the foundation of the Dartmouth Engine Company, at the Reform Club Hall. The guests were members of the Halifax Department, and Warden Simmons and Council made toasts to the Queen. Captain Whelply and B. A. Weston of the Union Protection Company responded this.

Captain H. H. Harrison responded for the Dartmouth Engine Company. In September, the citizens who contributed largely to the Common improvement fund, wanted the whole Common put in commission, and not just a portion of it, as resolved upon by the Town Council (who were they representing?). At a town council meeting, Councillor Johnston gave notice as follows: That a meeting of the ratepayers be called to take into consideration, the matters relative to the improvement of the Common and streets of the Town. This led to a discussion about the Common improvement and tax collection in general.

In October, the work of repairing the steamer, *Thingvalia*, on the Marine Slip, is rapidly progressing and will soon come off, then go the Mill Cove to complete the work.

The second annual sports events of the Victoria Amateur Athletic Club was held at the Chebucto Club in Dartmouth. There were 147 entries.

The Danish steamer, *Thingvalia*, which had been undergoing repairs from her collision with the *Geiser*, came off the Marine Slip on November 1. She then proceeded to Pickfords and Black Wharf.

Due to the town hall being used as a school, the public meetings were held in the Reform Club Hall.

A motion to have people leaving wagons parked on the street at night was compelled to keep a light there on.

On November 3, an article mentioned that a steam ship, called a, “steam whaler”, be used to save the imprisoned whale ships in ice.

The Ratepayers held a meeting to authorize the Legislature to provide \$500.00 to improve the Dartmouth Common. The Councillors were J. Y. Payzant, Allison, Foster, and Weston, and Wolfe spoke in favor. G. Sheils, Worrell and Ryan spoke against the resolution. It was then carried in favor, at 100 votes for and 37 against. They wanted the Common under a Commission. The Mayor, 2 councillors and 2 citizens to manage a fund to be raised for the improvement of the Common. They also wanted the Council to ask the ratepayers to vote a sum of money, \$500.00 and \$250.00 each year thereafter, upon condition that a sum not less than \$1,500.00 was raised for the fund by citizens who are interested in the matter.

The other resolution that passed, 84 in favor, and 33 against, was for the council to be authorized to take the necessary steps to provide a water supply, including sewerage, for domestic and fire purposes in the Town.

Mr. W. T. Lindsay, the town clerk of Lunenburg, has been interviewing the town Clerk Elliot to obtain information as to the system of accounts, etc. He wishes to adopt this system for Lunenburg.

On November 20, there were 146 vessels in Halifax Harbour, exclusive of fishing vessels and those laid up for repairs. On November 19, 83 vessels arrived.

January 5, 1888 — George Tulloch and Maynard Tulloch, et al, executors of Andrew Tullock, sold to Walter Creighton, for \$1,000.00, a lot on Ochterloney Street next to George Campbell property.

January 6, 1888 — Isabella Lawlor, et al, widow, sold to Edward Wallace, carpenter, for \$3,500.00, for land and water lot next to the Dartmouth Steam Ferry Company Limited, to the Railroad. Also a right of way from Water Street to the Railway.

January 7, 1888 — The executors of John Burton sold to Charles Harvey (Halifax merchant), for \$900.00, the lot number 6 of the James Creighton property on the Old Ferry Road, to Albert Street.

January 9, 1888 — Mary Richardson, guardian for the children of Richard Hartshorne, sold to John Myer, carpenter, for \$800.00, the lot on Boggs Street to

the corner of Prince Edward Street, to the Dartmouth Railway, then to Devan's property.

March 1, 1888 — George Mitchell, et al, Trustees of James Creighton, sold to James Lawlor, grocer, for \$104.00, a lot on the east side of a new road, parallel to the Cole Harbour Road, being lot number 9 near Maynard's Lake in Letter 'D' of the Creighton property.

April 13, 1888 — Watson Bowes and wife Sarah, accountant, sold to Clara Stevens, wife of William Stevens, druggist, for \$3,200.00, a lot on the east side of King Street and north side of Green Street.

April 28, 1888 — Michael Call, and Margaret, et al, sold to John Keys, carpenter, for \$18.00, the lot number 17 of the late William Murphy land, next to the lot of Edward Whebby.

May 13, 1888 — Richard Weldon sold to Hinkle Condon, Inspector of Schools, for \$4,000.00, a lot on Ochterloney Street leading to first Dartmouth Lake.

May 23, 1888 — Mary Murphy, widow, et al, sold to John Keys, carpenter, for \$1,800.00, the lot number 7, next to the late Edward Whebby, 52 feet by 249 feet. John Keys then sold this lot to Mary Bell, from Cole Harbour, for \$155.00.

May 28, 1888 — James Devan, shipwright, and Annie, sold to William Cunard, Trustee for Jane Frankley, for one dollar, a lot in Prince Arthur Park, formerly owned by John Esdaile to the Eastern Passage Road.

May 29, 1888 — William Stairs and Susan, merchant, sold to George Troop, et al, trustees of St. James Presbyterian Church, for \$1.00, the lots number 77 and 78 of the Fairfield property, 85 feet by 100 feet.

July 13, 1888 — Thomas Forham, sail maker, and Jean, sold to John Donovan, shopkeeper, for \$1,000.00, a lot on Wentworth Street, and Portland Street, subject to a right of way to Thomas Coombs.

June 1, 1888 — The Nova Scotia Permanent Benefit Building Society and Savings Fund, sold to H. M. the Queen, et al, to construct a foot bridge for the Railroad across the Canal Stream in Dartmouth Cove, for \$155.00, also the lot owned by Rebecca Murphy that was the former property of Lawrence Hartshorne, 25 feet by 547 feet.

June 9, 1888 — William Fraser, et al, sold to Charles Lane, for \$4,100.00, a lot on Maple Street for 700 feet to Dahlia Street, along the Stanford property.

June 15, 1888 — Charles and Mary Lane, merchant, sold to the Roman Catholic Episcopal Corporation of Halifax, for \$5,100.00, a property on Maple Street for 700 feet to Dahlia Street, for 162 feet by 700 feet to the Stanford property. William Fraser and Lila Ross, for the late Reverend James Ross on June 8, 1888, had conveyed this to Charles Lane.

June 28, 1888 — Jane Richardson, guardian for children of Richardson sold to H. M. the Queen, et al, the land for the Railway, about 525 feet that came through Water Street, Boggs Street, over to Prince Edward Street and the William Cunard property, then continued over to Prince Edward Street.

July 20, 1888 — Edward and Mary Warner sold to William Stairs, for \$2,000.00, the lots number 8, 9, 17 and 18 along the Rope Walk road to a new street.

July 25, 1888 — William McNutt, executor for Edward Jost, sold to William Barss, James Gaetz, James Grahan, Adoniram I. Newcombe, Charles Keeler, and Eber Herman, Trustees of the Dartmouth Baptist Church, for \$75.00, a lot in Tufts Cove, called lot number 4, that had been purchased by William Hendry in 1887, located on the road from Dartmouth to Bedford next to Edward Tufts property, 178 feet by 60 feet by 158 feet.

July 27, 1888 — Charles Wylde sold, for \$1,400.00, to Robert Mosely, paint manufacturer, a lot and water lot, next to the Michael Wallace property, 100 feet by 300 feet into the harbour. This lot had been given to Michael Wallace in 1796, by letters patent.

July 31, 1888 — Dominick Farrell sold to John White, merchant, for \$4,500.00, a lot on the Dartmouth to Bedford Road, now called Windmill Road, to Thomas Hyde property, to the mill pond then to the nail mill, then to George Dawson property (about 8 acres).

August 2, 1888 — William and Mary Webber, gardener, sold to the Town of Dartmouth, for one dollar, his lot on Pine Street, next to Peter Carol's lot.

September 14, 1888 — Michael and Mary Griffen, stationer, et al, sold to H. M. the Queen, for \$200.00, a lot on Water Street (5,000 feet) including the water lot in front of where Water Street meets Best Street, next to David Falconer's property.

September 15, 1888 — William Elliot, and Louise, grocer, sold to the Town of Dartmouth, for \$1.00, his lot at the intersection of Pine Street, being the south east corner of land conveyed by Mr. Whebby, to the Town of Dartmouth and the rear line of Peter Carrol's land.

September 16, 1888 — Aubrey Hunt sold to James Condon, labourer, for \$1,200.00, a lot on the Eastern Passage Road next to the property of Alexander Marvin.

September 27, 1888 — Austen and Whelpley, sold lots number 7 and of their subdivision on Tulip Street.

September 28, 1888 — William Stairs sold to H. M. the Queen, for \$50.00, their property on Water Street, next to the public dock, about 7,500 square feet.

October 24, 1888 — James Murphy, and wife Margaret, sold to James Bowes, blacksmith, for \$250.00, a lot on the south side of Bishop Street, across Green Road, to the Anderson farm, next to Burton estate, being the lot number 9, that Austen sold to Edward Bowes in 1883.

October 26, 1888 — Walter West, manager, and Eliza, sold to Alexander Torrens, for \$900.00, the lot marked 'C' on William Bowers property from Windmill Road to Bedford, 674 feet by 444 feet.

November 28, 1888 — James Allen sold a 5-acre lot, for \$600.00, to Charles Harvey in the Prince Arthur Park that bounded on the South East Passage Road.

December 3, 1888 — December 3, 1888 — Samuel Smedley, trader, and Jane, sold to David Smith, mechanical engineer, for \$800.00, part of the estate of Samuel Albro that ran parallel with Wyse Road, up to James Brodie property.

December 5, 1888 — William Lewis, et al, Trustees, sold to Albert Granger, yeoman, lots 16 and 17 on the Dartmouth Common on the west side of Windmill Road.

December 6, 1888 — The Admiralty of the United Kingdom of Great Britain sold to H. M. the Queen, et al, for one dollar, a water lot in Tufts Cove, next to the Railroad, 600 feet by 50 feet wide.

December 8, 1888 — William Gray and wife Lizzie, labourer, sold to James Murphy, labourer, for \$150.00, a lot on the Cole Harbour Road, next to the John Ritchie property, then 32 feet to the Marvin estate, then 160 feet by 44 feet to John Ritchie property.

Federal Acts – nil

Provincial Statutes

By the year 1887, the population of Dartmouth was about 5,000 people. As the population grew there seemed to be more demands put on the Dartmouth Common.

This translated into having the Legislature pass Acts that unfortunately would enable the special interest groups to take the land for their own private benefit.

Before confederation this would not be a problem because the British monarchy refused to let the land be leased for more than 99 years. The Dartmouth Common was now allowing the leases for 999 years.

On April 17, 1889, an Act was passed, called, “An Act to provide for the improvement of the Dartmouth Common”. The Common lands would be vested in a Board of Commissioners. The second part was the most controversial and subject to misinterpretation, which was deliberate. The Act stated . . . “The grounds so vested in the said Board of Commissioners shall be forever held by them for the purpose of a public park, and such other public purposes and uses as the Commissioners shall determine, and shall not be by them alienated or encumbered”.

What this translated into was that by making the land a public park, it would no longer be a common land trust to be held in perpetuity for present and future generations. This so called public park would turn the land into a land bank for the developers. It was intended to be a land trust for the general and equal benefit of such resident “settlers” and not otherwise. This was the intent of granting Commons.

To cover up the hidden agenda of the developers and their puppet politicians, the sum of \$500.00 was paid to these Commissioners for so called “Common” improvement, and for 30 years the sum of \$250.00 would be paid on the first day of August of each year.

The Commissioners were empowered to make regulations for the preservation of good order and decorum therein.

The last section said the Board shall be a body corporate by the name of "Commissioners of Dartmouth Park".

This was contrary to the intent of the grant of the Common land trust and the abuses of this land trust would continue.

The Dartmouth Gas and Electric Light and Heating and Power Company, Bill read. It was amended in Council, then agreed to and finally assented to. This involved section 70, 75, 84, 116, 145, 171, 174, 176 and section 183.

The American brigantine, *Sullivan*, is loading petroleum for Rio de Janeiro at Troops Wharf in Dartmouth.

On January 4, at the annual meeting of the shareholders of the Chebucto Marine Railway Company a new Board of Directors was elected. They were president James Turner, A. W. West, Peter Ross, David McPherson, George Thompson, and the secretary C. J. Wylde.

At the Exchequer Court a case appeared that involved the Railway extension. This was Falconer and Oland versus the Queen. The witnesses examined were J. W. McKenzie, surveyor, and David Falconer. Judge Burbridge came to Dartmouth to acquaint himself with the property in question. Adam McKay also took the stand to testify.

Since January 1st the Refinery is doing a thriving business. There have been 8 vessels with sugar for the Montreal Refineries, from Europe and Brazil with 64,927 bags.

In Halifax there were 16 vessels struck off the register, as wrecked, floundered or missing, 3 vessels were unseaworthy, 2 sold to foreigners and another 10 transferred to other ports. This left 913 vessels registered with the tonnage at 71,776 tons. The steamer, *Dartmouth*, was transferred from other ports and registered, "de novo".

The Dartmouth Reading Room was formerly opened. The W.C.T. Union had the southern half of the buildings as a coffee room for dispensing hot coffee and cakes to the visitors.

Annie Provo, colored, has been sentenced to 3 months imprisonment by Stipendiary Russel of Dartmouth, for keeping a house of ill fame. Sarah McNeil, a white girl, was charged with being an inmate and was sentenced to one month.

At the ensuing election in February, Mr. F. Scarfe is a candidate for Warden. The local government appointed Mr. Charles H. Harvey and Dr. Frank Woodbury as school commissioners for Dartmouth under the new act. The Town Council appointed the other 3.

The Dartmouth Elections were closed, and Warden Fred Scarfe won, along with Councilor Frank Davis, Ward 1, John Green in Ward 2 and Ward 3 with W. H. Sterns.

An important issue this year was to bring the town Water supply to Dartmouth and would involve borrowing \$100,000.00.

The shipbuilding news reported 35 fishing schooners being built in Lunenburg County.

In January, Peter Medley, colored, drowned in second lake. There were about 2,000 skaters on the lakes that day. He leaves a wife and 2 children and he lived in a place called the, "Barracks".

An article in the Morning Herald says the Dry Dock Company has engaged Mr. Crandall to lay down three marine slips for small vessels. The Company has asked the City, Dominion and Imperial Governments for subsidies.

An article also appeared about the Dartmouth Rope Work Company. It was established in 1868 to manufacture Manila and Russian Rope for the vessels of Nova Scotia. With the introduction of self-binding harvesting machinery, this company, with their usual enterprise, built and equipped what is the largest twine factory in the Dominion meeting with such success that consumers today acknowledge the superiority of their twines.

The use of trademarks for binding twine has given the best value. During the last few years, Manila Hemp has been held so high in esteem that it became necessary to furnish a binder twine from some cheaper material. They built another factory and have a contract for 1,000 tons for their patent composition silver twine.

At the age of 90, Colonel George Montaque died. His farm is located where Montaque Mines are operating. He arrived here 50 years ago. He was with the 42nd Royal Highlanders and retired as a Colonel. His son took over the farm and he moved to Dartmouth. He had a large family and some of them reside abroad.

Under the new Town Act, the Provincial Government appointed Charles Harvey and Dr. Frank Woodbury as School Commissioners for Dartmouth. The Town council appointed the other three.

The steamer, *Worcester*, is at the Sugar Refinery to take another load to Boston, to be shipped by rail to the upper provinces.

On January 28, at a Town meeting for a system of water and sewerage for 9 streets was estimated to cost \$67,000.00. The annual cost, \$3,815.00 and the annual revenue \$3,443.00.

On January 31, Robert Patterson beat Charles Moore in a race at the Dartmouth Rink, by about a dozen yards. This was for \$10.00 a side.

The winter sports of the Acadia A. A. Club held a snowshoe race, a boat race, half mile race, obstacle race, mile race, mile handicap and the hockey match between the Acadians and the second team of the Victories which was a draw, each team had scored one goal.

On January 31, there were 800 people at the Exhibition Rink to witness Charles Patterson of Dartmouth, outskate the challenger, B. Stevens from St. John, New Brunswick. Also George Trites from Halifax defeated a challenger from St. John in the, "Backward Skating Race".

At a ratepayers meeting in the Reform Club, Mayor Simmon, presiding: the discussion was about the waterworks and sewerage. Councilor Johnson and J. P. Mott moved the council be authorized to apply to the Legislature, for power to borrow \$100,000.00. There were 107 for and 37 against.

The Chebucto Hockey team planned to leave on February 22, and play 2 matches in Montreal, and one in Quebec City. Mr. H. D. Creighton is to accompany them as manager. The team consists of J. Young (captain), F. Young, G. Swaffer, C. Patterson, W. Faulkner, J. Brown and G. Pyke.

At the town election on February 5, there were no polls held. Those previously elected had no opposition. For Mayor, Fred Scarfe, Councilor Ward 1, Frank B. Davis, Ward 2 John Greene, Ward 3 W. H. Sterns.

At the Exhibition rink there were 4,000 people to witness the fancy dress carnival. About 400 people were in costume, festoons of bunting, flags of all nations, Chinese lanterns, winter scene painting, 10 electric lights and myriads of gas jets, colored glass with lights and oil lanterns and lamps.

A new feature was a German band for the Grand March and the may pole dance. The following week they would host a children's carnival with 2 bands in attendance.

The newspaper, "Royal Gazette" announced the school commissioners for the Town included Frank Woodbury for 2 years and Charles Harvey for 3 years. Other school commissioners were Mr. Johnson, Mr. Creighton and Mr. Dares. Johnston was elected as Chairman. Woodbury and Creighton were appointed to select sub committees and to prepare by laws.

On February 22, the town advertised for 25,650 feet of water pipe and 10,435 feet of sewer pipe.

The Chebucto Hockey team left on February 23, to play against the Montreal A.A.A. and the Chrystal Team. Also they will play a game in Quebec City.

At the first game in Montreal on February 25, the Cuebuctos lost 5 to 1.

At the House of Assembly, a bill was introduced to amend the town Incorporation Act of 1888. The purpose was to relieve the residents of Dartmouth, who did business in Halifax from double assessment from being taxed on business premises, stock, etc. and on income in Dartmouth.

The Dartmouth School Board holds the distinguished position of being the first to provide for a free Kindergarten Department in the public schools of Nova Scotia. They will deserve success, as they are determined to have it well equipped and to place it in charge of a competent, "Kindergartener". As an object lesson accessible to our teachers, it will prove a blessing not to be over estimated. They are to be congratulated on their new departure.

On March 29, the Dartmouth Water and Sewage Bill was considered by the Legislature Council Committee.

It was reported that there are now 84 Agriculture Societies in Nova Scotia.

It was reported that the Boston Boatbuilder, Davy, is building a new single scull for Lovitt, the oarsman from Halifax.

On March 28, the Town Council held an emergency meeting about the water and sewage question. At a vote of 4 to 2, it was decided to have a public meeting of the ratepayers due to the bill being amended by the Legislature.

On April 18, there were 2 steamers, 7 barques, 1 barguentine, 12 brigantines and 60 schooners in Halifax Harbour.

On April 20, submarine telephone tests were successfully made at Dartmouth. For six years, W. Brooks, an experimental diver, has been trying to communicate by telephone from his diving suit, to the surface. Various telephone companies tried but no success. Then John Starr, the local agent of a French Company called, "Unique", took up the idea. The experiments were conducted by Messrs. C. C. Starr and Mr. A. R. Cogswell. Divers can now communicate with other divers and the surface as well.

On April 23, the Government steamer, *Newfield*, is on the Marine slip having her bottom painted. When finished she will return to Sable Island with supplies.

On April 26, a meeting was held at the Town Hall for the ratepayers to consider the recent act of the Legislature on water and sewerage. By a vote of 111 to 103, it was passed that a motion to amend the act to be deferred for 12 months.

Supplies for the Dartmouth public kindergarten had not yet arrived, and this delayed school opening for a few days. The pupils will be enrolled by their teacher, Miss Hamilton at the school building on Quarrel Street. Miss Hamilton recently passed a very successful course of study in this subject under Miss Woodcock at the Normal School in Truro.

The Christ Church Young Man's Society planned their entertainment for the year.

A meeting of the contributors to the Dartmouth Common improvement fund will be held at the Town Hall to elect two commissioners who, with the Mayor and two councilors, will comprise the board of the Dartmouth Park. This would be the name the committee would be known in the future. The steamer, *Portia*, from Newfoundland, went aground at the Thrum Cap shoals in a heavy fog. The cargo of 1,100 barrels was removed and then they pumped out the ballast tanks and she came off. The Port Warden Mr. Hunter then held a, "Marine survey". The steamer, *Harlaw* is now on the Marine slip.

In sporting news, the Knockabout A. A. Club has added 25 members to their club. At a meeting at the U.P.C. on Quarrel Street they considered a proposal to add an extension of 50 feet by 20 feet to the club's boathouse on First Lake.

The schooner, *Annie G. O'Leary*, came off the Marine Slip on May 21. She had been dragged ashore by a severe gale of wind. She was expected to get off at the next high water tide.

The public kindergarten is now successfully established in the Central School. From 30 to 40 pupils attend. Miss Dolly Wilson is the assistant teacher to Miss Hamilton.

The excursions to Bedford Basin and Birch Cove on the steamer, *Dartmouth*, will resume as of June 22.

The Chebucto Ball Team composed of Kehoe, Downey, Marshall, Pyke, Young, Robson, Burchell, McKenna and Brown. They played against the Wanderers to open the season.

On June 23, a young man named Starr nearly drowned while swimming off an island in Second Lake. A party of Ladies and Gentlemen was on their way

to the Port Wallace Locks, for a picnic and they came to the rescue. A Mr. Bell bravely rescued Starr when he sank to the bottom of the lake.

At the Methodist Conference in Liverpool, there were representatives from 8 Districts around the province. The Dartmouth representative was George F. Johnson.

A yacht race on the harbour took place on July 2 while the armed ships, or representatives, of 3 great powers, were at anchor. Those were from England, Germany and France. The race covered the frontage of the Sugar Refinery, Dartmouth Cove, Point Pleasant, etc. It was a very exciting race. Won by *Lenore* in 5 hours, 14 minutes and 20 seconds. Over 5 yachts were timed but the others were not timed.

The records for the year ending on June 30 to June 30, shows an increase in vessels, both steamers and sailing vessels over the previous year. The 1889 total was 1,049 vessels (in British and in Foreign). The arrivals Coastwise were 276 British and 31 steamers, foreign and for sailing vessels, 3,089 British and 8 foreign vessels. This meant that the overall total of vessels, coastwise and Halifax were 3,404.

The four-oared shell for the Young Men's Literary Association made by Edward Williams from Dartmouth was handed over to the racing crew. They had a trial spin and hoped to make as good a showing in the carnival aquatics as they have on the baseball fields.

Also at the coming Carnival Regatta the schooner, *Laburman*, will be in Halifax. Her builder and owner, Joseph McGill will challenge any schooner in the same class in Nova Scotia, for \$100.00.

The Regatta on August 8 will last one week. It will have torch light procession. Fort Clearance will be open to the public.

For entries in the professional 4-oared race there will be 6. Also one entry from Dartmouth. This being the Williams crew. Also a Slip Flat race, 10 entries including Edward Williams from Dartmouth.

In the evening there was a moon light excursion on the Dartmouth ferry. A large bonfire at Black Rock Pond by the Ropeworks, by burning 300 tar and resin barrels. Also a large bonfire on the grounds of Judge James and G. J. Troop.

For the regatta there will be crews from all over Nova Scotia, Canada and the United States. For the program there are 81 different points of interest on the

program. For Dartmouth there was, Fort Clearance, the Dartmouth Lakes, Cow Bay for surf bathing, the Dartmouth Common, the Hospital for the Insane, the Young Men's Literary Association Club grounds, the Chebucto Amateur Athletic Club grounds, the Engine House, the Union Protection Hall, Marine slip, Dartmouth Ropeworks, Dartmouth Skate Works and the Nova Scotia Sugar Refinery.

The day of the regatta the weather was good but it rained in the evening. There were 12,000 people entered the city. The water was rough at first then became as smooth as a sheet of glass.

In the single scull race, 3 miles with turn, first prize, \$100.00 and the Harbour Championship. Won by George Hosmen and John McKay second by only half a boat length.

The Labrador Whaler race, 3 miles with turn, 1st prize \$100.00, 7 crews and won by the Richmond crew.

The Squid Boat race, the Williams crew came in second, prize \$30.00. The Mary Alice won the next race but it was decided to race again because of a collision.

The copper punt race, open to Navy only, in fancy costumes and rowed only with shovels, had to be postponed. The crews got tired of waiting for the rain to stop so they took to swimming around.

There were also cricket matches, wrestling matches, and assault at arms in the Exhibition building.

The amateur squid boat race was won by "Contest" from Halifax, first prize \$60.00. Next race the Men-of-War dingy, won by a crew from the H.M.S. *Tourmaline*, first prize \$10.00. Next race "Men-of-War" cutters, 5 oars and also 6 oars. This was won by the *Growler*, rowed by a crew of dockyard shipwrights, 5 oars gig, but the race had to be run over later on.

The men of war barges, 10 oar and 12 oar was won by the *Bendigo* rowed by Royal Engineers, 12 oared, prize \$30.00.

The carnival events continued all during the week. The second day, the carnival had 30,000 view the morning demonstrations. The military tournament proved a novel and powerful attraction. The Gardens concert had 12,000 people.

The regatta included the Amateur slip flat race, 4 entries, the Dartmouth crew of John Elliot and John Hall from the Chebucto Club came in third.

That afternoon the fifth military tournament was held and proved to be one of the greatest and most successful events of the carnival. At least 10,000 people witnessed this tournament. There were cricket games, a Garden concert, the San Francisco Minstrels and also harbour excursions.

The third day was mostly remembered for the illuminated procession around the harbour. It had surpassed all expectations. There were horse races, baseball games, fireworks, search lights from George's Island on a variety of craft coming and going into the harbour at night. There were also bon fires on the Dartmouth Common and down on the shoreline. The visiting newspaper men were most impressed.

The events continued all week with more Horse Races, Band Tournaments and Military tournaments.

One of the Great Carnival features was the official opening of the Halifax Dry Dock. Mr. S. M. Brookfield consented to open this on a Friday evening with the steam ferry, *Dartmouth*, being the first vessel to enter this magnificent dock. M. Brookfield also consented to pump out the dock and give an exhibition of submarine diving and operations of dynamite on land and under water.

Another first was the Handicap Amateur Games on the Wanderers Grounds in Halifax. There were several track and field events and bicycle races as well. The five and six oared races that were postponed were held. This was in the cutter, gig and galley races. The H.M.S. *Bellerphone* won first prize, the Royal Artillery second and the Dockyard crew came in third.

The street exhibitions were never before equaled in the Dominion of Canada. The parade was over 2 miles long. It was estimated 65,000 people took in the events and watched this 2-mile long parade. A St. John New Brunswick newspaper reported they estimated that from \$100,000.00 to \$300,000.00 was spent in Halifax during this week of the Exhibition.

At a town Council Meeting a number of prominent citizens were interested in obtaining cheaper and better ferry service. W. S. Symonds wanted to be exempt from taxation for his Joint Stock Company, to work his foundry. His capital was \$25,000.00 and he would employ 25 men. This was referred to a committee of Councilors Johnston and Lloyd.

The Town council committee on ferry accommodations recommended free ferry service, to be run as a "Government House". This report was adopted, and a committee appointed to confer with the committee at Halifax city.

On October 1st the Dartmouth School Board met and made the following appointments. Miss Fanny Godfrey, presently the teacher at Tufts Cove School, to go to the Woodside School, Miss Anne Wilson of Dartmouth to the Tufts Cove School, Miss Nina Church of Bedford to the Stairs Street School. The vice principal Mr. H. Forrester resigned. These appointments were dated from November 1, and the salaries were \$240.00 annually.

On October 7, the deposits in the Dartmouth School Banks by pupils in September amounted to \$125.15. On October 10, the Committee on fire apparatus made their report. There was also a report from the Water Supply Company.

At a later meeting the matter of the Halifax Land Improvement Company's offer to supply water to the Town of Dartmouth, was referred to a future meeting.

During the month of September, there were 38 admissions to the Poor's Asylum. There were 10 discharges, 5 births, and 3 deaths. By the first of October there were 300 inmates.

On October 18, the Halifax City Council held a meeting with the committee from the Dartmouth Town council and recommended the lease to the ferry Company be not extended, and that a formal application be made to the local Government to take over this ferry and run it as a provincial affair.

On October 24 there were 112 vessels in port. During the past 3 days there were 12 steamers arrived and 14 have sailed.

A colored man named Abraham Tynes, employed at W. Green's livery stable as a keeper, had his lower lip torn clean off his face by a stallion. The man was very fond of the horse and was rubbing his head against that of the horse when it suddenly bit him. This lip was spit on the floor, but was picked up and sewn back on by Doctor Cunningham.

The Dartmouth Rope Work Company sold all the workman's cottages, lately erected by them at \$725.00 each. The size of the lots on which they were built is 30 feet by 80 feet.

The Town of Dartmouth advertised to borrow \$16,700.00 to refund the bonded debt of the Town. This was authorized by an Act passed by the last session of the Legislature. This amount had been borrowed to build schoolhouses, and also purchase a lake for water supply. The value of real estate was \$100,000.00. The assessed value of the property is about \$1,300,000.00. The moneylenders, no doubt, will consider these Bonds, a good investment and take them up at a low rate of interest.

On November 27, it was reported that a 4-masted ship was launched at Maitland. It was a barquentine, called *Enzenda*, and the first of its kind in America. Length 215 feet, beam 38 feet, depth of hold 20 feet, weight 1,060 tons that used 70 tons of iron and 6,000 yards of canvas.

The shipments of plaster from Windsor in 1881 were 107,133 tons. In 1889 they shipped 131,808 tons.

On December 26, it was reported that there are now 614 persons in the Poor's Asylum.

January 9, 1889 — Thomas Ritchie and Isabel, sold to Archibald Beck, merchant, for \$745.00, for 3 lots. One lot was on Boggs Street over to Prince Edward Street. The other lot was in the rear of the property of Michael Devan up to the Walker property. The third lot was on Water Street up to Frances Drake property 43 feet by 33 feet by 43 feet by 33 feet.

January 9, 1889 — Michael Devan, and Mary Ann, ship carpenter, sold to Archibald Beck, merchant, for \$725.00, the lot numbers 3 and 4 of the Lyle property on Boggs Street to Prince Edward Street, also another lot parallel to Boggs Street near the Walker property and South Street. Also a lot on the corner of Water Street to South Street which had been sold to John Williams from John Sawyer in 1856.

January 9, 1889 — Mary Ann Glendenning, widow, sold to Archibald Beck, merchant, for one dollar, a lot on Water Street and South Street up to Frances Drake property.

January 11, 1889 — John McKay, ship carpenter, and Abigail, sold to Hiram McKay, millwright, for one dollar, a lot on Dahlia Street to Thomas Jenkins lot then to Robert McLeod property. Also a right of way to the property of Hiram McKay from John McKay.

February 26, 1889 — Frederick Allen, farmer, sold for \$3,000.00, to William Stairs a part of the real estate of Samuel Albro, on the west side of Wyse Road in front of the Rope Walk property for 152 feet to Charles Brodie lot, parallel to the wall of the Tannery, 192 feet by 275 feet (containing 3 roods and 12 perches). Subject to the right of entry to clear the stream, as specified in 1797.

February 26, 1889 — Frederick Allen, tanner, sold to Frank Elliot, grocer, for one dollar, a lot on the west side of Wyse Road next to the Tannery to the old road leading from Wyse Road to the Windmill road, 272 feet by 177 feet.

March 7, 1889 — James Harris, pattern maker, and Annie, sold to H. M. the Queen, for \$1,050.00, the property on Water Street, starting at Black Rock, and the water lot granted to Joseph Harris, 30,000 square feet between the public dock at the foot of Best Street, next to the John Ward water lot then to George Wilson property to the Chebucto Planning Mill and then to the public dock at the foot of Mott Street.

May 3, 1889 — James Gates, fireman, and Laura, sold to Howard L. Gaetz, for \$1,000.00, a lot on Boggs Street next to James E. Lawlor property to the railway.

May 7, 1889 — James Faulkner sold to Alexander Hutchinson, farmer, for \$800.00, the lots 12 and 13 of the John Gillard property near Myrtle Street to Alexander Marks property, 107 feet by 60 feet.

July 17, 1889 — John Cahill sold to Lamont Gates, carpenter, for \$800.00, a lot at the intersection of Pine Street with Tulip Street, next to Henry Wiswell lot to Reverend Anguins property, 28 feet by 128 feet.

July 20, 1889 — Elias Wentzell sold to Kenneth McKenzie, for \$300.00, a lot on the Dartmouth to Cow Bay Road, 4 acres.

July 27, 1889 — John Stairs sold to John Robertson, labourer, for \$800.00, lots in the Fairfield property, 79 and 80, that were on Henry Street, 85 feet, to Dawson Street, 100 feet.

July 27, 1889 — John Stairs sold to William Linteman, storekeeper, for \$750.00, a lot in the Fairfield property number 88, Henry Street to Pelzant Street, 100 feet by 33 feet.

July 27, 1889 — John Stairs sold to George Shearing, for \$750.00, a lot on the Fairfield property on Henry Street to Pelzant Street.

July 27, 1889 — John F. Stairs, merchant, sold to Charles Waterfield, clerk, for \$750.00, a lot on the Fairfield property, Walker Street to Dawson Street.

August 2, 1889 — The Nova Scotia Building Society sold to William Pearce, engineer, for \$1,080.00, the part of lot number 1 in the division letter 'X' on Water Street to lot number 8, to the Henry Hill property.

August 20, 1889 — Hugh and Margaret Hartshorn sold to George Misener, carpenter, a property on Portland Street over to Alexander Hutt property.

August 20, 1889 — The Trustees of the Nova Scotia Permanent Building Society sold to George Williams, sail maker, for \$600.00, for a lot near the Episcopal Church, next to a lot conveyed by F. C. Elliot to Mary Ann Webber, 60 feet by 35 feet.

August 26, 1889 — William Elliot sold to Timothy Ruggles, for \$4,250.00, a property on North Street to Wentworth Street, 122 feet by 151 feet.

August 27, 1889 — George Wolfe and Sarah, carpenter, sold to Thomas Merson, carpenter, for \$700.00, a lot on the Cole Harbour Road also a lot up to George Wolfe's dwelling house.

August 27, 1889 — George Wolfe sold to John Lloy, farmer, for \$700.00, a lot on the Cole Harbour Road, next to Duncan Waddell property.

September 3, 1889 — Charles Harvey and Mary Ann, merchant, sold to the Starr Manufacturing Company Limited, for \$1,100.00, for land on the south side of Ochterloney Street next to David Falconer. The lot size was 293 feet by 284 feet.

September 13, 1889 — Anna Kean, widow, sold to Thomas Gentiles, Jr., grocer, for \$1,550.00, a property on King Street, then 120 feet to Ochterloney Street, to Samuel Wilson property to the land of Mrs. Dobson.

September 19, 1889 — Paul Kingston and Mary, farmer, sold to Alonzo Smith, rope maker, for \$200.00, a lot near the Common Road, 80 feet by 152 feet.

September 21, 1889 — George Roome sold to Henry Durney, for \$925.00, a property on the south side of Ochterloney Street to Thomas Hyde property, 80 feet by 40 feet by 80 feet by 40 feet.

October 1, 1889 — Josiah Smith, fireman, sold to Robert McElmon, shoemaker, for \$275.00, for lot number 44 of the Austen subdivision on Rose Street.

October 9, 1889 — George Corkum sold to James Myrer, for \$200.00, a lot on the west side of Gaston Road, next to John Murray, blacksmith, to the property of John Esson, then to the property of Simpson, about one acre.

October 14, 1889 — William Stairs sold to John MacDonald, carpenter, for \$110.00, the lot number 142 of the Fairfield property, bounded north by Dawson Street and east by lot number 141, then south by the land of David Falconer, then west by the lot number 143.

October 22, 1889 — Thomas Keys sold to Stewart Conrod, victualler, for \$1,725.00, the lot number 1 of the late William Murphy, on the east side of Whebby's Lane to the Anderson property for 215 feet by 180 feet to the Preston Road, where the canal meets the lane.

November 1, 1889 — William McNutt, executor for Edward Jost, sold to David Smith, engineer, for \$200.00, the lots 43 and 44 on the Fairbanks plan of division of the Henry Hill property on Hester Street, to the property of C. H. Faulkner, for 232 feet then 104 feet to the Philip Mitchell property to the east side of Hester Street for 104 feet.

November 4, 1889 — John Stairs sold to William Galligher, labourer, for \$750.00, a lot in the Fairfield property, 169 feet on Henry Street to Pelzant Street, called lot number 83.

November 6, 1889 — Elizabeth Studley, widow, sold to James Coates, electro plater, for \$1,100.00, lots on first Dartmouth Lake on the Preston Road, the first lot was number 2 of the William Room property, also a lot on the south side of this lake, next to lot number 1 owned by William Wilson, then over to William Scallon's lot, then to lot number 4 to John Murphy lot to the Preston Road.

December 4, 1889 — The Town of Dartmouth sold to Alexander Forsythe, merchant, the lots 10, 28, 29 and part of 27, Dartmouth Common lots, that were to be leased for 999 years, by John Fairbanks, Henry Mott and William Foster, Trustees, in 1841, to David Hare, et al.

December 31, 1889 — John Stairs sold to Albert Lawlor, for \$750.00, a lot on the Fairfield property on Walker Street, 37 feet to Dawson Street, to the lot number 76, then 100 feet to lot number 78, to Walker Street, then 34 feet to the place of beginning.

Federal Acts – nil

Provincial Statutes

1. A Bill to establish a Public Ferry between Dartmouth and Halifax.
2. A Bill to incorporate the Dartmouth Axe and Ladder Company.
3. A Bill to incorporate the Directors of the Dartmouth Reading Room.
4. A Bill to provide for the erection of the new School House.
5. A Bill to incorporate the Dartmouth Tram and Power Company Limited.
6. A Bill to amend the Act to incorporate the Town of Dartmouth.
7. A Bill to amend chapter 76 of the Acts of 1888, regarding the Dartmouth Water Supply and System of Sewerage.
8. A Bill to further amend the Act for the Dartmouth Water Supply and System of Sewerage.

On January 10, the Dartmouth Marine Railway was purchased by the Halifax Dry Dock Company.

A report from the United Kingdom said that, "Ship Building", reached a record tonnage throughout the United Kingdom. Of the total launched, 209 were of steel, 19 of iron and 21 of wood. Also one third of the vessels were by foreign firms.

On January 15, the Dartmouth Ferry Company held their annual meeting and elected officers for the ensuing year. The new directors were J. C. MacIntosh and Dr. Cogswell. They declared a dividend of 18% and put \$1,400.00 (to rest)? Other directors were Robie Uniacke, B. W. Chipman and F. C. Elliot.

At their next meeting, in public, a large number of ratepayers wanted to consider the subject of establishing a public ferry that was controlled by the town corporation. It was resolved to appoint a committee of 5 people. Two from the ratepayers and three from council, to make a thorough enquiry, then report back. This was amended to have 4 from the ratepayers and not 2.

At the Town election in February, the only contest was in Ward 2 and W. H. Stevens won by a large majority. The Mayor Scarfe, was re-elected by acclamation.

In February, the Dartmouth "Chebuctos hockey team beat Windsor Hockey Club, 7 to 1, at the Dartmouth Exhibition Rink.

At the death of Mr. J. P. Mott, he left \$500.00 for the improvement of the Dartmouth Common. There was also a codicil that one-third of this was to improve and beautify the Dartmouth Common.

Messrs. Chittick, A. M. Bell, and others have bought an icehouse, and wharf, etc. at Williams Lake that empties into the North West Arm. The price paid was \$2,000.00. They are now filling the icehouse, which will take 20,000 tons.

In March, at the House of Assembly, the issue of a Post Office for Dartmouth was brought forth. There were 6 to 7 thousand people there. This gives a revenue of nearly \$1,700.00. The present building is in a deplorable condition. For a new Post Office building they wanted a Post Office Savings Bank with this new Post Office building.

In an address to the House of Assembly, Mr. Jones from Halifax said, “Dartmouth is a place which is growing in importance and in material wealth, as well as in its admiration and devotion to this government ...”

On March 7, the Town of Dartmouth resolved to run an independent ferry service themselves. Mayor Scarfe held a meeting at the Reform Club Hall. The resolution, after the committee reports, was that the town council prepares a report and submit this to the House of Assembly, an act to empower the Town to borrow \$100,000.00.

At the Dartmouth Second Lake called Lake MicMac, the horse races took place with a large attendance. The races were trotted in one-mile heats, and the best 3 out of 5. The open race for the provincial championship was raced for a purse of \$100.00. The second race was for the championship of Halifax and Dartmouth for a purse of \$60.00. A horse called, “Little John” came in second place in both races.

These horse races continued all during the winter months. The contestants would move over to the North West Arm and even on occasion they would race on Grand Lake. These races were open to anyone in the Province.

On March 11, there were so many races on Second Dartmouth Lake, that it was dark before all the races finished. Then they would postpone the races for a future day. There were 6 different races and they had a least 5 entries for each race.

On March 31, owing to the representations made to the ferry directors by the Dartmouth ratepayers, on behalf of shop and working girls, apprentices, shop boys and school children, the directors have agreed to issue for the benefit of the above only, 100 tickets for one dollar, this would be equal to one cent per trip.

On March 26, at a Ratepayers Meeting, a resolution was passed 65 to 4 to authorize the town Council to borrow \$12,000.00 for purchasing land and erecting a school building there on.

The steamer, *Arcadia*, was having a new boiler installed at the Barry and Evans dock in Dartmouth. At issue was the route from Campbell’s wharf in Dartmouth to the city wharf in Halifax.

The school examinations were posted for Dartmouth schools. Tuesday — Central School, Stairs Street School, Woodside School and Tufts Cove School. Wednesday — Park School, Hawthorne School, Town Hall and Elliot School.

The school board requests parents and all interested in education to attend. The Mayor and council attend, along with over 200 others to see, in particular, the "Kindergarten".

On April 22, it was recorded that on the Marine Slip are 6 schooners and the steam dredge, *Canada*. They are all undergoing painting or caulking. There are 15 schooners and other vessels anchored in the cove, waiting for their turn. There is also a barque and a steamer in the dry dock and others will soon go on.

On April 25, Dartmouth has a new ferry. The ferry commission met and organized by Mayor Scarfe, Councilors Steven McLean, John White, B. A. Weston and John Donald. It was ordered that a number of copies of the Ferry Act be produced for the Board, and a seal be obtained.

Also, there was a resolution to advertise for a loan of \$110,000.00 for the purchase of land and ferryboats. The advertisements were to be put in a Halifax paper, one in Boston and one in New York papers. A committee was formed to ascertain properties in Halifax and Dartmouth. Also Commissioners White and Weston be on a committee to proceed to New York and elsewhere, to procure a suitable boat for teams and passengers, communicating by telegraph with the commission before finally concluding a purchase. Mr. A. Elliot was appointed clerk of this Board.

On May 6, an article was written regarding the Shubenacadie Canal. It stated the "canal" was never finished for the purposes it was intended, but it is possible that with a portable canoe, you could paddle from Dartmouth to the Avon River. This was quoted from a letter that was written on August 26, 1826.

On May 8, a letter was received by the Dartmouth Ferry Commission from the Old Ferry Company, offering to allow the Town to control the Ferry by guarantying them 6% per annum on \$125,000.00, or failing to accept that, they would sell out their whole property to the commission. An answer was then sent declining their first proposal, "in tots", and asking them to name a price for their property as soon as possible, as negotiations were proceeding for the purchase of boats in New York by the committee sent there.

On May 15, the Ferry Commission met, all were present except Commissioner Stevens. It was resolved to purchase a ferryboat in New York, by Messrs. White and Weston at a price not exceeding \$25,000.00. It was first inspected in New York. Also resolved was to immediately procure plans of the property of the Ferry Company, liable to expropriation, with a view to the selection of a permanent dock for the ferry, from the property of the present company, and arrange for temporary docks. The Company presented an offer of their property to the

town for \$121,000.00, which the Commission considers absurdly high, and they authorized the purchase of the whole property for \$75,000.00.

On May 19 it was decided at a meeting, to have the steamer inspected at New York, and if satisfactory, will leave for Halifax. It is larger than the ferry steamer, *Dartmouth*. It has a Hurricane Deck, with an awning over it and an oak bottom. It is 12 years old and it used to run between Brooklyn and New Jersey. For the inspection of this vessel, Mr. B. A. Weston left for New York.

The Dartmouth Board of Health reviewed several cases of Diphtheria. They ordered yellow flags be displayed at the houses in question. Also they would prosecute any persons who neglected to report this disease in their homes.

On June 18, it was reported that the Woodside Sugar Refinery was bought by a Glasgow Company, and will resume work under the management of a Mr. E. Downie, who sails for Halifax on June 19.

The ferryboat, *Annex 2*, came off the Dry Dock at New York on June 22 she is now ready to come to Dartmouth.

On July 6, the wife of Joseph Howe died in Dartmouth. She was 84 years old. She was born in the barracks at St. John's, Newfoundland. Her father was Captain John McNab of the Nova Scotia Fencibles, who was in command of the troops there. She came to Halifax with her family and resided on McNabs Island then occupied by her uncle, the late Peter McNab. She resided there until 1828 when she married Joseph Howe, and then moved to Halifax. She had one son and one daughter, Sydenham Howe and Mrs. Cathcart Thompson, both living in the city.

The Ferry Commission accepted J. N. McElmons tender to construct the bridge on the Halifax side for \$600.00 and the tender of G. & J. Young to make the pontoons for \$400.00. The steam ferry, *Annex 2*, will be insured for \$20,000.00 on her voyage here from New York.

Engineer Pickett recommended the Campbell property as the most suitable for docks on the Dartmouth side. This report was adopted.

On the evening of July 12, there was a catastrophe at Dartmouth. The new ferry, *Annex 2*, came up the harbour. There were hundreds of people that flocked to the Dartmouth Ferry wharves to witness the event. At 8:45 when the *Annex 2* was docking at the wharf next and south of the landing wharf, the swing bridge of the wharf gave way. About 50 men, women and children plunged into the harbour. A crowd of people burst through the high fence to provide help. People also swarmed

over the *Annex 2*. This caused the crew to back away from the wharf to avoid the struggling people in the water. Several young men jumped in, fully clothed, to provide assistance.

Those helpless people who couldn't swim were assisted by those who could. Life preservers were thrown in the water from the *Annex 2*. Also ladders were lowered, row boats, came along, and even a large raft, that the Ferry Company used for ferry maintenance was brought forth to provide whatever help it could. The scene was horrific by the cries of the people trying to save themselves. The crowds were even more anxious and out of control by trying to find those just pulled out, trying to locate family members and neighbors still in the water and floundering.

There were soon rumors that between 50 and 60 people had drowned. People flocked to the waterfront in both Halifax and Dartmouth and this only made matters worse. It was not possible for people to get through the panic stricken mob. The boats were bringing people back and forth until midnight.

By this time only four bodies were recovered. They were Miss Bessie Foster, about 19, daughter of Edward Foster; Miss Allie Synott, daughter of Michael Synott; Peter Boyle, watchman on the Rope Walk, who was a veteran of the Crimea War, and John Bundy, a colored boy. The work of grappling continued throughout the night. There were several people still missing and some children believed to be drowned.

Those recovered had their bodies considerably cut and bruised. Miss Foster had a bad cut on her forehead. Many of those rescued were badly injured. Mr. Edward Foster, the father of the young lady drowned, was rescued more dead than alive, and for some time his life was despaired of.

On July 15, there was a Grand excursion to the beautiful grounds of the Starr manufacturing Company at Woodside. This was in aid of the new Temperance Hall. On July 21, Peter Day, the Dartmouth oarsman, drowned while fishing in Bedford Basin, just off Stevens Island. He went fishing in a Dockyard dingy, with other dockyard workers, T. Johnson, Ray and Rosbotham. Day had stood up, but then stumbled and fell. This tipped over the boat. Day must have lost his head, as he didn't try to save himself. Johnson swam over to help and held Day's head up as long as he could. When exhausted he had to let go and swim to shore. The other two had to hold on the upturned dingy until rescued by Johnson who found a boat, then rowed out to save them.

At a public meeting to consider the granting of \$40,000.00 more for the "peoples" ferry, now brought the total to \$150,000.00. Mayor Scarfe presided.

The motion was moved and seconded by councilor McLean, seconded by Judge Johnson. This was passed by a vote of 36 for and 6 against.

By the middle of August, the ferry steamer, *Dartmouth*, and the *Annex 2*, are expected to be on the route. The docks have been altered to suit the *Annex*, and the bow of the *Dartmouth* was built up and rounded.

Mr. Lovett on the Bedford Basin won a scull race for the Harbour Championship, there were 3 contestants. Lovett was the son of the former Halifax champion.

The steamer, *Halifax*, had a collision in Boston. She returned to go on the marine slip at Dartmouth. She will also have her bottom cleaned and be painted.

On August 28, the Committee on Water supply gave their report on Spider Lake as the potential water supply. This included the interests of the Chittick estate. An application was made to the crown land office for a grant of the lake and adjacent lands. The committee also reexamined both Topsail Lake and Lamont Lake.

The Halifax County Exhibition will be held at Dartmouth. The equipment will come via the Railroad.

The two ferries, *Dartmouth* and *Annex 2*, were busy all day Saturday and Sunday for the large numbers of wagon teams for their agriculture market products. They no longer have to wait as they did when the small ferries operated.

In September, the Central School on Quarrel Street closed down due to the large number of Diphtheria cases. This would allow the premises to be disinfected and other necessary precautions taken.

The Board of Health met and passed a resolution for the control of this infectious disease. They wanted the families to send their names to the principal of the school.

The fall mackerel came to Dartmouth cove in the morning and the afternoon. From the cove to the asylum there were dozens of boats engaged in the sport of jigging this fish.

On September 25, the Dartmouth and County Exhibition took place. Through the courtesy of the Windsor and Annapolis Railroad, excursion tickets at one face, will be issued from all the stations on this line for the Dartmouth Exhibition. The Lt. Governor will officially open this.

During this time there will be a 4-oared race between the Dartmouth crew and the St. John, New Brunswick crew. The winner will receive a \$500.00 prize.

On September 24, there were 4 new cases of Diphtheria reported.

In October, the school board resolution was passed that requested the schools not to open before October 13. The finance committee reported the need for more money.

In Halifax there were 14 cases of Diphtheria reported.

On October 20, the Dartmouth School Board accepted John T. Walkers tender for the erection of the new schoolhouse. The amount was \$5,997.00. This would be the Central School Building. On October 26, the school board decided to open the public schools.

New fortifications are being erected on McNabs Island.

On October 25, the four-oared race on Bedford Basin was won by the Carleton Crew from St. John, New Brunswick. This was for \$500.00 a side. They beat the Williams crew from Dartmouth by 3 lengths. This was after several postponements. The Dartmouth crew, called the Williams crew, consisted of John Norris, bow, John McKay, fore mid, Albert Hamm, after mid and Edward Williams, stroke. The St. John boat was longer but lighter.

On November 6, the schooner, *Marie Catherine*, was successfully raised at Dartmouth Cove. The steam tug, *A. C. Whitney*, crew had to lower two pontoons for each side of the schooner. They were then pumped out and this raised the sunken schooner. She was then beached with her full cargo of slack coal. She had been sunk for over a year.

On November 17, there were 150 schooners in port. During a severe gale on November 20, the schooner, *Alma Cook*, which was moored near the Chebucto Marine Railway at Dartmouth, for months, broke away and landed high and dry next to Campbell's wharf.

On November 26, there were 3 steamers, 2 barques, 1 barquentine, 1 brig, 3 brigantines and 112 schooners in the harbour. This did not include fishing vessels and other vessels that were laid up.

On December 1, there were 112 vessels in port, besides laid up vessels.

The comparative statement of customs receipts for November were as follows:

Customs \$141,543.54 (for 1889)	Customs \$112,009.23 (for 1890)
Sick Mariners Fund \$352.94	Sick Mariners Fund \$180.84
Signal Station \$88.00	Signal Station \$108.00
Other Revenue \$220.00	Other Revenue \$358.23

January 7, 1890 – William McNutt sold to Walter Faulkner, for \$100.00, the lot number 31 on Fairbanks Street to Hester Street, then 50 feet to Nathan Wilcox property by 125 feet to William Inglis lot.

January 16, 1890 – John Stairs sold to James Hefler, railway foreman, for \$800.00, a lot on the west side of the Fairfield property on Henry Street to Pelzant Street and then over to Walker Street.

February 25, 1890 — James and Eliza Turner, sold to Henry Edwards, engineer, for \$565.00, the lot number 9 of Samuel Albro real estate on the Dartmouth to Sackville Road.

March 3, 1890 — Arthur Drysdale sold to John Crook, yeoman, for one dollar, a lot on the road from Dartmouth to Eastern Passage near the property called, “Balmoral”, to the property of Mrs. Karney, to Alexander Marvin, et al, then to John Payzant property.

March 10, 1890 — Donald Archibald, High Sheriff, sold to William Cunard, for \$6,000.00, property that was the result of a court ruling of Equity of Redemption against David Falconer and Conrod Oland, et al. The highest bidder was to pay off the mortgage. This included water and land lots, and the land formerly owned by George Dawson and the boundary line between John Payzant and Falconer property and Conrad George Oland, containing 31,500 feet.

March 11, 1890 — Ellen Boland, widow, and David Boland, carpenter, et al, sold to William Stairs, for \$500.00, the land of the late Dennis Boland, next to the land of the late James Synott, to the William Stairs land to Kenny Road then 540 feet to Ellen Boland property.

April 17, 1890 — Frederick Scarfe, manufacturer, and Ann, sold to Henry Walter Scarfe, carpenter, for one dollar, a lot on the east boundary off the Common, to Philip Lahey’s land by 86 feet by 80 feet containing 14 11/16 roods.

May 2, 1890 — Edward and Harriet Nowland, Indian, sold to James O’Toole, for \$1,120.00, a lot at First Lake, next to William Roome to Patrick Murphy.

James O'Toole, caulker, and Jane, then sold to John Cooper, labourer, for \$900.00, the same lot.

May 16, 1890 — Archibald Beck and Lizzie, sold to William Brooks, for \$600.00, a lot on the corner of Water Street and South Street, up to Frances Drake property.

May 30, 1890 — Charles Blanchard sold to George VanBuskirk, for \$3,000.00, a property on the south side of Quarrel Street, starting at John Lewis lot, 30 feet on Quarrel Street, to the Baptist Church lot, also lot number 4 of the letter 'K' at the corner of King Street and Quarrel Street, 60 feet by 60 feet square.

May 30, 1890 — William Fraser sold to Ann Hutchinson, wife of Albert Hutchinson, ice dealer, for \$400.00, lots 14, 15, 16, 17 and 18 on the north side of the Dartmouth to Preston Road, east of Tony Street to the line of Hutchinson to Keddy property.

June 5, 1890 — Lydia Ross, widow, sold to Edmund Bent, for \$600.00, the lot number 8 of the Thomas Boggs division on Tulip Street and Dahlia Street.

June 17, 1890 — James Thompson sold to William Bissett, for \$800.00, a lot on the South East Passage Road.

June 20, 1890 — William Fraser sold to Nathan Keddy, mechanic, for \$100.00, a lot on Nowland Street, being lot number 33.

July 11, 1890 — Henry Elliot, architect, and Thomas Elliot, builder, sold to Alfred Elliot, town clerk, for \$750.00, a lot that was part of the estate of the late Jonathan Elliot, located on King and North Street to the lot of Mrs. Dodson.

July 19, 1890 — The Halifax-Dartmouth Steam Ferry Company Limited sold to the Dartmouth Ferry Commission, their property on the waterfront for \$10,000.00, in addition of the \$30,000.00 to be paid for the sale of the property that included 2 lots in letter 'U', and number 7 in letter 'W' with water lots in front of letter 'N', and letter 'B' and 'C', also town lots on the south side of Quarrel Street and part of the premises formerly owned by Robert Jackson on Water Street.

August 9, 1890 — John Payzant, executor for Hugh Hartshorne, sold to Isaac Leslie, for \$400.00, a lot on the south side of Portland Street, up to the Alexander Hutt property to the Misener property.

August 11, 1890 — William McNutt, et al, sold to Albert Swaffer, nail cutter, for \$150.00, the lots 2 and 22 on the Fairbank plan of the division of Henry

Hill land and the west side of Hester Street, to the Bedford Road, where it intersects the Mill Road to Hester Street.

August 21, 1890 — William McNutt sold to Simon Harris, bottler, for \$110.00, the lot number 54 on the Fairbank property on Hester Street, next to Charles Brodie, for 137 feet to lot 53.

August 22, 1890 — The Chebucto Marine Railway Company, sold to the Halifax Graving Dock Company, for \$120,000.00, a total of 7 lots in the Dartmouth Cove area, Boggs Street, Water Street, Prince Edward Street, King Street and several water lots.

August 26, 1890 — Dominick Farrell and Marie Louise, sold to the School Commissioners of Dartmouth, for \$275.00, a lot at the corner of Tufts Cove and Windmill Road at the north boundary of Dartmouth on the road to Bedford.

August 27, 1890 — David Johns, builder, gave to the Town of Dartmouth for the general use of the public, and Her Majesty's subjects, a free and open right of way, the south half of Ochterloney Street to Quarrel Street, along the Campbell property. This area is to be used as a public highway or street.

Also on August 27, 1890 — David Johns sold to the Town of Dartmouth School Commissioners, for \$2,675.00, a lot on Ochterloney Street near Pine Street, next to Campbell property, to John White property to the Pine Street extension.

August 28, 1890 — John MacLaughlan sold to James Gray, clerk, for \$1,500.00, a lot next to the Dartmouth Common, number 38 and 39 on Fairbanks Street to Hare Lane to Water Street and Cliff Street.

September 3, 1890 — Martha Wisdom, et al, sold to Alfred Stuart, printer, for \$900.00, a property on the east side of Water Street near Boggs Street to the property of Alexander Lyle.

September 17, 1890 — Charles Young and Mary, insurance clerk, sold to John Watt, plumber, for \$250.00, a lot on the south side of a road leading from Bishop Street to the Anderson farm, to the Burton estate to Edward Bowes property.

September 18, 1890 — Elizabeth Stewart, widow, sold to Georgianna Grant, wife of Henry Grant, for \$2,100.00, part of the lot number 5 in Prince Arthur Park up to lot number 3.

September 20, 1890 — Richard and Arabella Armstrong sold to Charles Lydiard, for \$600.00, 11 acres of the Manor Hill farm.

November 21, 1890 — Arthur Johnston sold to the Dartmouth School Board Commissioners, for \$500.00, a property, 100 feet by 76 feet by 120 feet by 108 feet on the South East Passage Road.

December 23, 1890 — Joseph Williams, ship carpenter, sold to Edward Williams, ship carpenter, for \$175.00, a lot on the west side of Fairbanks Street.

October 3, 1890 — Edward Bowes sold to James Gordon, for \$500.00, part of lot number 4 of the Creighton estate to the canal, to a new street called Erskine Street to Bishop Street.

October 29, 1890 — David Johns, builder, sold to Archibald Beck, tailor, for \$1,000.00, property on Ochterloney Street next to the school site and the property of the Starr Manufacturing Company to the Land Improvement Company, 5 lots of John's division of the Falconer property.

1891

Federal Acts – nil

Provincial Statutes

A Bill to Incorporate the Dartmouth Manufacturing Company was agreed to.

For the year 1890 — there were 1,064 vessels arrived in Halifax Harbour from British and Foreign ports. From coastal ports there were 4,381 vessels.

January 1 — The number of vessels in the harbour included the following ... 5 steamers, 1 ship, 1 barque, 1 brig, 5 brigantines and 35 schooners. Not included were fishing vessels and any vessel laid up for repairs, etc. or refitting.

January 6 — Arrangements have been made by the different denominations in Dartmouth, for holding union services. Meetings were to be held each evening, except Wednesday, at the Baptist Church on King Street, at 8 o'clock. A preparatory meeting will be held in one of the classrooms of the church at 20 minutes before the regular meeting. On Wednesday evening each denomination will hold their prayer meeting, as usual in their own vestries.

On Sunday evening next at the close of the services in the different churches, a general meeting will be held in the Reform club hall, and led by Reverend Mr. George, who was Pastor of the Presbyterian Church. The committees having the meetings in charge, have decided it best to depart somewhat from the order of subjects suggested by the Evangelical Alliance, and will make the meetings for the last three evenings of the week largely evangelical in their character.

On Thursday evening the services will be directed to the interest of the young people of Dartmouth. The Pastor of the Methodist church will preside this evening.

In Halifax there were 4 deaths reported from Diphtheria. The danger is that parents allow this disease to get a fatal hold of the child before calling in medical assistance.

January 14, the 27th annual meeting of the shipwrights and caulkers association was held at the Reform Hall in Dartmouth. The following were elected President — William Tierney, Vice President — Alexander Fraser, Treasurer — Thomas McConkey, Secretary — William O'Brien, Assistant Secretary — D. D. O'Brien, Investing Committee — John Hollett, Jeremiah Tewcomey, Phillip Mitchell, William Day, and John Chisholm, Auditing Committee — William Tierney, John Chisholm and Alex Fraser.

The ex-president, John Chisholm returned thanks to the members for their confidence placed in him for the last 5 years, and congratulated the members on the present condition of the society.

January 23, regarding the public water system for Dartmouth, a public meeting for the ratepayers was announced to be held on Monday, January 26. T. C. Keeler, H. A. Gray, and A. E. Hill will give reports. These were all civil engineers. The meeting will recognize the necessity of a water supply by gravitation, for domestic, manufacturing and fire purposes.

Also a committee and the Mayor's report. This report will include the following... the Engineer's report; 2. the Plan of the district embracing Lamont and Topsail Lakes; 3. the report of E. H. Keating, C. E.; 4. a report on behalf of the Town Council, signed by the Mayor, James Simmons and Alfred Elliott, the Town clerk on the January 21 of the year 1889; and 5. a letter from W. A. Hendry, county surveyor, and various other documents relative to the subject.

One of the Committee, Mr. John McElmon, a practical millwright, took measurements of the water discharging from Lamont and Topsail Lakes at their lowest point. Then along with Henry Walker and John Lawlor, they visited Spider Lake, then traveled the area between that lake and the bend of the Waverley road near the junction with Montaque Road. Their first conclusion was Spider Lake, but this was too expensive. Their second choice was Topsail and Lamont Lakes.

The matter of sewage was to construct both sewer lines and water lines together.

Generally the committee recommended that the Act of the Legislature be amended or readjusted in such a way as to provide that the introduction of the water supply, as well as the subsequent administrator of the system be under the control of a committee of the Town Council, consisting of the Mayor and 3 councilors, associated with two ratepayers who shall be elected by the ratepayers at large in the same manner, and having the same qualification as the Mayor.

This was signed on January 14, 1891 by W. H. Weeks and the chairman of the Committee, consisting of James Simmons, H. C. Walker, James R. Ormon, John N. McElmon, John Lawlor, Robert Wirell Sr., and J. Walter Allison.

On January 26, at a meeting of the Ratepayers, the following resolution was moved by P. M. Morrison and seconded by L. S. Payzant ... That the report of the citizens committee presented at this meeting and the recommendation of the town Council be adopted, and that the council be authorized and instructed to apply to the Legislature at its next session for the authority to borrow the sum of \$100,000.00 for the purpose of providing a water supply and a system of sewage for the town ...

This was adopted, 70 for and 20 against. The speakers in favor of the motion included Dr. Weeks, Dr. Cunningham, B. A. Weston, J. T. Settle, A. Lloy, J. E. Leadly and R. Wiswell Sr.

The meeting approved the draft act, submitted and the council was authorized and instructed to procure the enactment of the proposed Act by the Legislature.

On January 17, a rather lengthy complaint was published in the Morning Herald, newspaper, about the Halifax and Dartmouth Ferry. It was signed by ... "A Lover of Fair Play". This report listed many things that could be corrected and also improved upon.

On January 27, the Dartmouth Firemen held their sports, at the rink. The ice was all that could be desired. There were eleven different events. This was a great success financially and otherwise.

On February 10, an article was published about the ship building industry in Nova Scotia. It stated the following ... In Nova Scotia, shipbuilding has been revived.

In 1887, Nova Scotia built 87 vessels for a total of 12,300 tons.

In 1888, Nova Scotia built 116 vessels for a total of 12,900 tons.

In 1889, Nova Scotia built 126 vessels for a total of 19,645 tons.

In 1890, Nova Scotia built 148 vessels for a total of 33,746 tons.

Of the vessels built in Nova Scotia, in 1890, a total of 3 were over 1,200 tons, one was over 1,500 tons, one over 1,700 tons, and one was over 2,200 tons. There are a great number of barquentine and brigantines from 450 to 600 tons. The other vessels were large and small schooners. The large schooners range from 150 to 639 tons.

In Parrsboro they are building 8 vessels between this range of tonnage. Nova Scotia appears to be building a very fine class of schooners. In the Town of Windsor the vessels built last year totaled 10,500 tons.

One of the major spin off effects of the ship building industry was in Lighthouses and Lights.

In 1878, there were 427 light stations, 518 lighthouses and 2 foghorns. In 1890 there were 599 light stations, 705 lighthouses and 32 foghorns. In 1878, there were 865 buoys and 63 beacons and in 1890, there were 1,841 buoys and 87 beacons.

General Improvement — The government has expended no less than \$17,392,355.00 on Marine service since confederation.

The record of wrecks and casualties in Canadian waters shows that while 533 casualties occurred in 1879, only 242 occurred in 1890. Also, while 339 lives were lost and the amount of money lost in 1879 was \$4,119,233.00. In 1890 the loss of men were 64 lives and that cost \$1,194,567.00 ... “Canada’s lights are free as air to the shipping of the world” ...

The value of Fisheries from 1879 to 1889 shows from 13 million to 17 million in dollars. Also there was a surplus of 3,608 men between 1879 and 1889.

On May 21, 1891, the Mayor was served with a “writ” issued by the Dominion Government. The Mayor reported the service of a writ upon him, issued by the Dominion Government, for \$20,000.00. This was the amount of the Railway subsidy claimed by the Government. The issue was then referred to a committee after a considerable discussion.

The public property committee reported that Gordon Khun offered \$10.00 a year rent for the Lamont Lake property, reserving the water privilege to the town.

The committee recommended that street lamps be placed on Portland Street, also the corner of Wilson’s Lane, and another on Dahlia Street near Alex McKay’s corner.

Councilors Austen and Johnston were appointed representatives of the Council on the Water Commission.

A letter was read from the County Clerk, stating that Dartmouth’s share of the County rates for this year was \$614.00.

A report was read from Mr. Bowman, Dominion analyst, that he had taken a sample of water from Lamont Lake on April 27, and he found the water from a sanitary point of view, to be good and well suited as a source of supply for domestic and other purposes.

On June 16, a meeting was held by the board of Water Commissioners of the Town of Dartmouth, and it was decided to advertise for applications for the position of a Hydraulic Engineer. This was for the purpose of constructing a water supply for the town, and also a system of sewerage. These applications would be received until June 23 of this year (1891).

At the July 1st School Board meeting, the Board approved the organization of, "Bands of Mercy", in the schools, as represented by the Society and agreed that the last half hour on Friday afternoon be devoted to the organization and the work of such bands.

On July 1st a celebration was held for the 24th anniversary of Confederation. The Government offices were closed. The flags were flown from the war ships and they fired a salute. This salute was then answered by the cannons on the Fort Citadel ramparts.

A baseball game was played between the Halifax Wanderers and the Dartmouth Chebuctos.

On July 3, the cornerstone was laid at the St. Peter's new church on Maple Street. This was laid by His Grace the Archbishop, along with the appropriate services. There was a large assemblage from Halifax along with those from Dartmouth, to attend this ceremony.

On July 11, the Ladies Rowing Club arranged to have pair oar races on July 15. They were to start at Mr. Ritchie's wharf and then finish at Franklyn's Wharf. There were a total of 17 entries listed for these races.

The Royal Nova Scotia Yacht Squadron had to cancel part of their regatta, due to the sea being so rough, and the wind too high for any canoes events or even sculls to compete. These races were all postponed.

On August 26, the contract for the Screen and Valve Houses at Lamont Lake was awarded to W. Sutherland at Mt. Dominion for the sum of \$800.00.

Engineer Dodwell had men take away the old dam and prepare for a new one to be built. Also tenders were called to take away the old mill on the Lake Lamont property. This was exclusive of the machinery and to utilize the stone in its foundation for the walls of the screen house.

In September, it was announced that the Starr Manufacturing Company will have a screw making machine in motion at the Paris Exhibition.

By advertisement, the Dartmouth Water Commissioners will ask for tenders for the excavating of about 2 miles of trenches for a water main. These tenders will be received on or before Saturday, September 19.

The Teacher licence examination for Halifax County for the year 1891 included, Grade 'B' licence to Thomas McKay, Dartmouth. Also Grade 'C' licences were awarded to Mary F. Bell, Lilian W. Settle and Olga F. Allen.

The total number of Teachers receiving licences in the Province of Nova Scotia were as follows ... Grade 'A' - 5, Grade 'B' - 48 and Grade 'C' - 240.

On October 27, the Water Commission considered the advisability of putting water meters in houses. This would conserve the water supply, but add to the general expense of the system.

Contractor Sutherland brought 50 Italian labourers and they are now living on the old Lamont homestead, which was rebuilt to accommodate them.

A report was received that the Donaldson Shipping Line has decided to resume their regular winter sailing between Glasgow, Scotland and Halifax Harbour. They will commence with the *Warwick*, which will leave Glasgow on November 20.

In November it was reported that Mr. A. P. Towns has constructed a mill for grinding spices on his premises on Windmill Road. Mr. E. H. Whelpley is putting up the machinery.

The Dartmouth steam fire engine is having a new set of boiler tubes put in by the Webber Boiler Works. The city fire department has loaned to the Ferry Commission the *Chebucto* steamer number 4, while the work is in progress. The *Chebucto* was taken over by W. H. Green.

On November 19, the Dartmouth ferry steamer, *Annex*, while leaving her dock at 11 P.M., then collided with a log in the middle of the harbour. This log jammed in her paddle and rendered the ferry useless. The Captain blew the whistle for a long time before any assistance came. About 12:30 the steam ferry *MicMac* put off for assistance. After a long time the *Annex*, was finally towed over to Dartmouth. The passengers that started out at 11 o'clock, did not arrive in Halifax until 2:35.

The Dartmouth Agriculture Society's, Holstein Bull, "Wapta", took second prize at the Provincial Exhibition. Some of the offspring are now being entered in the Provincial Exhibitions. This bull has been doing very good service to the farmers in this vicinity.

The new officers appointed in the Dartmouth Agriculture Society were, President G. J. Troop, Vice President George Stairs, Secretary Edward Foster, Treasurer J. B. McLean, Directors R. Settle, G. J. Keeler. A. Lloy, George Oland, W. H. Green, Auditors E. McLennon and W. C. Bishop.

The Exhibition building is in bad repair. The meeting was adjourned until December 4, to see if something could be done to raise funds.

On December 31, the Dartmouth Ferry Commission sold a lot of land on Water Street to the Dominion Government for \$4,500.00.

John Ingraham sold to the Dartmouth Methodist Church trustees, a lot of land on the north side of Ochterloney Street, for \$825.00.

Shipping news on December 31, 1891, included the following ... 6 schooners arrived and 12 schooners were cleared. The vessels in port included 11 steamers, 1 ship, 3 barques, 5 barquentines and 53 schooners. The fishing vessels and those laid up were not included.

January 15, 1891 — Thomas Jenkins, et al, sold to Artemas Eisnor, for \$310.00, a lot on Fairbanks Street next to the Joseph Williams to Charles Drysdale property, to Water Street over to the Newman property.

January 15, 1891 — Henry Walker and Mary sold to William Walker, for \$800.00, a lot on the south side of Quarrel Street to Captain Stanley Swain property.

February 1, 1891 — Duncan Waddell, Gentleman, sold to John Forsythe, trader, for \$2,800.00, a lot on Water Street next to James W. Tufts and then to the Railway property.

February 9, 1891 — Duncan Waddell sold to Maria Little, wife of James Little, for \$500.00, a lot on Portland Street, fronting on Warren's Lane.

February 28, 1891 — John White and Rebecca sold to Edmund Walker, merchant, for \$500.00, a lot on Myrtle Street, next to Frederick Roach, 120 feet to the Newcombe property. Also lots 6 and 7 of the Gillard property on Pine Street, to Isners land.

February 28, 1891 — John White and Rebecca, sold to Edmund Walker, for \$2,000.00, the "Balmoral" property, formerly owned by John Esson, about 50 acres.

March 21, 1891 — Angus MacDonald, nail cutter, requested Joseph Allen to reconvey a lot to him for one dollar, the lot number 24 of the James Austen subdivision, located on Rose Street.

April 7, 1891 — Lewis Parker and Harriet sold to Malcolm Morrison, merchant, for \$1,300.00, a part of the O'Brien property on Wentworth Street.

April 9, 1891 — David O'Donoghue and Catherine sold to James O'Toole, caulker, for \$1,100.00, a lot on King Street to Ochterloney Street.

May 1, 1891 — James Hefler and Bridget sold to William MacDonald, labourer, for \$4750.00, a lot in the Fairfield property on Henry Street to Pelzant Street. Hefler then sold to John Stairs, manufacturer, for \$50.00, a lot in the Fairfield property on John Street next to lot 69.

May 11, 1891 — William and Margaret Whebby sold to Mary Hutchinson, wife of Alexander Hutchinson, for \$725.00, for a lot on Ochterloney Street to the west side of Pine Street, which was lots 2 and 3 of the Falconer property.

May 15, 1891 — William and Louise Elliot sold to Timothy Ruggles, for \$950.00, a lot on the west side of Wentworth Street, and the south side of Church Street, 90 feet by 120 feet.

May 27, 1891 — Edward Allen sold to Thomas Stevens, bookkeeper, for \$400.00, a one quarter share of the Allen property on the west side of King Street to the corner of Quarrel Street. Also a lot on Quarrel Street to the widow Bartling property in the letter 'S'.

May 29, 1891 — William Wentzell and Hannah, ship carpenter, sold to Archibald Beck, tailor, for \$500.00, a lot on Judge James estate, up to E. L. Thorne's property.

June 8, 1891 — Archibald and Lizzie Beck sold to John Burton, for \$325.00, the lots 3 and 4 of the Lyle property on Boggs Street to Prince Edward Street.

July 7, 1891 — Stetson Rogers sold to Sarah Leet, for \$100.00, a lot on the north side of Broome Street, and the west line of Maple Street, being the lot number 14 of the Gillard lots.

July 22, 1891 — James Austen, et al, sold to Charles Bonar, for \$68.00, the lot number 13 of the field property between Maynard's Lake and the Cole Harbour Road.

August 21, 1891 — Duncan Waddell sold to John Young, ship builder, for \$1,400.00, a lot on the Dartmouth Common, next to the Roman Catholic Burying Ground, called lot number 4, by the road to the Windmill.

October 3, 1891 — Albert Malconey and Sarah, farmer, sold to the Dartmouth Water Commission, for \$200.00, a lot on Preston Road to the shore of Topsail Lake at Robert Humphrey's to the land of John Cross and Stephen York.

October 21, 1891 — Frederick Winock, labourer, sold to Frederick Walker, carpenter, for \$400.00, the lot number 18 of the Austen subdivision on Dahlia Street.

October 23, 1891 — Benjamin Gray sold to George Shiels, Esquire, for \$475.00, the lots 1, 2, 3 and 4 on the north side of Ochterloney Street to Maple Street, next to the Dennis Dailey property.

November 11, 1891 — Mary Oakes, spinster, sold to Margaret Wilson, for \$4,440.00, the lot number 1 on the Eastern Passage Road, being part of the property of Parker and Payzant and Cusack on the west side of the road next to the property of Arthur Johnston.

November 26, 1891 — Charles Harvey and Mary, sold to Francis Coastman, for \$195.00, his lot number 6 on Harvey Street and the South East Passage Road.

December 26, 1891 — John Ingraham sold to the Trustees of the Methodist Church in Dartmouth, for \$825.00, a lot on the south side of Ochterloney Street measuring 66 feet by 121 feet by 66 feet by 121 feet. These trustees were James Angwin, William K. Angwin, Alfred Smallwood, Johnston Chittick, Edward Stanley, John Leadly, and William Tuttle.

Federal Acts

Chapter 74 — An Act respecting the Nova Scotia Steel and Forge Company Limited.

Provincial Statutes

This year there were 4 Acts passed regarding the Town of Dartmouth.

1. A Bill to amend the Acts of 1890, regarding the Dartmouth and Halifax Public Ferry.
2. A Bill regarding the petition of the Dartmouth Mayor and Council.
3. A Bill to amend chapter 63 of the Acts of 1891. This was to provide for supplying the Town of Dartmouth with water and sewerage.
4. A Bill to amend the Town's incorporation Act.

On January 4, there was a narrow escape from a very frightful death for a dozen passengers on the Intercolonial Railway. This accident took place near the Ropeworks railway siding. The engine left the railway tracks, and plunged down the embankment, about 6 feet high and landed in the harbour. It then turned over on its side. Most of the passengers were women and children. They were immediately evacuated from the passenger car.

The engineer and the firemen were saved, along with everybody else. The driver was Mr. H. Smith, fireman Maurice Shea, and the conductor was Mr. Upham. A total of 12 people were involved in the accident.

The passengers were Dr. Woodbury, and his son Frank Woodbury. Mr. Craig, principal of the Dartmouth School. Mrs. G. Creighton, with 2 children, age 4 years and 7 years. Two teachers, Miss Godfrey and Miss Rice and 3 train hands and a brakeman. The total was 12 people. The fire in the engine was put out immediately because the tide was high.

On February 2, the municipal election was held in Dartmouth.

On January 9, the Dartmouth Ropeworks was sold to the National Cordage Company.

During the municipal election, Mayor Scarfe retired. Also retired were Councilor W. H. Stevens in Ward 1, J. B. McLean in Ward 2 and George A. Crathorne in Ward 3.

For these vacancies included: Mayor John C. Oland and B. H. Eaton. Councilors in Ward 1 – John Dorman. Ward 2 – Dr. Cunningham and J. Lawlor. Ward 3 – Peter Douglas and ex councilor, W. H. Sterns.

The results of the election included John C. Oland being elected Mayor. Ward 1 was won by John F. Anderson and Joseph H. Austen. Ward 2 was won by John D. McLean and E. M. Walker. Ward 3 was won by W. H. Sterns and Arthur C. Johnston.

The annual meeting of the Shipwrights and Caulkers Association was held at the Reform club hall. The officers elected were, President William Tierney, Vice President Alex Fraser, Treasurer Thomas McConkey, Secretary Michael O'Brien, Assistant Secretary D. K. O'Brien, Auditing Committee William Tierney, Alex Fraser, and John Chisholm. Investigating committee John Duff, John Hollett, Philip Mitchell, William Day and John Chisholm.

On January 19, the contractor of the Dartmouth Water Works, Mr. D. Sutherland has about 70 men still at work. The pipes are laid from Lamont Lake, to the deep cut at Hutchinson's Hill, and from Squire Farquharson's to John Bell's home. Also from John Graham's to Pine Street, with only one short break at the upper canal bridge.

A report on February 29 stated, the icemen have their ice supply now housed and nearly all the buildings are filled. The work was stopped on February 26, due to the softness of the ice.

On March 24, at a town council meeting it was resolved to ask the Ferry Commission for a detailed statement of the deficiency said to exist in their accounts for the year 1890 – 1891.

On April 2, Mayor Oland received a requisition from a number of ratepayers, desiring him to call a meeting of the ratepayers to have the original town charter of 1873, restored to the Town, claiming that in many respects, was more advantageous for the town, than the town Incorporation Act. Twelve prominent people signed this requisition.

On April 24, the Water Commission commenced work on the distributing water pipes and sewers on Ochterloney Street at the foot of Pine Street. Mr. F. Scarfe has been appointed foreman of Works. About 50 more men will be put on, and more will be required in a few days.

May 6, the trenches for the water pipes have extended down Ochterloney Street and along Water Street.

There are also 50 Italians working now. There are numerous delays caused by the large slate rock formations throughout the area. Plans are being made to take out these rocks by using steam drill power.

The contract between the water commission and Mr. Hayward of Waverley has been signed at last, and he will commence on the rock excavation on King Street.

The Board has about 125 workmen, besides Mr. Hayward's crew and his boiler operations for the trenches, etc. There are also a large number of teams employed in various parts of the town.

On June 3, a family named Smith reported a case of Diphtheria in Dartmouth. They had lately moved over from Halifax. Their residences are on Water Street, and have been placarded, and a sanitary policeman is placed on duty there.

Thomas Savage, who had a child sick with Diphtheria was summoned by the sanitary inspector for going on board the public ferry, without having his clothing disinfected. His daughter Mary was also summoned for going into the post office, and several stores, without being disinfected, which is contrary to the regulations of the board of health,

As the unfortunate family have another sick child, reported this morning as a light case, with the same dreaded disease, and the person charged could not come into court without again violating the law, their cases were continued.

The Board of Health has ordered 1,000 copies of the regulations adopted by the Board last year, relative to infectious diseases printed and distributed for public information.

By June 25, the Diphtheria patients of Thomas Savage have recovered. The first child who got the disease died. Four others took sick but they recovered. The house has been disinfected and the sanitary guard has been removed.

In June, it was reported from contractor Hayward, that while his crew was blasting on Quarrel Street, next to Central School, during recess a blast occurred, while the children were playing in the schoolyard. A shower of stones struck the building and several windows were broken.

On July 8, a number of citizens and the town council, with Dr. Milson and Dr. Weeks, assembled at the Town Hall. Dr. Finn explained the working model of a system of House drainage. This was based on the latest discoveries in the science of house sanitation. This was well timed because so many people are now putting in their plumbing apparatus of their homes.

On July 28, it was reported that Christ Church will hold its annual picnic (Sunday School) at Donaldson's grounds at Birch Cove in Bedford Basin.

On July 29, a report stated that 60 incandescent lights (electric) that were put up in the streets, give more light than most people expected. Lights are also now in shops and dwellings. Also seven electric lights were placed in the public reading room. The ferry commission has several lights in their building and also in the approaches to the building.

In September, the Dartmouth schools reported that Central School has 6 teachers and 296 students. Greenvale School has 4 teachers, including kindergarten, and 289 pupils. Park School has 4 teachers and 224 pupils. Hawthorne School has 2 teachers and 103 pupils. Woodside has one teacher for 51 pupils. Tufts Cove has 1 teacher with 58 pupils. The total is 1,021 students.

On September 5, it was reported that the Water commission has taken over the pipeline from Contractor Sutherland, and the board is completing the works and making tight the leaky pipes.

Lake Lamont and Lake Topsail are now filled to capacity with water and a considerable stream is running over the wastewater weir. It was also reported that quite a number of applications have been requested for a water connection to private dwellings.

At Turtle Grove, the Turtle Grove Recreation Club has held their annual sports events. There were 18 different events. A special prize for winning the most events went to Hal G. Crathorne.

On Saturday, September 2 the colored Baptist Association met for its 39th session in the Dartmouth lake church. The moderator was the Reverend E. Dixon, who presided over the occasion.

Ten different churches were represented, with 20 delegates and other brethren. On Sunday the services were held in the Reform Club, all day long, including a 7 o'clock evening sermon by the Reverend Mr. Dixon.

On September 17, the Turtle Grove Recreation Club defeated the Y.M.C.A. cricket club by 2 runs and 5 wickets. This was held on the grounds of the Turtle Grove Recreational Club.

September 28, the Committee on High School reported that they deem it not only feasible, but very desirable that Grade D of the High School work, be taught in Dartmouth, and that the work begin on November 1. The entire cost (extra) of the department would not exceed \$80.00. The extra grant from the Government would be \$100.00 per year. The committee therefore recommended the establishment of the High School. The report was adopted.

Also on September 28 the old *MicMac* ferryboat is again doing service on the ferry route. When the World's Fair Commissioner was in Halifax a short time ago, it is said he secured plans for a working model of the old relic, to be placed in position (on display) at the World's Exposition, next year.

On September 29, an outbreak of Diphtheria resulted in two children's death. Guards were put on two houses because it was rumored that Scarlet Fever had existed before the outbreak of Diphtheria at the home of Henry Warren.

October 16, the contract for building the new post office in Dartmouth was awarded to Rhodes, Curry and Company. The Post Office will be brick with stone trimmings.

On October 10, Eb Moseley's boat shop, near his wharf, was destroyed by fire. The building burned with considerable fierceness for over an hour. The flames cast a very bright light. Also besides the boat shop, several sheds were burned.

On October 11, The Board of Health recommended that 5 families have their homes vacated within 10 days because they were found to be unfit for dwelling houses. Also the public health is endangered. These buildings were commonly called the, "Barracks".

On Tuesday, October 18, a collision happened between the Ferry Steamer, *Halifax*, and the schooner, *Quickstep*. When the schooner was going up the harbour, the ferry assumed it was to continue, but instead it collided with the *Halifax*, steam ferry. There was considerable damage to both vessels. On the ferry the ladies cabin was thoroughly demolished.

Also in October, at a meeting of the Water Commission, Alfred Elliot, the town clerk, was formally appointed clerk and treasurer of the water board. Commissioner Johnson, who had been acting secretary, transferred the books, accounts, and cash on hand, to Mr. Elliot.

On November 15, the annual meeting of the Dartmouth Agriculture Society was held. The finances were found to be in a healthy state with over \$600.00 to credit. The officers were to decide if the County Exhibition, next year, would be held in Dartmouth.

The election of officers included G. J. Troop – President, George Stairs– Vice President, Edward Foster – Secretary, J. B. McLean – Treasurer, and C. J. Keeler, G. W. C. Oland, W. H. Green, and R. Settle Junior as Directors. The Auditors would be W. C. Bishop and Edward McLennan.

On November 18, the Water Commission decided to extend the water pipe line on King Street to go south to Evans Boiler Works to supply his building, as well as to the Marine Railway (or shipyard) and to others. The pipes are now laid on King Street as far as Green Street. Arch Awalt has been awarded the contract and will go ahead with the work, at once.

The Block House hill extention and Prince Edward Street and Church Street and Wentworth Streets will not be undertaken at present.

On November 17, the Chebuctos tug of war tournament was held at the Dartmouth Rink. Over 1,000 people were in attendance and over half of these were from Halifax.

The Truckmen won the Heavy weight pull, and the Woodside team won the Light weight pull. Involved were the Turtle Grove team, St. Mary's, the Hibernians, the Mutuels, Woodside, Acadians, and the Dartmouth Chebuctos, and the Milk Dealers.

On December 12, the steamer, *Havana*, which has been at the Dartmouth Marine slip being repaired and sheathed, preparatory to commencing service on the Newfoundland coast, came off the Marine slip after completion of the work. She will be commanded by Captain Pye.

On December 16, Mr. William Patterson will run the skating rink business again this winter. He has secured the Exhibition building by tender from the Company, paying \$120.00 for the year. The Company will reserve 10 days use for an exhibition, if required. Patterson has had the rink for several winters past.

January 2, 1892 — Charles Harvey and Mary, sold to Martha Corkum, for \$210.00, the lot number 7 of the Harvey division, on Albert Street and the South Eastern Passage Road, next to the James Chappel lot and the Robert Dickson lot.

January 6, 1892 — Albert Wisdom and Martha, grocer, sold to Archibald Awalt, foreman, for \$100.00, a lot next to lot number 71 of the Austen subdivision, on Rose Street and Beech Street.

March 30, 1892 — John and Margaret Crook, blacksmith, sold to Arthur Barkhouse, farmer, for \$90.00, the lot number 20 of the Thomas Boggs division on Tulip Street.

April 2, 1892 — Marie Seldon, spinster, sold to Martin Eager, druggist, for \$1,650.00, the lot number 5 of the letter 'Y', on Church Street and Prince Edward Street.

May 9, 1892 — Charles Robson and Elizabeth, bank agent, sold to Montague Smith, M.D., for \$4,450.00, the lot number 33 at the junction of Quarrel Street and Dundas Street (formerly Tremain Street) next to the property of Nathaniel Russell and the lot owned by Charles Robson.

June 8, 1892 — Annie Wilson, widow, sold to Douglas Wilson, for \$600.00, the north part of the lot number 10 of the letter 'R' on Water Street, up to the property of Coleman, then to John Murphy property and over to the property of Joseph Harris.

June 17, 1892 — James Lawlor, clerk, and Isabel Lawlor, widow, sold to William Tuttle, merchant, for \$3,200.00, a property on the south side of Portland Street and Prince Edward Street, over to the property of Mr. Glendenning.

July 4, 1892 — George Claythorne and Elizabeth, miller, sold to Frank Hyde, Gentleman, for \$1,500.00, a water lot that was east of the Windmill Road to the property of Frank Hyde to a field occupied by Claythorne to a public dock, reserving the Railway track.

July 11, 1892 — Frank Hyde and Bessie, Gentleman, sold to the Dartmouth Manufacturing Company, for \$1,500.00, a water lot and land east of Windmill Road to Craythorne field to a public dock.

July 21, 1892 — William Esson, merchant, sold to Aubrey Hunt, for \$600.00, a lot on King Street and south to Prince Edward Street, then north to a lane, eleven feet wide, laid out by Adam Esson.

August 31, 1892 — Aubrey Hunt, clerk, sold to the Reverend John Forrest, clergyman, Trustee of Isabella Creighton, wife of Henry S. Creighton, for \$500.00, a lot at the intersection of Boggs Street to King Street, called lot number 1 in Aubrey Hunt property that he purchased from William Esson.

September 1, 1892 — The executors of Duncan Waddell sold to Salter R. Dares, carpenter, for \$400.00, a lot on the corner of Portland Street and Warren Street called lot number 1, 95 feet by 45 feet.

September 7, 1892 — The executors of the late Edward Jost, sold to Ronald Blakely, seaman, for \$100.00, the lot number 48 on Fairbanks plan of the Henry Hill property on the east side of Hester Street.

September 7, 1892 — William Whebby and Margaret, carpenter, sold to Mary Hutchinson, wife of Alexander Hutchinson, for \$275.00, a property on Ochterloney Street the lot number 1 in the Falconer homestead, next to McCleave's property.

September 19, 1892 — William Warner sold to Andrew McDonald, yeoman, for \$100.00, the real estate of Ellen Walsh, widow, on Windmill Road on the northeast corner of Scarfe's hill and Windmill Road to the Peter Douglas property then south to James Ormon property, to Fairbanks Street then north for 100 feet to Scarfe's hill.

September 29, 1892 — Mary Hutchinson, et al, sold to Benjamin McCleave, for \$129.00, for a lot on Ochterloney Street, which was part of the lot number 1 of the Falconer property next to the Whebby property.

October 1, 1892 — George Roome, clerk, sold to Robert Murray, for \$205.00, lots number 50 and 51 of the Arthur Johnston division, on the west side of the Eastern Passage Road near Arthur Street.

October 6, 1892 — George Stairs, and Helen, sold to George Foote, bookkeeper, for \$1,500.00, a property on the Dartmouth to Sackville Road, and to Halifax Harbour, by 164 feet to John Donald's property.

October 15, 1892 — The executors of Alexander James sold to Harriet James executors, for \$15.00, a part of the lot number 7 of the Judge James property on Mulgrave Street, on the Cole Harbour Road and the corner of Erskine Street.

October 20, 1892 — Alfred Cogswell, and Sarah, dentist, sold to the Dartmouth Gas Electric Light and Power Company Limited, for one dollar, the land on the north side of Ochterloney Street to Maple Street, 4 lots of the Austen subdivision near the corner of Dennis Daley land.

October 26, 1892 — Edward Stanley sold to John R. Patterson, mechanic, for \$900.00, a property on the east side of Wentworth Street and Portland Street, 137 feet by 27 feet.

October 27, 1892 — William McIntosh Senior, farmer, sold to William McIntosh Jr., farmer, for \$1,320.00, for a 400 acre farm lot near Lake Charles and the grant to William Reeves, also another lot on the west side of Lake Charles, about 100 acres.

November 15, 1892 — John Stairs, executor for Robert Waddell, sold to Edward Stanley, engineer, for \$400.00, the lot number 4 of the Tremain estate, near King Street and Green Street, 65 feet by 35 feet by 60 feet by 30 feet.

December 1, 1892 — Anne Brooks, wife of George Brooks, master mariner, sold to Henry O'Toole, shipwright, for \$850.00, a property on the east side of Water Street and on the north side of South Street, 70 feet by 40 feet.

Federal Acts

Chapter 86 — The Act to amend the act, respecting the Nova Scotia Permanent Benefit Building Society and Savings Fund.

This involved amending section eleven of Chapter one hundred and fourteen of the statutes of 1887.

Provincial Statutes

There were eight Bills that were approved this year.

1. A Bill to amend Chapter 83 of the Acts of 1890, which was the Act to provide for the establishment and operate a public Ferry between Dartmouth and Halifax.
2. A second Bill was entered to amend Chapter 83 of the Acts of 1890.
3. A bill respecting the compulsory Education of School Children for the Town of Dartmouth.
4. A second Bill was presented respecting the Dartmouth School Section of the Town of Dartmouth.
5. A bill was presented to amend the list of Electors for the Town of Dartmouth.
6. A Bill was presented to amend the Town Incorporation Act of 1888.
7. A Bill to further amend Chapter 66 of the Acts of 1892, which provided for the supplying the Town of Dartmouth with water and sewerage.
8. A Bill to abolish the Dartmouth Water Commission.

This year Dartmouth planned to send exhibits to the World's Fair. Henry Mosely will send a boat of beautiful design, 18-foot length, with British Columbia cedar planking and Spanish cedar for finishing, and also copper fastenings. Also models of a fishing schooner, and a steam launch yacht.

Eben Mosely will send models of an English Greenland Fishing schooner and a whale back, coal barge, and a screw barquentine adapted for the West Indian trade.

The Consumer's Cordage Company sent a carload of manila and hemp rope. The Starr Manufacturing Company sends a large quantity of skates, which are gold, silver or nickel-plated. The exhibit will be made in the form of a star, about 14 feet high, supported by a pedestal. Also the world renown, "Acme", the long wood, the hockey, the skeleton and the Victoria Club, or B. C. Skates. Each type of these skates will be described when on display.

Mrs. Henry Elliot's property known as, "Brightwood", has been let to Mrs. Lang from Halifax, for the summer.

Elliot school is to open on Monday, May the first. The building is not being suited for a mixed school. The Grade 1 boys only will be sent there. The department will be in the charge of Miss Olga Allen.

The following bills, effecting Dartmouth have been passed by the Legislature, and have now become the law.

1. A Bill abolishing the Water Commission and vesting their powers in the Council.
2. A Bill changing the assessment law, providing for a board of three general Assessors, instead of one general assessor and two ward assessors. This Bill is expected to produce uniformity in the assessment.
3. A Bill providing for the compulsory education of children between the ages of 7 and 14 years. This act comes in force, May 1st, 1893.
4. A Bill providing for the assessment of Water Rates, much on the lines of the, "system in vogue", in Halifax.
5. A Bill providing for the naming of the streets and the numbering of the houses.

By an Act of Parliament, Dartmouth was incorporated into a Town on May 1st, 1873.

An article in the, "MicMac", stated the following ... In a report from the Nova Scotia Hospital for the Insane, in 1892, out of 101 cases admitted there, not a single instance is attributed to, "Intemperance". Not even bar tenders or liquor sellers, who are usually heavy drinkers. One brewer, 8 hotel keepers and 3 hotel keepers wives or daughters have been admitted that year, along with 6 priests, 5 ministers and 7 ministers wives or daughters, and there must be pretty nearly as many Rum sellers as there are ministers, or priests.

Another complaint was the amount of alcohol in patent medicines. To quote a table prepared by the publications of the, "Medical World", which was prepared for the American Association for the cure of Inebriates, said that Dr. Bucklands Scotch Oats Essence, contained 35 per cent alcohol and 1 per cent of a gram of morphine, to the ounce.

Also the sale of Bakers Stomach Bitters had 42 percent alcohol. Parker's Tonic says it is a purely vegetable extract, but it contained 41.6 per cent alcohol.

The article concluded with the statement ... "and yet a man may not buy the comparatively — no, the entirely harmless, glass of beer."

The Ferry Commissioners voted to ask the Town Council to petition the Dominion Government to grant the use of the ordnance property on Upper Water Street, for Ferry purposes.

On May 20, an election was held. Warden W. S. Symonds was elected with Councilors J. W. Johnson, J. Allen in Ward 1, John Forbes and W. T. Murray in Ward 2, and T. A. Hyde and Francis Mumford in Ward 3.

The first council meeting was held on May 23 at the home of Mr. Symonds near the foundary by the Railway Station.

One of the first items on the agenda was to form a committee to have a water supply. The population in 1873 was about 2,500. By 1893 it was 5,000. Other comparisons were as follows, 1873 only 2 cabmen and liverymen in the town. They were Mr. Wooderman and Mr. Rogers. They ran only one team each. In 1893 there were 7 cabmen.

In 1873, Mr. J. E. Lawlor and James Allen were partners to build the first icehouse for regular business. It was built on Maynard's Lake. Mr. Bowes built one on Dartmouth First Lake, previous to the town incorporation. The first real business done in the ice industry began when Mr. S. Chittick got the contract for supplying the Cunard boats with ice, so he put up icehouses along 1st Dartmouth Lake.

By 1893 the ice business had grown to enormous proportions. Mr. Chittick put in 3,200 tons; Mr. Alex Hutchinson put in 2,500 tons; Mr. J. R. Glendenning – 2,500 tons; Mr. Wambolt and Hunt – 1,700 tons; Mr. Carter – 3,000 tons and then Mr. Graham put in 60 tons and a large quantity is being stored by private parties. This gives employment to about 75 hands and a large number of teams.

Schools

1873 — 612 pupils — 9 departments — salaries \$3,680.00
1893 — 1,074 pupils — 19 departments — salaries \$6,908.00

Also a considerable number of students go to Halifax Schools.

The valuation in 1892 was \$1,402,260.00.
The valuation in 1875 was \$1,323,455.00.

In 1875 the ratepayers numbered 741.
In 1893 the ratepayers numbered 875.

The rate for taxes in 1874 was .80 (80 cents) in \$100.00.
The rate for taxes in 1893 was \$1.30 in \$100.00.

The Skate factory employed 250 hands in 1873, 25 hands in 1874 but since then the business averaged about 125 hands.

The Ropeworks have about tripled the size of the works and the number of hands employed. Their products go to every quarter of the Dominion and to Newfoundland. It is now one of the largest employers of labour in the Dominion, and the value of its output is enormous.

The Sugar Refinery, while not in the corporation of the town, is in the school district and to all intents and purposes is part of Dartmouth Township. It was built within the past 10 years. It was closed, but now is in full time operation. It employs about 75 hands. It also pays high sums to the Railway. It brings ships to our port. The Railway growth over the past 10 to 15 years averages about 100 cars of freight per day.

The Ferry business is in the hands of a closed corporation, so no figures can be given. But it is safe to say the business has doubled in the past five years, and doubled a good many times since 1873.

The Public Examinations of the Dartmouth Schools were to be held on June 6 and June 7. At the Central School on June 6 and at Greenvale School on

June 7. Also at the High School, Park School, Elliot School House, Hawthorne School, Woodside School, North School and Stairs School.

The Skate Factory started in 1863, in an old shed, which was a gold crusher. It was suppose to manufacture nails and sundry articles. In 1863, Mr. Forbes invented skates called the, "Champion Rat Catcher", this led to the world famous, "Acme" skates in 1866. In 25 years, over one million pairs of skates have been sold all over the world.

Then Mr. Forbes designed and made shovels and tools. In 1876 he started to build Iron Railway Bridges. The first one was at Nine Mile River. It was 120 feet long. Other bridges were built at Enfield, Sydney, etc. He also built Iron Vaults for the Merchants Bank. Railway cars have been constructed for the Intercolonial Railway in 1886.

On June 10, the ferryboat, *Halifax*, was taken half to pieces for a through examination by a Government Inspector, Mr. Coker. All the machinery was taken out and it presented a decayed condition. It was 40 years old. The cost to repair was \$3,000.00. Mr. Eb Mosely recommends a new boat.

In a report from the, "Educational Review", with reference to the Dartmouth Schools, Principal Miller has won the confidence of the Commissioners. They will employ a male teacher to assist him. Also they will close the, "colored school", and grade the pupils in the other schools. They have recently opened two new departments.

Mr. H. Mosely is making two heavy derricks for the Imperial Government Torpedo boat. He has a considerable amount of work from that quarter on hand at the present.

A freight car Report for Dartmouth was published for the weeks ending July 7 to July 14 in 1893. On the 7th inward: 5 cars of coal, 1 car of flour, 1 car of brick, 2 cars of lumber, 1 car of iron, 1 car of steel, 5 cars of cooperage, 1 car of live stock, 4 cars of freight, total 21 cars. Outward: 13 cars of sugar, 6 cars of hemp, 22 cars of twine, 5 cars of freight, total 46 cars making the grand total of 67 cars.

On July 14, inward: 20 cars of coal, 1 of miscellaneous, 4 of lumber, 3 of flour, 10 cars of corn, 1 car of tank oil, 1 car of drain pipe, 1 car of feed, 1 car of live stock, and 5 cars freight, total 33 cars. On July 14, outward: 2 cars of hemp, 30 cars of twine, 58 cars of sugar, 6 cars of way freight for a total of 96 cars. The grand total was 134 cars.

In August, a report stated the ferryboat, *Halifax*, was being thoroughly overhauled. Over 80 frames are being put in and about all her deck timbers are being renewed. It is hoped that she will not have to be overhauled in another year or so, because of all this work.

January 10, 1893 — Steven Rogers and Wanda, sold to John Griffon, machinest, for \$125.00, a lot on the corner of Broome Street and Maple Street.

January 18, 1893 — The Roman Catholic Society sold, for \$600.00, to the St. Peters Catholic Total Abstemin and Benevolent Society of Dartmouth, a property on Ochterloney Street, to the Coleman property, 198 feet by 58 feet.

January 19, 1893 — The Dartmouth Manufacturing Company sold to George Stairs, for \$3,000.00, a part of the former Samuel Albro estate near the Ropeworks on Wyse Road, 152 feet by 177 feet to the old road leading from Wyse Road to Windmill Road, 192 feet to Charles Brodie land for 275 feet (containing 3 rods and 12 perches), subject, however, to clear the stream as specified by a deed from Edward Foster to Joseph Davis and John Baker in 1797.

January 31, 1893 — Stetson Rogers sold to Jacob Webber, carpenter, for \$60.00, a property on the west side of Maple Street, with the south side of Myrtle Street, 30 feet by 120 feet. Also on January 31, Roger sold to Jacob Webber, for \$47.00, a lot on Maple Street and Broome Street, called lot number 13.

February 9, 1893 — Stetson Rogers sold to Alexander Wilson, fish dealer, for \$188.00, a lot on Maple Street and 5 lots on Gillards field, Number 8, 9, 10, 11 and 12.

February 25, 1893 — Robert Wirrell sold to George Misener, carpenter and joiner, for \$700.00, the lot number 7 of Thomas Boggs property next to the Webber property, then 262 feet to the Burying Ground then 60 feet to the lot number 6 and Jones lot for 262 feet to Pine Street for 60 feet.

March 4, 1893 — Henry Harvey, et al, sold to Stanley Swain, Gentleman, for one dollar, a lot on Quarrel Street for 29 feet to the estate of Christian Bartling's heirs, and the heirs of Catherine Reeves, 30 feet by 120 feet to the property of Sophia Connors for 120 feet to the property of Susannah Moreland that was then conveyed to Henry Harvey.

March 4, 1893 — Stanley Swain sold to Mary Eliza Burchell, widow, for \$1,350.00, a lot on Quarrel Street, 29 feet to the estate of Christian Bartling and the heirs of John Bartlin and Catherine Reeves, 120 feet by 30 feet to the property of Sophia Connors.

March 15, 1893 — William Fraser sold to Frederick Bauld, for \$125.00, a lot on the Dartmouth to Preston Road, next to the property of W. H. Williams, and west of the property of Ann Hutchinson, then to the property of George W. Misener.

March 16, 1893 — Clara Smith, widow, and Margaret Patterson executrix for Thomas Waugh, ice dealer, sold to Job Carter, ice dealer, for \$915.00, as the highest bidder, for a lot on Pine Street, being number 9 of the Thomas Boggs division 263 feet to the common, now called Pine Street, then to the William Webber property for 262 feet.

March 17, 1893 — Henry Yeomans Mott, et al, sold to J. Walter Allison, merchant, for \$109,980.48 the equipment and property in the Dartmouth cove area at the end of the Old Ferry Road, and the land between the Eastern Passage Road and the Cole Harbour Road. Also, control of the river from Maynard's Lake to the Dartmouth cove, including land to the property of Edward Bell and Bell Road, and also the property in Halifax on Hollis Street and Duke Street.

March 23, 1893 — Alfred Cogswell sold to George Oland, brewer, for \$4,000.00, the former tan yard property and field, being the former part of the Estate of Samuel Albro, called Letter 'E', with 12 acres, 2 quarters and 18 perches, including the water lot in front of the former tan yard, and the dock at the foot of the street. This water lot ran 300 feet beyond the high water mark. Also the property on the road from Dartmouth to Sackville, being the same lot that had been conveyed to Susannah Oland.

March 23, 1893 — John Jago, brewer, sold to George W. Oland and John Oland, the undivided one third property for \$10,000.00, for the Tan Yard property and field of the Samuel Albro estate, letter 'E', containing 12 acres, 2 quarters and 16 perches, including the water lot in front from the Tan Yard building to a dock, 300 feet beyond the high water mark, including all the buildings, etc.

March 26, 1893 — Henry Brown and Harriet, sold to William Smith, harness maker, for \$5,500.00, for a lot on King Street and the north side of Portland Street to James Bowes property.

April 4, 1893 — Charlotte Stevens, widow, of Jacob Stevens, sold to Pius Otto, teamster, for one dollar, the lot number 20 of the Austen and Whelpley subdivision, located on Dahlia Street, 33 feet by 119 feet.

April 13, 1893 — Lamont Gates, carpenter, and Mary, sold to J. Grassie Creighton, clerk, for \$1,025.00, a lot on the corner of Pine Street and Tulip Street next to the property of Henry Wiswell to the Reverend Angwin's lot.

May 6, 1893 — Robert Humphries and Sarah and Isaiah Dayer, farmer, sold to the Town of Dartmouth, for one dollar, the land between the shore of Lake Lamont and Topsail Lake and the Preston Road, and also the water lot, 20 feet wide, that adjoins the lakes.

May 25, 1893 — Leonard Moser, master mariner, and Emily, sold to James Condran, gardener, for \$500.00, a part of the estate of John Fairbanks, on the South East Passage Road, the south half of lot number 31, being 68 feet by 356 feet to lot number 35.

May 25, 1893 — William Whebby sold to Leonard Moser, captain, for \$150.00, the lot number 4 of the Falconer property on Pine Street to the property of Mary Hutchinson for 92 feet to lot number 5.

June 8, 1893 — John Shrum, teamster, and Melvina, sold to the Turtle Grove Recreation Club, for \$75.00, the lot number 129 of the Fairfield property, 33 feet on Dawson Street by 100 feet to David Falconer land, bounded on the east by Robert Thorton and west by the property of John Gravel.

June 8, 1893 — Aubrey Hunt sold to John Harris, piano dealer, for \$450.00, a property on the north east side of Prince Edward Street to King Street, next to lot number 5 of the Aubrey Hunt division, 120 feet to lot number 3.

June 27, 1893 — Dugald Walsh, carpenter, and Penelope, sold to Maurice Dunn, ship caulker, for \$100.00, a lot on Thistle Street to the Leslie property, and on the south, the Dunbrack property.

July 27, 1893 — John McKenzie and Eliza, sold to James Burgess, electrician, for \$5,950.00, the property formerly called the Haynes Hotel at Quarrel Street and Wentworth Street, to the west side of Wallace Street, then to Quarrel Street, being the south half of the block letter 'F', formerly owned by Eliza Haynes.

August 1, 1893 — William Bowman, coachman, and Annie, sold to Robert McElmon, for \$30.00, lot number 21 of the Thomas Boggs division, on Rose Street.

August 1, 1893 — John Stairs sold to James Ireland Moir, for \$60.00, a lot on the Fairfield property on Walker Street (now called John Street) to Pelzant Street to lot number 65, then 100 feet parallel to Pelzant Street, to lot number 87 by 34 feet to lot number 67 by 100 feet to Walker Street.

August 19, 1893 — The trustees of John DeWolfe sold to Benjamin Russell, for \$3,250.00, the Mount Amelia property bounded by the road to the South East Passage and the Old Ferry Road to Johnston Avenue (11 acres).

August 31, 1893 — Michael Lynch, moulder, and Agnes, and Martha Waddell, sold to John Lawlor, baker, for one dollar, the lots number one and two on Warren Street and fronting on Quarrel Street, also a lot on the public road to the first Dartmouth Lake, parallel to Toney Street, 150 feet by 300 feet.

September 22, 1893 — James Austen sold to Peter Dunbrack, labourer, for \$70.00, the lot number 21 on Thomas Boggs division on Rose Street.

October 13, 1893 — William Fraser, et al, sold to Gordon Dusten, manufacturer, for \$500.00, a portion of land on Broom Street and Myrtle Street also a lot on the north side of Broom Street and the west side of the road to Crichton, parallel with Maple Street, 140 feet by 50 feet.

November 24, 1893 — Hugh Hartshorn sold to John Dorman, tinsmith, for \$35.00, a lot on Portland Street next to Isaac Bell, 90 feet by 30 feet.

December 5, 1893 — John Lawlor, baker, and Susan Elizabeth, sold to Ralph Lawlor, commercial traveler, for \$1,000.00, for a property on Portland Street, next to Philip Brown and John Brown property, 33 feet by 33 feet.

December 6, 1893 — Jane Keeler, widow of William Keeler, Henry Baker, farmer, and Elizabeth Baker, Artemus Eisener, butcher, and Harriet Eisener, William R. Keeler, farmer, and Ada (wife), Charles J. Keeler, farmer, and Flora (wife), John Keeler, carpenter, and Alice, Edward Keeler, teamster, and Olive, Henry Gray, salesman, and Jennie, Albert Keeler, trader, and Annie, Arthur Keeler, farmer, and Margaret, Horatio Keeler, salesman, and Lenora, Harris Keeler, farmer, and Edith Keeler, spinster, sold to George Keeler, farmer, for \$300.50, a three acre, one rood and two perches lot on the west side of First Dartmouth Lake beyond the colored settlement, above Taylor's property, next to the land of George Keeler to the property of G. A. S. Creighton, 886 feet by 122 feet by 886 feet.

December 20, 1893 — The Keeler family members sold to Artemus Eisener, for \$430.00, for 160 acres of land and a water lot on a lake that included part of Gersham Tufts grant, to the estate of G. A. S. Creighton, to the road along the east boundary of the Dartmouth Common.

Also on December 20, 1893 — The same Keeler family members sold to Arthur Keeler, for \$2,546.00, a property that contained 16 acres 2 roods and 13 perches in the same area.

Also on December 20, 1893 — The same Keeler family members sold to Charles Keeler, for \$3,075.00, a 47 acre property that was the same lot conveyed to William Keeler by G. A. S. Creighton in 1863 and in 1865, also lot number 1 in letter 'B', with 80 acres, that was formerly occupied by Roger Hill.

Federal Acts – nil

Provincial Statutes

There were three Bills this year that involved the Town of Dartmouth.

1. A Bill to consolidate the acts relating the establishment and operation of a public ferry between Dartmouth and Halifax.
2. A Bill to provide for the erection of new schoolhouses in the school section of Dartmouth.
3. A bill to consolidate the Acts for supplying the Town of Dartmouth with water.

In a report from the Mount Hope Insane Asylum for the nine months ending in September 30, 1893, it was stated the current expenses were \$46,571.61. The current expenditure was \$55,479.49 for the same period.

Dr. Sinclair was recently made the new superintendent. There were 334 patients. The daily average was 376. Over half of those admitted were cured, and there were 17 deaths.

The Superintendent condemns the method of establishing a multitude of small asylums all over the county, where the harmless and most useful patients are kept. He thinks it will cost the province more in the overall picture, besides being detrimental to the patients themselves.

As of January 27, 1894, the population of Dartmouth was 6,252, which was an increase of 65% for the past decade.

A report from the Ferry Commission stated, the *Chebucto* steamer has been sold. The steam ferry *Sir C. Ogle*, was rented to the Dominion Government for 12 months for \$2,280.00. She is not for sale. The steamer ferry, *Dartmouth* has been thoroughly repaired and the other two, *Halifax*, and the, *MicMac*, require a complete overhaul. Safety ruses require extra expenses for lifeboats and life jackets from this Marine department.

An obituary notice in the, "Messenger and Visitor" said that, the Reverend George R. Neal of Preston, died on December 16, 1893 at the age of 95 years. He was born a slave in Virginia, and brought by his grandmother to the British ships in 1814. Then these escaped slaves were brought to Nova Scotia. The grandparents received a land grant in Preston. The boy was raised to the occupation of farming.

Father Burton gave him licence to preach and for many years he exercised his gifts among those colored people.

It was reported that a, "stone crusher", would be built at the canal bridge. The contractor who is building the flume for the turbine wheel at the canal bridge expects to finish his contract in May. This flume will be 4 feet 6 inches broad and 15 inches deep. Superintendent Bishop hopes to have the stone crusher in working order after this job is finished. The Ice retail season started on June 1st. The Dartmouth dealers were busy supplying their customers.

In the 2nd week of June 1894, the naming of streets and numbering began. The town purchased 100 neat blue enameled street signs with white letters, at the

cost of \$90.00. The following changes were made. Canal Street begins at McElmon's Mill and runs to the Lake Road. The road formerly known as the, "Colored Meeting Road" is changed to Creighton Avenue. Portland Street will now take in the Cole Harbour Road and runs to the eastern limits of the Town. Bishop Street has been changed to Pleasant Street, and runs to the south limits of the Town. Prince Edward Street is changed to Edwards Street on the north section. The south section is called Prince Street.

On August 29, some half a dozen skeletons have been disinterred from the old chapel square on Ochterloney Street. They were gathered in a box. One skull had a thick tuft of hair. The form of one coffin was preserved but when the workmen reached the grave it crumbled to dust. It must have been 60 years since these burials took place. Various people living here have kinsmen in this old graveyard. Some people are not reconciled to the idea of the bones of their ancestors being disturbed.

On Tuesday, August 28, a drove of sheep were coming along Water Street. At Allan McDonald's corner they were startled by a dog. They bolted through the open door of McDonald's house. The sheep dashed through the house, "pell mell". How much damage and disturbance they caused wasn't confirmed. Sheep may be timid, and timid people may be sheepish but when a drove or flock of these sheep are on the rampage in a man's house, then something is bound to happen. One of the sheep ran into the shed and leaped into the air three times without stopping. Each jump was five feet high, followed by a somersault. A number of pedestrians enjoyed this strange performance. They thought the sheep were either mad or acrobats.

On September 5 the public schools opened. This year Greenvale School is in operation.

Apart from the story of the sheep on Water Street, another event happened there that involves an animal. A man living there was suspected of selling liquor. There were two men that decided to spy on the man and his house. They posted themselves at 11 o'clock at night in his backyard. A large dog was chained nearby and started to bark furiously. The owner of the dog appeared and let the dog loose, and the animal charged after the two men. They ran for cover and climbed a beam of an open shed. The dog then sat down and waited. It just wagged its tail from side to side and watched the men, who were in a sense, up a tree. They didn't want to be discovered, but finally made noises to attract the attention of somebody to help them. The dog was eventually called off and the men left.

On Saturday, September 8, there were 6 steam vessels in port, 1 ship, 3 barques, 1 brig, 2 brigantines and 45 schooners. There were also numerous fishing vessels and other vessels laid up for repairs etc.

On September 12, there was a serious dispute, called the Dartmouth Oil Dispute, between the Austen Brothers and the Dartmouth Ferry.

Also in September, the Dartmouth Agency of the Union Bank opened for business in their new stand in the Sterns building. The present quarters are a decided improvement over the old place. The interior of the office is finished in British Columbia cedar. The merchants are now appreciating this branch. With such a good stand and so obliging a manager as Mr. C. A. Robson has proved himself. And an additional clerk should soon be needed there.

Captain Silery, who formerly resided at Kentville, sold his place and leased the property called, "Brightwood". This was the residence of the late Henry Elliot. He is charmed with the fine scenery that Dartmouth offers, and intends to reside there permanently.

The Dartmouth schools gave their report on September 21. This was to inform the public of the changes made since the summer Holidays.

The Principal, and Miss Findlay, Miss Jackson and Miss Shupe, who were formerly at Central, have been removed to Greenvale School. The rooms are large and well lighted, and the ventilation is first class.

Miss Emma Hume, who is a teacher of more than ordinary merit has charge of Grade 1. She attended Martha's Vineyard Summer Institute in Massachusetts, U.S.A. This has given her great insight into the qualities of students as individuals. She has 70 pupils. She now lives at the corner of Wentworth and Quarrel Street.

The Kindergarten conducted by Miss M. A. Hamilton is one of the attractions of our school system. There are 2 assistants. There are 21 little tots this term, for the first time. Altogether there are 50 pupils. Miss Hamilton is living at Quarrel Street.

Miss Bessie Hume teaches Grade 2. There are 47 students, 20 girls, and 27 boys.

Grade 3 has 45 pupils, 19 boys and 26 girls. Miss Jessie Findley has charge here. Miss Jackson, now in the United States, has the Grade IV. There are 25 girls and 27 boys. Miss Jesse Shupe, who formerly taught at Central School, teaches grade V. She has 21 girls and 22 boys.

The High School is conducted by the Principal Miller and Miss S. Findley who is deputy principal. There are 2 classes in Department C and D. Each teacher gives instruction on certain subjects in both classes. There are 22 pupils in "C" division and 22 in "D" division. This is first class work being done by the Academic

part of the school system. A number of pupils who did not obtain a 'C' licence at the present examinations, were removed to the 'B' class in Halifax, having made an average sufficiently high to admit them to that grade.

Hawthorne School situated off Portland Street has 2 departments. Miss Belle McKay, who was formerly at North School, has Grade 1 and Grade 2. She has 45 pupils, 19 girls and 26 boys. Miss Harris teaches Grade 3 and Grade 4. She has 15 girls and 25 boys. She formerly taught at Musquodoboit. She graduated from Pictou Academy.

The Central School is on the corner of Quarrel and King Street. It is the oldest institution in town. Nearly all the children were at this school and were the first to enjoy the advantage of free education. This building, however, is fast becoming unfit for school purposes. The rooms are beginning to get mouldy. (Years will elapse before it will be replaced.)

Miss Alice Downie, who is Vice Principal, is one of our most successful teachers. She has Grade V with 27 girls and 28 boys. The former strength of this department, until relieved by Greenvale School was over seventy years. Miss Downie, who was in Boston during the summer, learned many new things in the way of education.

Miss Sadie Hawkins, who teaches Grade VII, holds a first class licence. She has 56 pupils, 27 girls and 29 boys. She comes from Shelburne County.

Miss E. Ellis, a new staff member, formerly taught in the United States. She holds a 'B' licence and is regarded as an "educationalist". She formerly taught at Bedford. She has Grade VIII with 36 students. Miss Olga Allen has Grade V, formerly taught in the primary class. Miss N. Fultz is in charge of the Stairs Street School. She has 11 girls and 25 boys. This is the hardest school in the system. She is the most successful teacher that has ever occupied the position. The children all show a great improvement as regards to discipline. This is a miscellaneous school that has five grades.

At Park School there are 5 departments with 240 scholars. This is next to Central School, which is the oldest school in town. Miss Bessie Thomas, a new employee, is doing great work in Grade V. Her class is very bright and has 32 pupils. Miss Scarfe, another teacher of wide experience, is doing Grade IV work. She has a class of 18 girls and 24 boys. More are expected to register soon. Miss Pender, teaches grades 2 and 3. Her class is the largest with 64 pupils. She has always been noted for the great interest in the welfare of her pupils. She was sought after by other towns. Grade I and II are taught by Miss Edith Hennigar, who was highly recommended. She proved herself to be a thorough educationalist. Some of her work received provincial recognition and praises.

The telephone has been introduced into the schools. The central exchange is located in Greenvale School. The North School and Woodside School are not yet connected, due to lack of funding. This system will prove to be a great convenience.

A report was given that 65 parents, residing in Dartmouth have children between the ages of 7 and 14, who have not attended school for 120 days in the past year, as required by the compulsory school act in the Town of Dartmouth.

The guardians of the young people will each be asked to give a satisfactory explanation to the School Board, as to reasons why they keep the children home. If it cannot be done, then they will be prosecuted.

On September 27, a number of parents, whose children did not put in the required number of days during that past term, were present at the school board meeting to explain the why and wherefore. They were requested to attend the next session of the school board.

Other, "school notes", stated Miss Allen and Miss Currie of the North School, are new teachers to the staff. Both have Normal School Diplomas. Miss Murray has charge of the South School, which has replaced the Woodside Schoolhouse.

The following people were served with summonses to explain why their children didn't attend the public school for the required number of days, included, Robert Tynes, Isaac Smith, William Brandis, Arch Johnston, George Dunsworth, Mrs. MacIntosh, Mrs. MacDonald, Alex Gay, H. V. Weir, Louis DeYoung, John Tufts, William Edwards and John Schrum.

At a meeting of the Ferry Commission there was a complaint about the collision with the Halifax Dock. The captain blamed the engineer and the engineer blamed the captain. Mayor Sterns said that the engineer had complained to him that the captain was running too close to the dock. He was warned by the engineer but did not heed the warning. The captain then claimed that the engineer set the boat ahead instead of reversing the engine.

Both men were cautioned and one committee member suggested in future the men be made to pay for the damage done, and then they would be more careful.

At the Dartmouth Marine Slip, the dredge, *St. Lawrence*, which is the largest dredge vessel in the Dominion, was getting scraped and then painted. She registered 290 tons. Her carrying capacity is 570 tons. For the last 11 months she was dredging at Yarmouth. This was to widen the channel for steamers.

In this town the shipbuilding is booming since the previous winter season. About 26 are in the course of construction. These will make a respectable addition to the fishing fleet.

The town is building a new school, which will be 102 feet by 200 feet. This will cost \$430,000.00. The contractor is James Treen from North Sydney. Lunenburg is a small town, but is a hustling town, and far more enterprising than most of the towns that are even three times its size.

The Fisheries of Canada in 1893 has yielded \$20,686,661.00.

January 4, 1894 – William Stairs sold to Albert Wright, foreman, for \$4750.00, for a lot on the north side of Pelzant Street, called lot number 13.

January 16, 1894 — William Stairs, and Susan, sold to the Dartmouth Manufacturing Company Limited, for \$750.00, a lot on Pelzant Street, next to Albert Wright lot number 13, 50 feet by 94 feet.

February 10, 1894 — John Oland, brewer, and Sarah Ann and George Oland, and Ella, sold to the Maritime Brewery and Malting Company Limited 15 hundred (1,500) shares at \$100.00 each. This included the tan yard property and the 12 acre lot called letter ‘C’ of the Samuel Albro estate, and the water lot, 300 feet into the harbour, with all the buildings and equipment, etc.

March 6, 1894 — Henry Burton, et al, sold to Eugene McCulloch, for \$1,700.00, a lot on the west side of First Lake, on the road to Keeler’s farm, next to John Forbes fence, to the croquet grounds, then to First Lake, containing one acre and 32 poles. This would include the right of G. A. S. Crichton to make a road 70 feet wide to the lake.

April 6, 1894 — Catherine Adams sold to Mary Jane McWilliams, for \$800.00, a lot on the corner of Ochterloney Street and Wentworth Street measuring 40 feet by 80 feet.

April 24, 1894 — The executors of Duncan Waddell, contractor, sold to Elizabeth and Peter McKenna, joiner, for \$96.00, the lot 3 and 4 in the Waddell division at the south line of Quarrel Street, 80 feet to Warren’s Lane then 80 feet to the Falconer property.

May 1, 1894 – The Trustees of William Cook and William Angwin, sold to James Simmonds, for \$785.00, a lot on the Eastern Passage Road to the property of Daniel Shehan.

May 5, 1894 — John Donald, gas fitter, and Alma, sold to Frank Bell, bookkeeper, for \$1,200.00, property on the west side of the road from Dartmouth to Sackville next to William Cunard and the John Donald property, with buildings and equipment.

May 11, 1894 — Stephen Sircom, clerk, and Florence, sold to Robert Gow, Gentleman, for \$2,500.00, a lot formerly owned by G. B. Creighton now called, "Elmcote". Located on the road leading to the South East Passage to another road opposite the old ferry house.

May 11, 1894 — William Pearce, mechanical engineer, sold to Henry Mosely, boat builder, for \$30.00, a 100 foot lot on North Street to John Frazee lot for 100 feet to Water Street.

June 6, 1894 — Brenton Eaton sold to Abraham Brown, porter, for \$150.00, a lot on the south of Portland Street called lot number 3 next to the property of Amos Wambolt to the line of John Bowes.

June 8, 1894 — Judson Baker, farmer, sold, for \$200.00, to the Town of Dartmouth, for their water commission, to cover any injury to the mill race, or mill property. The Town will start a ditch along the east side of the main road from Lamont's Brook, across the road from Robert Humphrey's into Lamont's Brook.

June 16, 1894 — Mary Isabella MacKay sold to Jessie Thorne, for \$800.00, a lot on the road from the Steamboat Ferry to the South East Passage, up to Daniel Bremner's lot at Green Road.

June 22, 1894 — Albert Granger, rope maker, foreman, and Mary Jane, sold to George McQuarrie, blacksmith, for \$160.00, on Fairbanks Street up to Windmill Road.

June 29, 1894 — Richard Wambolt sold to Emma Wambolt, for \$50.00, a property at the corner of Studley Street with Cole Harbour Road, or Portland Street, 192 feet to Publicover's lot then 210 feet to Wilson's lot.

July 4, 1894 — Isaac Smith and Elizabeth Ann, sold to Robert Smith, foundry man, for one dollar, and James Tynes, a lot on the west side of the public road from Dartmouth, past Keeler's farm, through the Colored Settlement, to Gales place and the Charles Smith property to Gates Road.

July 6, 1894 — The executors of William McNutt sold to Henry Wright, mason, for \$80.00, the lot number 20 of the Fairbanks plan of the division of property of Henry G. Hill, on the west side of Hester Street.

July 9, 1894 — Charles Harvey, et al, sold to H. M. the Queen and the Government, for one dollar, the lots 1, 2 and 3 of the John Watts division of the Fuller, or Manor Hill property, to the shore of Maynard's Lake (about 20 acres).

July 28, 1894 — Charles Fraser, trustee, sold to Archibald Beck, tailor, for one dollar, a lot next to the Starr Manufacturing Company, 310 feet to the Falconer property by 116 feet, then 98 feet to Ochterloney Street to the property of the School Commissioners.

August 22, 1894 — William Angwin sold to James Simmons, for \$100.00, the land on the road to the South East Passage, to the land of the late John P. Mott, to Daniel Shehen's land, 70 feet by 30 feet.

September 7, 1894 — William Whebby, carpenter, sold to John Herman, tinsmith, for \$125.00, the lot number 8 on the Falconer property, next to Brennan, on Pine Street to Quarrel Street.

October 5, 1894 — William Fraser sold to William Kingston, carriage builder, for \$100.00, a lot on the east side of Tony Street next to Keddy's house, called lot number 7, 33 feet by 100 feet.

November 5, 1894 — The Executors of John P. Mott, sold to Frederick Hetherington, for \$2,000.00, a lot on Pleasant Street, formerly owned by Walter Allison, 193 feet by 60 feet.

November 6, 1894 — Ebenezer Dowie, sold to George Franklyn, for \$750.00, a 72-acre lot that was part of the Government land at the Eastern Battery, formerly owned by John Fairbanks.

November 21, 1894 — The executors of William Galleger sold to William Griswold, labourer, for \$600.00, a lot on Henry Street, to Pelzant Street, called lot number 83, 100 feet by 169 feet.

November 23, 1894 — The Starr Manufacturing Company Limited sold to Pius Otto, for \$200.00, a lot on the east side of First Lake, along the public road to the Gourly property, measuring 100 feet by 100 feet.

November 29, 1894 — William Stairs sold to Thomas Leahy, labourer, for \$330.00, a lot on the Fairfield property on Dawson Street, 100 feet to Windmill Road to Kenny lots.

December 12, 1894 — Margaret Wilson sold to Joseph Royflee, for \$410.00, the lot number 1 of the property of Parker, Payzant and Cussack, next to

the property of Arthur Johnson, also a lot next to the school lot on the west side of the road.

December 27, 1894 — Thomas Ritchie sold to Jane Crugdon, the wife of Harris Crugdon, school teacher, for \$1,600.00, a lot on Quarrel Street and Wentworth Street.

1895

Federal Acts – nil

Provincial Statutes

For the Town of Dartmouth there was an Act to amend Chapter 38 of the Acts of 1894. This related to Water and Sewerage.

There was another act regarding the Public Ferry between Dartmouth and Halifax. This act was to amend the act to consolidate the Acts relating to the, “Establishment and Operation of a Public Ferry between Dartmouth and Halifax.

For the Nova Scotia Dental Association there was an Act to amend Chapter 147 of the Acts of 1891, which would incorporate this association.

Chapter 22 of the Acts of 1895 passed an Act to provide for the formation of the Nova Scotia Farmers Association.

By the end of 1894 the Town of Dartmouth listed the following industries:

1. The Novelty Spice Mills. These are situated on Windmill Road. The operation is conducted and owned by Mr. A. P. Torens. He is also the proprietor of the business called, "Great London and China Tea Store, in the city of Halifax. These mills opened about 3 years ago. They are fitted with first class machinery for turning out corn meal and ground spices. About six men are employed here. Although greatly handicapped by the want of a railway connection, Mr. Torrens reports business fairly good for the past year. He had no reason to think that the coming year would show anything discouraging.
2. The N. Russell and Company. This business was established 50 years ago, and was begun and continued up to the present time in the stand, they now occupy on Portland Street. They are largely engaged in the manufacture of fish and lobster cans. Their out put averages about a half of a million cans per year. They employ about 9 hands, and more during the busy season. Mr. Russell reports fair business and good prospects for 1895.
3. Power and Company. Their carriage factory on Portland Street employs 5 or 6 hands. They do all descriptions of carriages, works, repairs and also manufacturing. The, "Blake", the big wagon, owned by George Turnbull was built at this factory.
4. The Carriage Factory of G. C. Kingston is located near the corner of Portland and Dundas Streets. Mr. Kingston is a thorough mechanic, with 35 years experience. About 29 years ago he started his factory on the corner of King Street and Portland Street, but it was destroyed in a fire. He then moved to the present location about 5 years ago. They make anything from a, "barouche", which is a four wheeled carriage with a driver's seat high in front and two double seats inside, facing each other, and a folding top over the back and also make wheelbarrows. About 6 men are employed on the premises.
5. Dartmouth Iron Company is doing business on the old Symonds Place. The Symonds Factory burned down in 1887 and about \$100,000.00 worth of property was lost. Messrs. Symonds and Payne rebuilt the factory in 1890 and then it was taken over by Messrs. Hunston, Wallace and Wilson, who constitute the present company, about 4 years ago. They manufacture castings of all kinds, and they are skilled workers of long experience. Six men are employed here.

6. Starr Manufacturing Company. This was incorporated in 1868. They are well known and they are engaged in making skates, bolts, nuts, screws, and articles of a similar nature. Although their skate trade has largely declined in recent years, the manufacture of these goods still constitutes a large proportion of their business. They export to Russia, Germany, Great Britain and the United States. Business during the past year has not been bad, and new lines of industry are being contemplated for the works. This magnificent plant will show great results. They employ from 75 to 150 hands. This number will change as the work orders come in.
7. Army and Navy Brewery. This is located at Turtle Grove. They manufacture malt liquors in every variety. They supply largely to the military and have a fine trade with the West Indies and the lower provinces of Canada. About 25 men are employed in the connection with their manufactory.
8. Ropeworks. The history of this industry has often been recounted. William Stairs, Son and Marrow, the ship chandlers of Halifax, erected the first building in 1868. At first they were confined to the manufacturing of ships ropes and cordage. As the success came along with further development when other plants (industries) were added on. In 1880, the building known as the, "twine factory" was added to make binder twine. Last year the rope department was fairly active, and with the fishing out put growing it should be up to more than average. The oakum trade has declined due to the low demand for wooden ships and vessels. When running full time the factory employs about 300 men.
9. Dominion Paint Company. This is located near Mosely's wharf. It employs about 5 men. They manufacture all kinds of marine paint and anti fouling compositions and copper paint for the bottom of vessels, as well as roofing paint and varnishes. When compared fairly, their paints are as good as anything made elsewhere, either imported or manufactured in Canada. The proprietor, Robert Mosely, says he expects to do a good business next year, and he had no reason to be dissatisfied this year.
10. Douglas and Company. These are iron founders, and do business at the foot of Ochterloney Street. They are situated on the wharf property that was formerly owned by the late Duncan Waddell. This was established in 1876 and at first did business on Upper Water Street in Halifax before moving to Dartmouth. They are engaged in a general casting business, registers, grates, sinks, soil pipes and fittings are among their manufactories. The, "cupola", used by them is capable of turning out one hundred weight of iron per minute. Nine men are employed here. All skilled labour. Mr. Douglas, who has recently visited the foundaries in Upper Canada, says

that in appliances and the character of the work done, our shops compare favorably with anything in the Dominion. Business, he says compares well with that of previous years, and the outlook for the coming year is not discouraging.

11. Dartmouth Mills owned and worked by Mr. G. A. Craythorne, were purchased from the executors of the late John Dooley. The mill is fitted with two runs of French burrstone and a fine steam and elevator plant. This was introduced since Mr. Craythorne became possessor of the mill. There is also very good waterpower and a forty-foot wheel on the property. The mill capacity is near 125 bushels per day (about 5 hands employed). Mr. Craythorn is looking forward to a more favorable showing after the construction of the railway to Windsor Junction. He says he has been greatly hampered by the inconvenience and expense of transporting his goods by the loss of Railway connections. For the past year business has been fair and the coming year has good prospects.
12. Hutts Carriage Works. Alexander Hutt, carriage maker, on Portland Street, has 8 men steadily employed. They manufacture vehicles of every description and do a large job in the repairing business. Mr. Hutt states that despite the present depression, last year's business was good, and for the coming year, the prospects are not bad.
13. John Ritchie and Company. They manufacture tin ware. They have 6 men employed steadily. Located on Portland Street just west of the canal. An average trade for the closing year, and fair prospects for the future, is the report of this estimable firm.
14. Woodside Sugar Refinery. This company did a larger business during the past year, than any other year. This resulted in more men being employed, and worked more steadily then formerly. The management feels confident that 1895 will bring more activity. The output averages about 650 barrels of sugar daily, which will be increased. The consumption of water taken from the town aggregated 5,500,000 gallons. The refinery is now taking from 30,000 to 40,000 gallons daily. The lack of water in Lake Maynard is the cause of this large consumption. The water level is now so low, that the ice has frozen around the water pipes, at the exit. The level is surprising low for this season of the year. The rise to its usual height will cause the company to discontinue the use of town water. Water could be used from the reservoir of the company, which is now full, but the "head" is not sufficient to supply the water where needed, with pumping. Owing to the rush of the work, they prefer to draw water from the town. The price of sugar has never been so low as at present, and a further drop in prices is quite within the range of possibility.

15. John P. Mott and Company has gone along as formerly with the volume of business just as usual. There has been a slight falling off in the amount of goods shipped to Quebec and Ontario but the Maritime Province trade has held its own. Their view is that the year will be the same as usual. The depression has not affected this trade adversely, and there is nothing to lead them to believe that it will in the coming year.
16. The Ice business of Dartmouth has a new addition for another ice dealer. Mr. Pius Otto goes into this business after serving a long and faithful apprenticeship with Mr. J. R. Glendening. The prospects are the same for the coming year as for the last years. They will store, and cut, the same amount as in previous years.
17. James Crandall was in Dartmouth to look over the proposed repairs to the Dartmouth Marine Railway. There is now a depression at the Shipyard. When the Norwegian steamer was put on the Marine Railway to be repainted, the men who usually do this work, refused to work for less than 20 cents per hour. The contractor refused to give this amount, and after some delay, then secured sufficient help at the old price, to have this work performed. The Marine Railway presents a doleful appearance. It is without a ship to adorn its barren cradles. The ship carpenters and caulkers are complaining of the scarcity of labour during the past year. A number of these firms said it was the hardest year in the history of this business. The large number of steamers that come to Halifax Harbour are largely responsible for the present condition of affairs. When the wooden vessels ran here, there were better chances all round. Unless a change takes place during the ensuing year, a large number of men will be compelled to seek other employment in order to provide a livelihood.
18. The Scarfe and McKay property is to be turned into a canning factory. The company, who expects to have the most modern machinery installed, will put up canned goods of every description.

During the past winter there have been over 100 hockey games at the Dartmouth Rink. The season is expected to hold over until the middle of April. Hockey has formed a popular sport for its fans. The Dartmouth Chebuctos have beaten every team it has played this side of Montreal.

The Dartmouth Rowing Club had a fund raising event with a picnic on Findlay's grounds. This club was organized by Mayor Johnston as president, E. M. Walker was vice President and Alderman Wilson as Secretary.

On August 26, James Crandall left for Vancouver B. C. in connection with his Marine slip and kindred related work. He has laid down almost all the important slips that have been built in recent years.

On December 2, there were 2 steamers in port, along with 54 schooners. One of the steamers, the *Daniel*, was in dry dock.

On December 6, at a board of Trade Council meeting, A. C. Pyke was appointed, also E. M. Walker, Prscott, Johnston, W. H. Rankin and also Percy Simmonds. This was to launch Dartmouth in the tourist business. It was pointed out that good results would follow in this thriving new business. The consequences are that Dartmouth should take the, "light", of such an ambitious Town, "from under a bushel", and place it in view of the traveling public.

On World's Temperance Sunday, November 26, the members of the Christ church Bible Class, of which the former County President, C. E. Creighton is superintendent, organized a "White Ribbon Army". First for the members of the class, second for the members of the home department, and then for the women of the congregation. A band of hope, for the children of the Sunday School has also been formed.

Halifax Harbour is now the winter port of Canada. It had to compete with St. John, New Brunswick.

The steam line of vessels predicted that Halifax Harbour can expect the Allen line, the Dominion, the Donaldson, Furness, Manchester and the Head line, along with the Beaver line who will send two steamers to Halifax Harbour.

The report went on to say that if they don't build them here then they will build them else where. The Dartmouth capitalists should bestir themselves and establish an industry, which is successful in other places ...

The ferry, *Chebucto*, crossed the harbour in just 5 minutes on a day during the week ...

Another interesting report said that Messrs. Douglas and Company is making castings for the Marine slip. This is in Amherst. It would take nearly 25 tons of rollers alone to complete the outfit for the Marine slip.

The two turbine steamers now in the course of construction the Tyne River, will bid fair to ocean travel. If this materializes then Canada will not be under the necessity of subsidizing a vast Atlantic service with three fourths of a million dollars, annually.

This new scheme is not one of those visionary schemes, which cannot succeed. Experiments have proved otherwise, and the backing of the boats is getting one of the best. These boats, with the new turbine steam engines can now cross from Ireland to Newfoundland, about 1,650 miles in almost 40 hours. The proper communication between Newfoundland and the mainland can be made. When the distance from London to Montreal or New York can be made in three days, or half the time now consumed.

The British Government has ordered one of her steamers for Naval purposes, with the new steam turbine engines, and it is rated at 10,000 horsepower.

On August 29, a vote was taken across Canada regarding prohibition. In Dartmouth the vote was 290 for prohibition and only 56 against. In Nova Scotia there were 26,111 for and 3,729 against.

The only province in Canada that voted against prohibition was in Quebec. This was attributed to the attitude that the plebiscite was an English Protestant affair, for the purpose of interfering with the Catholic Religion.

R. J. Matheson's new flour mill, (the second of its kind in the Maritimes), began its operation on December 24. The mill has a capacity of 50 barrels per day. The mill contains the most modern of American and Canadian machinery. A head miller had to be brought in from Ontario. Matheson started milling corn in Dartmouth in 1894. He is pleased with Dartmouth as a manufacturing point and predicts a bright future for this port.

From the Parry Sound Railroad he has received over 20,000 bushels of grain. He is a firm believer in the Government taking control of the Parry Sound Railroad. He is convinced that there will be an era of prosperity, quite unequalled in the history of this port.

This year Scarlet Fever was so rampant that the attendance in the public schools had fallen off by 50%. The parents were afraid to send their children to school.

On April 6, at the Marine slip, the vessel, *City of St. John*, came up for repairs. Also, the American fishermen, *Virginia*, which sprang a leak on her very first trip. This schooner is a beauty in the way of marine architecture and construction.

An article in the Atlantic Weekly, said that the name of Dartmouth came from Mr. James Creighton, who was the oldest and richest landowner in the town. He came from Dartmouth, England in the Devonshire district of the southwest part

of England. Lawrencetown was named after Governor Lawrence who had a summer home there.

At a Town Council meeting the report on the Marine Slip said the head office in England did not want to pay so much money in taxes. At the time of purchase, \$120,000.00 had been paid for the property. Since then the earnings of the company have fallen about 50%, but the taxes have increased. This is due to the decrease in sail shipping. The steamers have taken off the West Indies fleet and the coasters. These modern carriers only haul up once in a while, for the painting, and outside of this the only trade is with fishing boats.

The cost of repairing the second cradle is placed at \$12,500.00 and an entirely new one would cost \$65,000.00. It would take 2 years earnings to pay for the repairs. The property would not carry a mortgage of \$40,000.00. A new plant was worth \$65,000.00 and this one had been in use for over 20 years, and had greatly depreciated in value.

The directors of the Graving Dock Company are considering a move to the Halifax side of the harbour. However, a new outfit on the other side would cost \$65,000.00, and repairs to the local "slip", would only cost \$25,000.00.

On May 25, 1895, the Ferry Commission reported a surplus amounting to about \$16,000.00. There is on special deposit in the Union Bank, \$7,000.00. Invested in Water debentures of the Town \$5,000.00 and invested in Ferry debentures, \$3,000.00. The total was \$15,000.00 and besides this there is a balance of over \$17,000.00 to the credit of the commission on current accounts. This is nearly half enough to purchase a new ferryboat.

The Marine Railway has a rather deserted appearance. The fishermen have kept a little work, but few, if any steamers. This meant that work was discontinued over the winter, but had started up again in March.

Mr. Henry Mosely has a large number of orders to build pleasure boats (yachts, etc.). He said he could trace about one quarter of his business to the Jamaica Exhibition. He was in competition with the best pleasure boat builders in the United States. He won the first award, then orders began to come to him through men from New York, who act as middlemen for their Jamaica firms. Mr. Mosely is often required to build them, or construct them. At the World's Fair, Mr. Mosely won several gold medals.

A report was submitted to the town Council on the growth of our schools. In the year 1886, there were 15 teachers, 943 pupils, total cost was \$6,196.50 and the per capita cost was \$6.57. In the year 1895, there were 24 teachers, 1,241 pupils, total cost \$13,817.00 and the per capita costs \$11.13.

A petition was presented to Mayor Sterns, to proclaim a public holiday on August 7. A regatta was planned for that day. The races would start and finish off the Knockabout Boat House. This would be sponsored by the Bank of Nova Scotia and called the Banker's Regatta.

A boat for the Banker's Regatta was built by Henry Mosely. The Regatta was reported to be the biggest day in its history. The Referee was William Ross, starter P. Simmonds, and the judges were W. B. Rankin, Doctor F. Stevens and A. C. Pyke, timekeepers J. Power and A. W. Mackay, clerk of the course Hope F. Watt. The winners were in the Double Scull, Chebucto Club. Patterson and Patterson with McNab and Elliot coming in second (5 entries), the length of the course, one and a half miles.

In the Labrador Whaler race, 3 crews, the winner was the Marine Slip crew. In second was the Mutual crew.

In the Canoe race there were 7 entries. In the single scull race there were also 7 entries. It was won by H. W. MacIntosh from Halifax, but in second place, C. L. Patterson from the Chebucto A. A. club. The Double scull, under 18, there were 4 entries. Won by Weston and Allen, in second place Moser and Coates. In the senior double scull race, over 18 years, there were 4 entries. Won by Weston and Allen, in second place Moser and Coates. In the senior double scull race, over 18 years of age, won by Patterson and McNab and in second place MacIntosh and Cogswell.

At night there were many Chinese lanterns lit. The Halifax Garrison Artillery Band played on a vessel. This was led by Mr. Short's steam launch, then Mr. Keefs launch the *Premier* and the press was on Pyke's boat in tow. After this came a variety of boats in tow. They all came down the lakes, along the sides then they headed for the center. There were big bon fires burning everywhere along the shores.

This was the first Holiday ever proclaimed by the Town. Mr. Wilson handled the boats in a masterly manner, in the face of so much difficulty.

A Labour Day regatta was then planned for boys under 20 and also for boys under 16. There was also a Whaler race for colored crews.

On this day it was also a big success. The Indian race was the big hit of the day. They were dressed in costumes and they used light bark canoes. There were crews from Cole Harbour, another crew from Shubenacadie as well as local entries.

The first race was a dead heat. This was a pair's race. The whaler race for colored was won by the Victorias and in second place was the Fearnots.

In the boys under 16, double flat, was won by White and Beazley. In second place was Elliot and Sterns. Boys under 20, double scull, won by Shrum and Coates, second Moser and Walker.

The tub race was open to all. In first place, E. Whebby and in second, George Hilton. Boys under 20, single scull, first was J. Shrum, and in second A. Moser.

In the Greasy Pole contest, it was won by J. Carney. He secured the pig attached to the end of the pole.

For the New Marine slip, the contractor was James Crandall and the foreman was Mr. Musgrave. This involved a new method and 2 cradles were to be installed but only on one length. The old tracks were left intact. Of these will be placed skeleton tracks of improved pattern. They were built of 3 inch thickness of comparatively light timbers. They are all braced by parallel timbers running the whole length of the tracks, being constructed in 3 sections. Two of these are to be placed under water and the other on land in each cradle.

One of the two first sections is completed, and the other is expected at an early date. The Divers are now preparing the foundation. These will be of modern type including modern ideas of Mr. Crandall on Marine Railway construction.

This should save money and will give a stronger and cheaper service. There was no chance for the tracks to strain, as the cross sections will guard against this. Also it avoids expensive high-class labour.

At one time only high-class carpenters could do this work, but now any labourer can do it. This will save 50% of the cost. It is expected to be finished in December, and will provide every facility for docking.

This year was a boom in the "ice trade". A new icehouse was built and this will add 1,000 tons to the storage and supply.

January 7, 1895 — Stetson Rogers sold to Jeremiah Gray, for \$101.00, a lot on Dahlia Street, 70 feet to the intersection of Maple Street, 37 feet to John White property, being lot number 1 of Gillards Field.

February 5, 1895 — Alexander Wilson, fish dealer, and Margaret, sold to John Noonan, caulker, for \$100.00, the lot number 9 of Gillards Field, on Maple Street, then 30 feet to Myrtle Street to lot number 10.

February 18, 1895 — George Shearing, sewing machine agent, and Matilda, sold to John McNeil, for \$750.00, a lot on Henry Street to Pelzant Street called lot number 85.

March 1, 1895 — Catherine Fairbanks sold to Samson Misener, machinest, for \$600.00, a property on King Street and Portland Street, 60 feet by 120 feet.

March 12, 1895 — Walter Robb sold to John Leadly, post master, for \$1,100.00, the south part of lot number 7 and 8 in letter 'VN' on the east side of Water Street, next to Michael Dunn property for 120 feet to Benjamin Elliot property then 120 feet to place of beginning.

April 17, 1895 — Edmund Walker, grocer, and Emma Walker sold to Andrew Forsyth, grocer, a lot on the south side of Church Street, and along the Water Street for 49 feet to the property of George Pyke for 70 feet to Downie's Lane for 49 feet to Church Street, being the lot 'B' of the William Bower property. The price paid was \$1,800.00.

April 19, 1895 — Isaac Roche and Helen, sold to Isaac Abraham Roche, for one dollar, lots 17 and 18 of the Brenton and Eaton division of Maynard's field between the lake and the Pipe House Road.

April 27, 1895 — Robert Wirrell sold to John Bauld, carpenter, for \$800.00, the lot number 12 in Newdry's subdivision on Tulip Street, also lot 13, and the lots 10 and 11 on Tulip Street.

May, 1895 — The Dominion Building Association, sold to John Trider Jr. of Eastern Passage, farmer, for \$1,120.00, one lot at Eastern Passage, next to William DeYoung and Edward Trider (55 acres) next to the land of William d' Eau in 1839, to Forsyth's grant to William Horne to the water of Eastern Passage. (This lot was made by Titus Smith in 1839). Also, the Stillwater lot to the corner of the island at Stillwater Creek, east of Cow Bay (46 acres).

May 2, 1895 — Jane Forsythe, et al, heirs of the late Alexander Forsythe, sold to Peter Douglas, for one dollar, a lot on the northwest corner of Hare Lane and Windmill Road, 84 feet by 66 feet by 84 feet by 66 feet.

May 23, 1895 — Sherburne Waddel sold to Thomas Kingswood, labourer, for \$400.00, the lot number 125 of the Fairfield property, 33 feet on Dawson Street, then 100 feet to David Falconer land.

May 29, 1895 — Annie Wilson, et al, sold to Agnes Forbes, for \$900.00, a lot at the intersection of Ochterloney Street and East Street, now called Wilson Street, to Thomas Boggs land, 37 feet square.

June 22, 1895 — Sherburne Waddell, et al, sold to the Starr Manufacturing Company Limited, the land on the west side of the Culvert of the circular dam of the Canal basin, parallel to the road leading to First Lake, to the public highway from Ochterloney Street to the circular dam for 88 feet.

July 16, 1895 — The Executors of Duncan Waddell, contractor, sold to Stetson Rogers, bookkeeper, for \$395.00, the lots 'A, B, C, D, E, F, G' and 'J' of Waddell's property on the road leading from Dartmouth to the west side of Dartmouth lakes.

July 20, 1895 — Jane Warner sold to Robert Warner, for \$100.00, a lot on the Cole Harbour Road to Maynard's Lake.

July 30, 1895 — Fred Coughdon sold to Morris Crane, truck man, for \$160.00, a lot at the corner of Boland Road and the Dartmouth Common, next to the property of Paul Kingston.

August 1, 1895 — Edmund Walker sold to Reginald Walker, for one dollar, 3 lots of the Austen subdivision, on Rose Street.

August 21, 1895 — Catherine Power sold to Jane Power, for one dollar, a lot on Portland Street next to James Reeves lot, and 53 feet parallel to King Street, then 59 feet to Portland Street.

September 14, 1895 — David Rees sold to Herbert Booth, for one dollar, a property on Portland Street, 40 feet from the corner of Wentworth Street, 33 feet by 90 feet.

September 26, 1895 — Stetson Rogers and Alice, sold to Thomas Bouser, for \$101.00, a property on the west side of Maple Street, and the south side of Dahlia Street, called the lot number 3 of Gillard's lots.

October 14, 1895 — William Whebby and Margaret, carpenter, sold to William Bell, printer, for \$125.00, the lot number 6 of the Falconer Homestead on Quarrel Street to the Cashen property, then to the Brennan property.

October 14, 1895 — William Whebby sold to Frederick Bailey, painter, for \$125.00, the lot number 7 along Quarrel Street, next to the Hermon property then to the Brennan property.

November 5, 1895 — Irvine Cross, farmer, sold to H. M. the Queen Victoria, for \$3,950.00, a part of the former estate of John Esson to Gaston Road, to the property of Jacob Boutilier to the Mount Hope Asylum property, to the property of Judge Johnson.

November 20, 1895 — John Colter, labourer, and Jane, sold to Alexander Webber, boilermaker, for \$150.00, the lot number 6 of the Whelpley and Austen subdivision on Tulip Street.

December 26, 1895 — The Maritime Brewing and Malting Company Limited sold to George W. C. Oland and John Oland, brewers, for one dollar, the portion of the Samuel Albro estate, called letter 'E' on Windmill Road, for 90 feet to letter 'O-3' then 90 feet to 'O-4', then to the entrance of Brewery Road then 60 feet to the Railroad, about 6 acres, also a lot that went up to Windmill Road for 185 feet.

Federal Acts

An Act for Nova Scotia — Chapter 59 — An Act to amend Chapter 104, Revised statutes entitled the Judicature Act of 1894, subsection 2 of section 2 of chapter 104, which referred to appointments of a judge of the Supreme Court.

Chapter 93 — An Act to incorporate the Home, Fire and Marine Insurance Company Limited.

Provincial Statutes

There were 4 acts passed that directly involved the citizens of the Town of Dartmouth.

1. Chapter 34 — An Act to amend Chapter 64 of the Acts of 1892.
2. Chapter 35 — An Act respecting the Dartmouth Ferry Commission. This gave the Ferry Commission the power to accept surety ship bond.
3. Chapter 36 — An Act to provide for the preparation of a List of Voters for the Town of Dartmouth for the year 1896.
4. Chapter 37 — An Act respecting Water and Sewerage in the Town of Dartmouth.

The Civic election was very quiet this year, not a single vote was polled. The council met on February 6, and declared Mayor W. H. Sterns as the elected Mayor. The Aldermen were, Ward I – H. H. Harrison, Ward II – J. E. Sterns, Ward III – H. Mosely.

A Board of Trade was organized with much enthusiasm. Officers were nominated. Former Mayor Scarfe was chairman, but E. M. Walker was nominated as President. James Simmons was the first Vice President, W. S. Duffus, the second Vice President, and A. C. Johnston the secretary. There were 25 in attendance.

On February 19, during a heavy mist, there was a collision between the ferry steamer, *Halifax*, and the, *S. S. Beta*, lying at Pickford and Blacks Wharf. The damage was to the railing, and part of the outside porch on the *Halifax* was torn away. There was also slight damage to the, *S. S. Beta*.

This resulted in work for the Marine slip. Not one half of the work done there, 10 years ago, is being done now. A busy time like the present is being appreciated.

Edward Williams is building a small steamboat for the Acadia Sugar Refinery Company. The vessel will ply between Woodside and the railway depot at Richmond.

At the S. Oland Brewery in Turtle Grove, the biggest fire in 20 years broke out. This Brewery was recently syndicated with several other breweries. When the fire was discovered it was well underway. The main building was beyond all hope of being saved. Some of the ale was saved. A second alarm was raised at 8:30 and the fire fighters had to work through the night.

At another fire, an icehouse, filled with ice, was burned along with a barn, and several other buildings.

On May 14, the establishment of rolling mills in Dartmouth marked an epoch in its history. Now the Town has the honor of having the only rolling mills in Nova Scotia where “bar iron” is made. Like all industries, it will take time for it to get into proper order. No industry gives more employment of a higher class than “iron making”. The results of the first few days are very encouraging. The prospects for the future are good. There were 10 workers now, but they will employ 25 workers in each shift, once full production is underway. The potential is for 100 workers or more. However, much will depend on the policy of the government, also an increase of trade will follow production.

Dartmouth was now in the federal district number 31. Doctor R. L. Borden was elected to represent Dartmouth in the Federal election, for Halifax County. He could possibly be a member of the new cabinet, which would contain three provincial premiers.

At the Council meeting on June 30, Alderman Mosely protested against an increase in all water rates, proportionally, as it bore heavily on the poor, who can pay no pipe rate as a general rule. Many poor people did not have water at all and this increase of pipe rate would bear heavily on them.

It was further decided that July 1, would be a public holiday in the Town of Dartmouth.

From the World's Columbian Exhibition, the medals and the diplomas awarded to Eben and Henry Moser have arrived. The medals won by the Starr Manufacturing Company, have not yet arrived.

The medals won by Mr. Eban Mosely and Henry Mosely for excellence in design and workmanship of ship models (and smaller vessels). Also plans of a coal barge, clipper ships, fishing schooners and screw boat.

Mr. Edward Thorne, who attended the World's Fair, says he heard the judges remark on the good qualities of the coal barge design.

The Clipper ship was designed years ago and has not been beaten since. Mr. Mosely considers the, "free board", on our fishing schooners too low and this caused many deaths. His models remove that objection. Mr. Henry Mosely has models and diplomas for models of yacht boats and a screw propeller boat. The medals and diplomas for models of yachts, etc., are works of art of which the possessors may well be proud. The medals are forwarded in beautiful aluminum cases finely worked and etched.

The gentlemen and firms who have brought these honors to Dartmouth have honored our town by their efforts.

The exhibits, which were returned, came back in splendid condition, and not an injured article.

On July 21, the barquentine, *Herbert Fuller*, was brought into the harbour by the pilot, Mr. White. The Captain of the vessel was actually the second mate, and the captain's wife had been murdered with an axe by crew members. This vessel had left Portland, Maine, on July 8, and after 6 days outward, the first mate brutally killed them.

There was nobody to navigate this vessel and it drifted up and down the coastline. The craft sailed under an American flag and has to be taken to an American port, for trial. Extradition papers have been made out and the prisoners will be taken to Boston. The vessel is now in the charge of the police until the trial is completed.

On August 20, the annual summer regatta took place. The result insured that the, Chebuctos, and the citizens must make this an annual event. These regattas have been held successfully for the past 30 years, and there is no place like the Lakes to hold them.

Thousands of spectators lined the side of the Lake to witness this event. The weather was perfect. Mr. Taylor, who is president of the Montreal Amateur Association, remarked to President A. C. Pyke of the Chebuctos, that the place was ideal, the surroundings were a thing of beauty and impossible to surpass.

The first event was delayed because of one of the entries. The Woodside crew claimed the, "Mutuals", had a boat, which should not be allowed to race against whale boats. The Woodside crew withdrew rather than row on uneven terms. The referee afterwards ruled the Mutuals out.

The Centrals won, the Lake crew came second. The winning time 9:55 (9 minutes and 55 seconds).

The single scull race attracted a lot of attention. C. F. Heffler won with A. Moser coming in second. Third place was C. Patterson and the winning time was 4 minutes and 52 seconds.

The Indian canoe race was not so interesting as expected. There were only 2 entries. The difficulty was getting the bark canoes.

The Double scull, open to amateurs under 20, was a fine race. Moser and Power had a poor start. The others started even and kept so. At the finish line, it was Weston and Power first. And in second place were Coates and Sawlor. The time was 9 minutes, 26 seconds.

In the canoe race, Weston and MacKay won easily. The Colored Whaler race created a lot of excitement. The "Victorias" and the "Invincibles" were the only crews to race. The Victorias had J. Brown, Ab Tynes, Ned Brown, and George Brown. The Invincibles seem to get rattled and couldn't keep stroke, with oars clashing and splashing and water flying everywhere. The "Victorias" won the race.

In the double scull race three boats came forward. Heffler and Demarass won, with Weston and Moser in second.

The mixed double race, rowed by a gentleman and a lady, was won by C. S. Heffler and Miss Heffler. In second, came A. Westen and Miss Fairbanks, but were awarded first place because they were fouled by the Heffler crew. The Turnbull crew came in second.

The upset canoe race did not materialize and a swimming race was substituted. A boat load of spectators was upset, but were rescued. Any who suffered were taken home in a cab.

The prizes were awarded by Mayor Sterns. The fireworks at night was such that even Haligonians were enthusiastic in its praise. The boats were tastefully decorated. The beauty entranced thousands along the shore.

The public was fully satisfied and these participants have done more to advertise the Town, then we can give them credit for. We hope they will do even better next year.

The school census showed an increase in the number of children of 84 more. In Ward I and the Woodside district, there was a decrease of 3. In Ward II, Ward III and Tufts Cove, there was an increase of 87. The total now is 1,517 children.

A regatta was planned for Woodside on September 19. Boat racing has had quite a boom this year due to the Carnival and the regatta. The Woodside crew would like to have all the crews from Dartmouth, who rowed in the Butler races. A report said the central crew fear defeat and do not wish to contend. The Lighter mens crew was fouled in the recent races, at the first buoy. This regatta took place on September 8, and it was reported that the Mosher's did very well. The events were well contested and satisfactory.

January 13, 1896 — Jane Forsyth, et al, sold to Alexander Forsyth, et al, for one dollar, a lot on the northeast corner of Hare Lane and Upper Water Street, to the William Bowie property.

January 26, 1896 — Gordon Kuhn, yeoman, and Amelia, sold to Newlan Kuhn, farmer, for one dollar, 52 acres that was formerly owned by J. Creighton on the highway to Cole Harbour.

February 11, 1896 — G. Blackie the Assignee of John McElmon and John Blaikie, for \$25.00, a water lot that was granted to the Shubenacadie Canal Company

in Dartmouth Cove for 550 feet to the James Hamilton property, by 146 feet to lot 13.

February 21, 1896 — James Austen sold to John Richard, labourer, for \$115.00, two lots called 4 and 5 of the Austen subdivision located on Beech Street, 66 feet by 104 feet.

March 6, 1895 — Malcolm Morrison sold to Charles Rood, Gentleman, for \$1,650.00, part of the O'Brien property, 35 feet to 133 feet to Wentworth Street, then to part of the estate of Francis Elliot, to Stairs Street.

April 7, 1896 — Ann Hutchinson, wife of Albert Hutchinson, ice dealer, sold to Raymond Webber, carpenter, for \$100.00, the lot number 11 on the west side of Paul Street, 66 feet from Hutchinson property to the lot number 12 and 100 feet to the property of Henry Keddy, by 33 feet, by 100 feet to Paul Street for 33 feet.

April 16, 1896 — Isabel Mott, et al, sold to William S. Payzant, barrister, for one dollar, a lot on Green Street, 88 feet from King Street next to the property of Salter Dares, from J. R. Ormon, then 59 feet to the Warren and Harrison line to Green Street.

April 16, 1896 — Louise Collins, et al, sold to William Payzant, for \$600.00, a lot on Green Street, 88 feet from King Street then 50 feet to the Warren and Harrison line then over to Green Street. On the same day, William Payzant sold this property to George Stanley, for \$600.00.

April 20, 1896 — The executors of Marjorie Ulitz, sold to Eber J. Herman, Gentleman, for \$900.00, a property on the north side of Quarrel Street, next to Jonathan Elliot, 80 feet by 40 feet.

June 10, 1896 — Valentine Roach and Elizabeth, sold to William Mosher, for \$100.00, a lot at Maynard's Lake near Brenton Street, 100 feet by 30 feet.

June 19, 1896 — Frederick Scarfe, executor of Marion Scarfe, sold to Emily Scarfe, for one dollar, a property on the road from Dartmouth to the Windmill, next to Hare Lane and Fairbanks Street up to lot number 8 on the Common. This was lot number 9 of the William MacKay plan of 1841.

July 4, 1896 — Mary Young, widow, sold to John Ritchie, for \$10.00, the lot number 13 of the Hugh Hartshorne division of the Skerry field on Wentworth Street to Mott Street, 47 feet by 120 feet.

September 2, 1896 — John Forbes sold to John Wilson, for one dollar, a lot on the Gaston Road, next to George Corkum and Fraser Allen, including all the buildings, hereditaments easements and appurtances, etc.

October 28, 1896 — John Payzant, et al, sold to Cecily Myatt, wife of Joseph Myatt, for \$1,600.00, for property on the north side of Portland Street, next to Edward Bowes, 35 feet by 74 feet.

Federal Acts

Chapter 52 — An Act to enable the inhabitants of Lawrencetown to supply themselves with water for domestic, fire, and other purposes.

Chapter 109 — An Act to incorporate the Cow Bay Gold Mining Company.

Provincial Statutes - nil

Officers appointed for the ensuing year include the following:

Mayor... A. C. Johnson
 Ward I... John Ritchie and H. H. Harrison
 Ward II... J. Forsythe and J. E. Sterns
 Ward III... E. F. Williams and Henry Mosely

The winter provided good skating on the Dartmouth Lakes, as well as a good ice surface at the Exhibition Rink. There were several horse races on Lake Banook (First Lake) as well.

The Dartmouth Rolling Mills Company is meeting with splendid success. The Company is putting in new rolls and the plant is increasing over all.

The mill is now turning out a splendid grade of horseshoe iron, which cannot be beaten in Canada. The company is now filling a large order for the Starr factory for new stock, which in the past has given every satisfaction. For employment there are from 15 to 25 hands for steady work.

The staff is men of experience, both in Canada and the United States. To make a good finished product you need good raw material and skill in the manufacture. The Company has both of these, and the results are proving this to be a fact.

The visiting committees for the month of April were appointed for the following schools. Commissioner Sterns for North School, Forsythe appointed for Central School, Sterns appointed for Greenvale School, Mosely for South School, Elliot for Hawthorne and Stairs School.

In April, it was reported that the Consumer's Cordage Company Mills, formerly the Dartmouth Ropeworks, is now making rope and filling contracts in Great Britain.

Mr. George Stairs left some weeks ago for England to extend business. He made several contacts and this will ensure work for many months. Further orders are anticipated. The market is practically unlimited. Previously the tariff uncertainty caused lay offs but now there is assurance of steady work for long term contracts.

The tariff has different effects on the business community. The sugar mills, according to Mr. T. M. Cutler, Secretary of the Acadia Sugar Refinery, said it would affect the West Indies business.

As to corn meal, Mr. R. J. Matheson and other manufacturers of corn meal, they are well satisfied with the tariff. Free corn makes it pleasant for them, and they do not fear outside competition so much as local competition.

The manager of the Starr Manufacturing Company, Mr. Goudge, was averse to giving much information. He stated however, that the change was a blow to the manufacture of both skates and the nut and bolt industry. The old tariff on skates was 20 per cent and 10 cents per pair. It is now 35%. The difference about 7 cents per pair.

On nuts and bolts, the old tariff was one cent per pound and 20 per cent now changed to 35 per cent. All bolts were quoted at about \$1.80 per hundred weight and the old tariff collected \$1.36 duty while the new collected 63 cents, not quite half.

The spice duties remain practically unchanged. The duty on binder twine has been reduced from 12 % to 10% from this year and is to be free after January 1st, 1898. Cordage, however, was formerly taxed 1^o cent per pound, and 10%. It is now 20%. These reductions are serious and may have far reaching results.

J. H. Austen expressed himself as pleased with the changes. All mining machinery is made free and this would give impetus to mining. The hardware trade was satisfied because many of the most obnoxious items in the tariff were changed. G. A. Crathorne of the Dartmouth Rolling Mills is well satisfied with the tariffs as it affects them. They say it is a great improvement on the old tariff for them.

Herbert Mosely of the Dartmouth Paint Works says the tariff as readjusted is vastly more favorable. Formerly his raw materials were taxed while products to his came in practically free. That has been altered and he will extend his business.

The Diamond Jubilee for Queen Victoria was celebrated in Dartmouth and Halifax week long events.

The total number of students in 7 schools in Dartmouth is 1,277.

On July 10, the Regatta was planned. The newspaper "Atlantic Weekly" called it the biggest event ever carried through in Dartmouth. There were special trains, cheap excursions, splendid military displays, procession, fireworks, illumination, and the Regatta itself. This made a programme which has never been excelled ... The managing committee is now in a position to state that the regatta will be a splendid success.

General Montgomery Moore has consented to make a military display, which will combine business with pleasure, and Admiral Erskine will second the efforts of the General. Colonel Collard and Colonel Biscoe came over July 8, to accompany Mayor Johnston, Arthur Pyke and W. B. Roukin to look over the grounds. They decided that the Common was not adapted to "Review" work. It would be much better to have a "sham" fight, or battle, consisting of an attack and defense of the heights. Over 2,000 men will be engaged in the operations.

Colonels Collard and Briscoe were driven around the suburbs and the shores of the lake, and expressed themselves charmed with those beautiful bodies of water, and the diversified scenery. The procession of bicyclists will open the day's amusements at 9 o'clock A.M. The wheels will be handsomely decorated and prizes given by the Mayor for the most artistically dressed bicycle.

The regatta will start in the afternoon. In the evening the shores of the lake will be lighted. There will be a procession of boats, beautifully decorated along with fireworks. The Chinese lanterns will be as near a Venetian, Wedding of the Ocean, as anything that can be seen in America.

In Dartmouth, a lady artist, while sketching at the head of First Lake, happened to turn up a little of the soil. Then she found liquid quicksilver, in small globules in plain sight. Experts tried to find a deposit but nothing yet "in situ", although soil samples show quicksilver in quantities. The presence of quicksilver in its native state is unusual, as it is generally associated with other minerals.

On August 5, the day of the Regatta, excursion trains will run on both the Intercolonial Railway, I.C.R., and the D.A.R. the Dominion Atlantic Railway, leaving Dartmouth at 10:30 P.M. local time.

Citizens were urged by the Regatta Committee to make their places as attractive as possible. This committee had 10 members, led by Arthur C. Pyke, President and Secretary H. F. Watt.

The number of entries closed on July 29. There were 139 competitors enrolled.

On August 5, the Regatta commenced and was a brilliant success. From the bicycle parade to the last bon fire, this programme was all that could be desired. There were enormous crowds that enjoyed the, "Fete", for a Queen's Jubilee. The weather prevailed and moon shone out clear in the evening. The lakes were a scene of splendor that will not be forgotten.

The early morning weather was gloomy and dull. The sky cleared and then the clouds dispelled for a perfect day.

The town business and the residences were profusely decorated. The military display was the best ever seen. The races were perfect, the bicycle parade, and the illuminated boats at night were greatly admired.

The Ferry Commission was not able to handle such an eager crowd. The trains brought in crowds of people from all over the outside communities, and this included thousands of visitors from all over the Maritime Provinces. A newspaper representative from St. John's, Newfoundland, was very enthusiastic over the natural advantages of the "Town", and the energy of the "boys" (competitors). In the evening there were about 15,000 people along the shores to view the ceremonies and the illuminated boats.

The programme opened with the bicycle parade with, the "lovely girls" in white and homemade decorations that would have cost a world of work and trouble. Several riders in costume created no end of amusement. The son of Wells Bentley was mounted on a platform above the heads of the riders.

The first prize was given to Miss Hatti Stevens, and master Joe Austin won the next prize for original design.

The military display was led by the full band, and no handsomer military display had ever taken place before. The attack on the Common was beyond description. The scarlet coats, the White Helmets, the stalwart artillerymen commanded the summit. The supposition was that an attack would come from troops that landed at Cow Bay. They intended to "Shell", Halifax (with artillery). The defense sent troops over from Halifax, and the ships (Navy Force) would train their guns over this way.

The troops that came over charged straight up the hill (Common). The troops were then compelled to retire. The landing of the guns was new and the crowds of spectators were amazed at the rapidity of the movements, and just how masterly these weapons were handled.

The sailors then attacked the flank of the hill and the Town was pronounced saved. This was followed by a march past, with the Chief Staff Officer, Colonel Biscoe, in command. After the Review, and Inspection, the troops, accompanied by the band, marched to the ferry, amid thousands who cheered the marching parade. This was a, "Jolly Termination", to a bloodless battle.

The afternoon was for the Regatta. The shores of the lakes were littered with small vessels decorated for the occasion with colorful trimmings. About 12,000

people were there to view this from the start with more coming and going during the afternoon. Such regattas are ideal because all came off exactly on time, and not a moment of delay.

Percy Simmonds was the starter of the afternoon events. The first being Labrador Whalers open to Dartmouth crews only. Five crews lined up. The race was for “blood”, from the first stroke. It was neck and neck, but the “North Star” crew finished first, with the “Grant” crew in second place. The time was 10:08.

The next race was for the single scull. Entered were A. Mosher, S. Evans, E. Heffler and J. Garde. There were supposed to be 5 more entries but they were scratched.

This was a very hotly contested race. J. Garde won the race in the time of 4:47. In second place was A. Mosher. The course was 10 miles long.

The double scull for boys under 17 was won by Smith and Slaughenwhite, with Lloy and Graham in second. Six crews competed.

The next race was the Labrador Whaler race for colored crews. The Victorias won with the Diamond crew second and then the Jubilee crew in third place.

The fifth event was the 4-oared Lapstreak. The timer said they rowed 48 strokes to the minute. The clubs were Dartmouth, Lorne club and the Wanderers, and Dartmouth reached the turning buoy first, but they took the wrong buoy. Then the Lorne club led the race, but Dartmouth soon regained the lead and actually won the race by six boat lengths. The Lorne club beat out the Wanderers club for second place by just a few feet.

The Dartmouth crew was as fresh as a daisy and they looked like they could go over the course again... “It’s a crew, and no mistake”.

The canoe race resulted in Franklyn and Moffat first with Green and Graham in second. There was only one length between them at the finish line.

The Labrador Whaler, boys under 20, was the next race. The Mutual Jr. crew faded out and the Lakes crew won over the Woodside crew by just one and a half feet. In third place was a crew called the “icemen”.

The double scull race had six crews to compete. They had a perfect start and the pace was 40 strokes per minute. The first crew to turn the buoy (called “spiking” the buoy) was in 4 minutes and 35 seconds. Weston and Moser won by less than half a length. Their time was 9:17 or 9 minutes and 17 seconds.

In the double scull race, boys under 20, C. Moser and Power won in the time of 9:59 with Coates and Sawlor a close second.

The tenth event was a race over 1 mile. It was won by Moser and Miss Graham by two lengths, over Myra and Miss Heffler.

The upset canoe race ended the programme – Four crews started. The spectators laughed themselves hoarse. Green and Graham won with Franklyn and Moffat second.

The official announcer, E. P. Bligh, used a huge speaking trumpet. During the evening the Procession, illumination and the fireworks drew an immense crowd. The ferryboats were taxed to their utmost. The vessel, *Pastime*, was used to help the crowds and carried about 2,000 spectators. The regular ferries carried over 20,000 people, and they sold 4,629 children's tickets and 11,613 adult tickets. This along with 158 pleasure carriages and 1,400 military personnel. The receipts were nearly \$700.00 which was three times larger than any previous occasion.

The Dartmouth Lakes were filled with numerous boats, but the fireworks and the bon fires were ahead of any previous celebrations.

The camping grounds were swamped with frantic activity. The bands played up, and the best decorated boat contest was won by E. M. Walker. The Regatta was an immense success, and broke all previous records for attendance.

In England, it was published that a new fore and aft steel screw ferryboat, called the *Chebucto*, was launched. This was to operate between Halifax and Dartmouth, for the Dartmouth Ferry Commission.

The boat builders, Messrs. Jacks and Company, notified the Dartmouth Ferry Commission by cable. They reported they feared delivery before May of 1898.

This was not acceptable, and a special meeting was held on October 28, by the Commission. They agreed to notify the Company that the ferry must be towed. Also... "We are advised voyage via Florida is practicable... also, if the boat is not sent across at once, then legal proceedings will be commenced for damages and non delivery..."

At a town council meeting on December 16, a resolution in the form of a request was made by George Stairs, the manager of the Ropeworks. This was that the same property that was part of Colonel Sinclair's estate, bounded by Dawson, Bligh, Pelzant and Walker Streets (about 2 square acres) be offered to the Town of

Dartmouth, on the condition that it be forever kept as a public square, and the sum of \$150.00 be annually expended for four years in the improvement of the property.

In December, at a Ferry Commission meeting, a letter was read from the agents of the Commission in Glasgow, Scotland. An officer of the Salvage Commission at the harbour of St. Michaels in the Azores Islands. This gave a detailed account of the damage to the deckhouses and the upper part of the hull of the ferryboat, *Chebucto*, as she lay in the harbour.

Also a letter that had been sent to their agents in reply was read. It urged that the builders should be held responsible for all expenses until delivery of the boat. The Commission would pay the Engineer only after the arrival of the boat.

A letter in reply to this stated that, "Shearer and Sons", would gladly send the boat as soon as possible. If the Commission knew of a Captain, who would take her across, they would like to be put in communication with him.

The matter was then put in referral to the Boat Committee.

February 5, 1897 — The Dartmouth Manufacturing Company sold to John Kilroy, driver, for \$695.00, a lot on Pelzant Street on the Fairfield property called lot number 12, 50 feet by 95 feet.

February 6, 1897 — Jane Cahill, wife of John Cahill, sold to Thomas Mott, a lot at the intersection of Dundas and Ochterloney Street, for \$1,200.00.

February 18, 1897 — Abraham Goulding sold to John C. Oland, for \$1,200.00, a property on Quarrel Street 60 feet to Ann Connors, then 120 feet to John Bartlin then 60 feet to Elizabeth Walker property.

March 4, 1897 — John Corkum sold to Charles Hermen, for one dollar, a property on the south side of Quarrel Street next to Henry Gentles property, then to W. H. Green to William Wilson, 80 feet by 55 feet.

March 5, 1897 — Ann Hutchinson and Albert Hutchinson, ice dealer, sold to George Albert Dares, hospital attendant, for \$120.00, a lot on Paul Street, to Henry Keddy property to Kingston's then back to Paul Street.

March 6, 1897 — Charles Rood sold to George Bain, telegraph operator, for \$1,300.00, a part of the O'Brien property, 35 feet by 133 feet to Wentworth Street.

March 16, 1897 — John Bowser, mariner, and Mary, sold to Benjamin and Reuben Bowser, carpenter, for \$10.00, the privilege of a cart road, or alleyway, 8 feet wide at the end of lot number 31 at the corner of Maple Street and Dahlia Street.

April 1, 1897 — Thomas Ritchie and Isabell, sold to George Misener, for \$112.00, for a lot in block letter 'H', on Wentworth Street to the burial ground, lot number 5 of the letter 'H'.

April 26, 1897 — Oliver Mills, shoemaker, and Susan, sold to Henry Gentles, for \$300.00, a property on Quarrel Street, 80 feet to Richard Kitchen lot then to William Rudolf property to the schoolhouse lot to the property of Nathan Richard.

April 26, 1897 — Henry Gentles, baker, and Annie sold to James Lahey, painter, for \$300.00, a property on the north side of Quarrel Street to Wentworth Street, next to Richard Kitchen property, and then to the schoolhouse lot.

April 28, 1897 — Robert Thornton, rope maker, and Caroline, sold to Charles Smith, for \$450.00, the lot number 128 of the Fairfield property, 30 feet on Dawson Street, by 120 feet to David Falconer property.

May 4, 1897 — Jacob Boutlier, and Mary, sold to Paules Isenor, for \$80.00, a property on the east side of Gaston Road, to Mrs. Wilson property and back to Jacob Boutlier lot.

May 4, 1897 — Archibald Faulkner and Louisa, sold to John Ritchie and Samuel Crimp, tinsmiths, for \$60.00, the lot number 4 in the block letter 'Y' next to King Street.

May 6, 1897 — John McWatt, plumber, and Annie sold to Catherine Mitchell, widow, for one dollar, lots 5 and 6 from Bishop Street to Anderson's farm.

May 7, 1897 — Walter Robb, and Elizabeth, cabinet maker, sold to Thomas Hill, for \$1,800.00, a property on the west side of King Street and the south side of Portland Street.

May 11, 1897 — The executors of John P. Mott sold to James Simmons, for \$1,195.00, the lots number one and two of the Mott estate on the Cole Harbour Road to the west side of the cross road.

May 11, 1897 — The Permanent Building Society of Nova Scotia, sold to James Simmons, for \$117.00, the lots number 8 and 9 on the south side of Windmill Road, next to the Leahy property and the Walker property.

May 11, 1897 — Charles and Mary Banar, sold to Willaim Glawson, for \$115.00, the lot number 13 in Charles Baner's division of the field between Maynard's Lake and the Cole Harbour Road and the Pipehouse Road.

May 20, 1897 — Sarah Ann Whelpley, et al, sold to George Hall, for \$250.00, the lots number 4 and 5 of the Austen and Whelpley subdivision on Tulip Street.

May 25, 1897 — The heirs of Francis Young, shipwright, sold to William Patterson, ship carpenter, for \$800.00, three lots on the west side of Prince Edward Street, which had been sold to Francis Young from William Murray in 1858.

May 25, 1897 — Paul Kingston, farmer, sold to Stewart Conrod, Victauller, for \$780.00, the lot number 8 of the Samuel Albro estate on the east side of the Dartmouth Common (10 acres) also another lot of the former Albro estate being lot number 14 with 150 acres over to the west line of Henry Keeler's land.

May 25, 1897 — Stewart Conrod, Victauller, sold to John DeBay, shipwright, for \$800.00, the lot number 8 of the Samuel Albro estate, having 10 acres, next to Skerry's stone wall to a road. Also lot number 14 that has 150 acres that was next to Lawrence Harshorne property to George Chricton property.

May 27, 1897 — George Misener, carpenter, and Annie, sold to Calvin McNab, grocer, for \$275.00, a property on the east side of Prince Edward Street, 150 feet from Portland Street corner.

June 5, 1897 — James Gaetz, et al, heirs of the late Andrew Gaetz and Hugh Ross, storekeeper, and Emma Ross, sold to Isaac Publicover, gardener, for one dollar, a property on Water Street and part of lot number 30 of the Dartmouth Common, now a fee simple, the lease being annulled by an Act of the Legislature, located 34 feet from Gary Street and Water Street to the Roman Catholic Cemetery.

June 12, 1897 — James Farquharson, and Mary, sold to the Town of Dartmouth a tract of land at Preston on the west shore of Lake Lamont, next to David Donovan, 800 feet by 375 feet by 250 feet by 625 feet to the former Humphrey property, now owned by the Town of Dartmouth, crossing the lake, to the west shore, 3 acres not covered with water.

June 17, 1897 — James and Margaret Ormon, grocer, sold to Jabez Conrod, livery stable proprietor, for \$1,100.00, a property on Portland Street near the Carriage House of Jabez, at the intersection of King Street, 84 feet by 30 feet, by 84 feet by 30 feet.

June 18, 1897 — Steven Rogers sold to Ellen Acken, for one dollar, a lot in the Duncan Waddell property, on the west side of First Lake called letter 'F'.

July 26, 1897 — Francis Mumford sold to James Simmons, merchant, for one dollar, the lot number 10 of the Thomas Boggs division on Thistle Street, to Maple Street and then to Rose Street and Pine Street.

July 28, 1897 — Josiah Ross and Emma, sold for \$750.00, to Frederick Hoskins a lot at the junction of the Preston and Lawrencetown Roads. Also a lot on the Preston Road next to David Clifford to the Cole Harbour Road, to the John Watt property known as "Ellenvale", (2 parcels of land).

July 28, 1897 — John Stairs, merchant, sold to John Moir, factory foreman, for \$120.00, a lot in the Colonel Sinclair property called "Fairfield", on the east side of John Street then 101 feet south of Pelzant Street.

Also on July 28, 1897, George Foot, administrator for William Gallager, sold to John Moir, at a public auction, for \$60.00, lots 70 and 71 on the east side of Walker Street to Pelzant Street.

August 3, 1897 — Arthur Johnston and Annie, sold to George Roome, for \$50.00, a lot on Arthur Street in Johnstons division called lot 48.

August 6, 1897 — James R. Ormon and Margaret, sold to George Ormon, grocer, for one dollar, a lot on Portland Street and Wentworth Street, next to the carriage house of Jabez Conrod.

August 18, 1897 — Charles Smith, teamster, and Ada, sold to Robert Thornton, for one dollar, the lot number 128 of the Fairfield property, 33 feet on Dawson Street, then 100 feet to Falconer's land.

August 21, 1897 — John A. Lahey and Mary, carpenter, sold to Michael Lahey, for \$200.00, the lots 11 and 12 of the John B. Elliot property on Windmill Road to Lyle Street.

August 30, 1897 — William McDonald, Assignee of John Wilson, sold to Garret Kingston, carriage builder, for one dollar, a lot on Dundas Street next to William Greene over to Sellar's land.

September 11, 1897 — Henry Heweston, and Alice, sold to Mary Ann Murphy, for \$325.00, the lot number 58 of the property of William Hamilton on Portland Street and Maitland Street, 109 feet by 34 feet.

September 14, 1897 — Annie Wilson, et al, sold to John Wilson, for \$300.00, a lot on Portland Street to the property of W. H. Ferguson to Pleasant Street, 68 feet by 115 feet.

September 16, 1897 — Eliza Hunstan, widow, sold to John Forsythe, grocer, for \$660.00, the lot 'C' near the property of Gladwin to Church Street, to Joseph Weeks property, then to James Whitley.

October 5, 1897 — Isaac Leslie, merchant, sold to Sydney Leslie, carpenter, for \$100.00, a lot in Austenville on Thistle Street, next to the property of William Patterson for 118 feet to the property of Cornelius Casey for 33 feet then to Thistle Street.

October 9, 1897 — J. Walter Allison, and Minnie, sold to Fred Ward, merchant, for one dollar, a lot on Erskine Street to James Street.

October 11, 1897 — Alice Haverstan, et al, sold to William Pearce, wholesaler, dry clerk, for \$300.00, the lot number 46 of the estate of William B. Hamilton, on the south side of Portland Street.

October 11, 1897 — Caroline Thornton sold to Charles Ryan, truck man, for \$450.00, the lot number 128 of the Fairfiled property, 33 feet on Dawson Street by 100 feet to David Falconer's land.

October 14, 1897 — John Lahey, farmer, sold to Mary Ann Lahey, wife of Michael Lahey, for \$1,000.00, the property at the inter section of the Common road to the property of Henry Elliot called, "Brightwood" to Scarfe property, about 4 acres.

October 15, 1897 — Alice Heweston, wife of Henry Heweston, sold to William Crook, clerk, for \$300.00, the lot number 48 of the William Hamilton estate, made by James Anderson in 1893. Located on the south side of Portland Street to William Pearce property lot, then 109 feet to lot number 47.

October 19, 1897 — John Farquharson and Minnie, sold to James Farquharson, farmer, for \$350.00, a lot 20 acres, on the east side of the late Peter Farquharson farm to William Isenor farm up to Stephen York farm.

Federal Acts

Chapter 38 — An Act to amend chapter 106 of the Revised Statutes of Juries.

Chapter 153 — An Act to Incorporate the Maritime Transportation and Salvage Company Limited.

Among the powers conferred upon the company are included the power to purchase, hire, charter, navigate and maintain steamships, sailing vessels and all other kinds of crafts, including tugs and barges, for the carrying and conveying of passengers, mails, goods, chattels, wares and merchandise between Halifax and other ports in the Dominion of Canada and Newfoundland, and to and from and between said ports, and to prosecute and carry on the business of common carriers of goods, etc.

Provincial Statutes

This year there was three Bills passed that involved the Town of Dartmouth.

1. A Bill presented relating to the Dartmouth Ferry Commission.
2. A second Bill was presented relating to the Dartmouth Ferry Commission.
3. A Bill that was presented relating to the Act relating to the Town of Dartmouth. This was amended in Council, and then agreed to.

On January 11, the Dartmouth Ropeworks Employee Benefit Society held their eighth annual meeting at the Dawson Street Sunday Schoolhouse. The following officers were elected: William J. Meredith – President, John Moir – Vice President, Edward Targett – Secretary and, James A. Tobin – Treasurer. The membership was 40 in number.

The Mayor of Dartmouth for 1898 was A. C. Johnston, also on council was D. G. Wilson, F. C. Bowes and Henry Mosely.

A nominating committee was formed and names of streets were submitted also a committee for each of the following: Finance, Water, Police, Licence, Poor, Public Property, Schools, Ferry, Park Commission and the Court of Appeal Re-assessment. It was decided that the court would be held on March 2, to hear appeals.

This year was exceptional for snowstorms. There were high banks of snow all over the country roads making it impossible to travel. The latest storm caused the ferryboat to lie off for fear of doing serious damage to the wharf and ferry. The train was held up for hours at a time. It took 4 hours of digging to clear the track for the engine to reach the tank. The temperature registered from 14 to 20 below zero.

In the harbour there hadn't been so much ice for 25 years. The wind blew at 60 m.p.h. and a blind snowstorm prevailed at the same time. The harbour was full of ice as far as you could see.

On February 19, a report from the Ferry Commission was submitted. It said that the Commissioner signed a contract in 1896 with Mr. Shearer of Glasgow in Scotland. This was to build a new screw steel ferryboat. It was to be 140 feet long and 50 feet wide. It was to have left the Clyde River on July 15, but due to a serious strike all over Great Britain, her sailing was delayed until August 15, 1897.

She then faced several storms and had to go to Glasgow for repairs. When this was completed, the captain decided to sail cross the Atlantic Ocean on a southerly route. Once again she ran into a heavy gale of wind and then had to be brought to St. Michaels in the Azores. There was heavy damage to her upper works. Messrs. Shears had to send men there from Glasgow, to make the repairs.

The, *Chebucto*, is expected to be ready to leave in May. She will be thoroughly overhauled here when she arrives. This is under the contract to deliver the *Chebucto* here, in first class condition, free of all charges of bringing her out, with the exception of the engineer's wages for six months, from August 15.

In anticipation of her arrival, the Commission constructed a wharf that was 200 feet long, between Warner's wharf and the present dock, for the purpose of making a berth. The cost was \$900.00.

Another report said there had been 695,476 passengers during the year of 1897. This didn't include persons holding commutation tickets and it would have brought the total to the 1,000,000 mark. Also not a single accident happened to any of this large number.

The year 1898 was different. On February 16 a severe gale kept the ferryboats out of commission. The ferry, *Dartmouth*, smashed into the dock on the Halifax side. The iron gate on the deck was carried away. She smashed her paddles on the hard drift ice packs that floated down from Bedford Basin. Owing to the amount of drift ice this winter all the ferries will have to be re-coppered. This winter has been the hardest on the ferries for many years.

The steamer, *MicMac*, did even worse. She got in trouble on the Halifax side also, but the damage to the piers was not too serious.

On February 20, there were several horse races on First Lake in Dartmouth. In the first class category there were three races on three heats. The second category had five entries. Jabez Conrod's horse, called, "Baby", won two of the heats. The third class had 4 entries. Mr. R. Wambolt's, "Eastern Lady", won in two straight heats, with Forsyth's mare in second. There was a large turnout from Halifax and the races were most satisfactory.

At the yards, a handsome yacht is being built by Joshua Mader, for Charles Newman and is almost completed. It is reported to be most comfortable and serviceable.

On May 7, the Atlantic Mineral Water Company started to build a patent machine for water. This is in the building formerly occupied by George Craig, and lately by W. F. Pickering. The patent for the machinery is held by J. W. Tufts Company. It is the fourteenth machinery of the kind ever made. The exceptionally fine water, which our lakes afford, is a strong point in their favor, and this again is all filtered and then charged.

Also in May, the Ferry Commission received notice that a crew for the new ferry, *Chebucto*, has left to join the vessel at the, "Azores Islands". Also a powerful tugboat will accompany the steamer for the journey. The ferry is expected to arrive within a month.

The shipments of lumber from Nova Scotia from 1897 were the greatest in 10 years. The number of vessels was 189 and Halifax harbour had the most with 71 vessels for lumber and the tonnage was 84,060,000. There were 500 shipments for birch, and only 15 for pine.

Information received from the United States Navy Department said that two or three of the large ships from the North Atlantic Squadron will probably be sent here to be docked in the spring.

The Naval Constructor, Mr. Bowles, who docked the, *Indianna* here, is attached to the New York Navy Yard. He reports that gross carelessness and mismanagement in the construction of the dock have been discovered. The piling used in the construction of the dock, have been discovered. It was only driven a few feet into the mud, and then other difficulties will prevent the speedy construction of this dock, which is the only one capable of holding the larger vessels of the navy.

Several ships of the white squadron must be docked soon after they return from their winter duties in the south. The battleships, *Iowa*, and the, *Massachusetts*, and also the first class cruiser, *Brooklyn*, are in bad need of scraping and repairing, and, as there is no dock on the Atlantic coast large enough to hold them, it is likely that all three will be dispatched to Halifax Harbour on the return of the White Squadron.

At the present time, Mr. Bowles is in Washington, discussing the matter with Secretary Long and assistant Secretary Roosevelt.

The Chebuctos Hockey team will be playing in the senior league this year. The players are the following: Goal – Hilton, Right – Sawler, Left – Kane, Point – McKenna, Center – Patterson, Cover – Ross, Rover – Swaffer.

The Starr Manufacturing Company purchased the patent rights stock and material of this, “Forbes”, skate, because the Forbes business is finished. The names of these skates are the, “Achieve”, and the “Columbas”. The Starr Company will begin the manufacture of the Forbes skate this summer, then have it ready for the winter trade. This company now makes 15 to 20 different skates. One type is favored in one area, but in another area, a different skate is preferred.

The company thinks the, “Forbes” skate will take very well in England and will arrange to have it pushed there for next winter’s sale. One advantage of the Forbes skate is that the patent right has still several years to run.

The Dartmouth Board of Trade held its annual meeting, and a large audience was in attendance. The officers elected were President – E. M. Walker, Vice President – J. B. McLean and James Simmonds, Secretary - A. C. Johnston, Council – Dr. M. A. B. Smith, H. S. Congdon, R. J. Matheson, Fred Scarfe, W. L. Tuttle, John Forsythe, Prescott Johnson, Alex Lloy, Ed Stevens, W. H. Gentles, Thomas Notting and J. M. Weeks.

One resolution that passed was to assist Halifax in all matters relating to the port in the work done over the past year.

A report from the Ferry Commission stated, the ferry, *Dartmouth*, would be thoroughly refitted before going on duty again.

A report from the, “Amherst Press”, said that Nova Scotia manufactures are gradually gaining success. The Robb Engineering Company are now making 5 of their celebrated Robb–Armstrong engines at about 250 horsepower each. Two of these engines are for Upper Canada and three are for Europe. The employees are working night and day to get these engines out on time. The newspaper, “Amherst Press”, witnessed the testing of the first one for the use of steam, and it was very successful.

In Dartmouth, the Ropeworks are able to compete with all over the world. This is very good for Dartmouth, and other places for success.

A notice was published for the shipbuilder, E. F. Williams, whose shipyard is located at the foot of Church Street. He is building racing boats, and oars as a specialty. Also repairs and now composition roofing.

Ferdinand Gray, whose father, Robert Gray, runs a footwear business on Portland Street, was wounded in action on an American torpedo boat. He joined the American Navy and this was his first action at war. Dartmouth has quite a contingent in the American Navy and those to whose families they belong, fully realize the awful meaning of a world war.

The ferryboat, *Dartmouth*, went on the Marine slip and when she came off she was in better shape for the long years of running. The ferryboats get extremely shabby. It is a question whether it pays the commission to permit the boats to get so rundown as they are this year. It was due probably to the fact that the new boat was expected to arrive any day. Therefore, the Commission would be averse to putting the, *MicMac*, on the water if it could be avoided. The, *Dartmouth*, is now in splendid shape. All the work done by our yard hands and this reflects credit to them. The ferry, *Halifax*, will go on the Marine railway next, and be thoroughly renovated.

At the ferry dock on the Halifax side, the workmen who labour day and night have made improvements. The wall under the ticket office has been moved over, as well as the building itself. The dock widened, piles were pulled up, and a large quantity of stone removed. The divers were employed to prepare for the new pontoons and bridge. These were towed over by the ferry, *MicMac*, and placed in position at the fall of the tide.

Henry Mosely has almost completed a very handsome boat for a Mr. C. W. Frazee in North Sydney. The vessel is built of cedar, with ash ribs and teak thwarts. When floated she will be a beauty and show the people of Sydney what a good boat is.

Mayor Johnston chaired a committee meeting on June 7, to replace the Rowing Club boathouse that had burned down. It was located near the Railway station. It was decided to call the new organization the Dartmouth Amateur Rowing Club. The committee members were Colin McNab, A. C. Pyke, D. G. Wilson and W. H. Sterns. They would first draft out a constitution. The Town of Dartmouth would be canvassed for support. A new building would be erected on the Town docks near the Railway station.

On June 21, Halifax decided to have a regatta for its Natal Day. The Dartmouth boys swept everything in the way of prizes for harbour sports. The Halifax papers were silent about this, except for the, "Echo", and it only chronicled the events. The newspaper, "Atlantic Weekly" (a Dartmouth paper) said that Halifax was cleaned right out by our half trained amateurs, who gave them the spray right from the start. The city papers were, "absolutely numb".

There was no mention by their papers of the harbour races, but plenty to write up on their Races on the exhibition grounds. It is only at a time like this that we learn for a certainty, just how much friendship the city press bears to this Town of Dartmouth ...

The Labrador Whaler race was the first event. This was more than easy for the North Star crew, consisting of John Lahey, Thomas Lahey, Percy Sawlor, and Bert Sawlor. They beat the other crews by 15 lengths, and didn't turn a hair. They could have just as easily made it by 25 lengths.

The single scull had 4 entries, all Dartmouth boys. Evans from the Woodside club was a surprise winner over Dumeresque who was the favorite.

The next race was the 5 and 6 oared, "Gig race", between the Army and Navy. The crew from the H.M.S. *Renown* won easily with an exciting finish.

The Labrador whaler race (professional) had 3 crews starting. The coal workers employed by the Dominion Company won by half a length at a very close finish. They rowed in a Dartmouth boat.

The double flat race for Professionals had 4 entries, but none from Dartmouth. The Lovitt brothers won the race.

The man-of-war (scurry race) was won by the *H.M.S. Whaler*. The next race was the double scull with six crews starting. Five crews were from Dartmouth. This was won by the Sawler brothers who people thought couldn't win over the favorites Heffler and Mosher. The other favorite crew was Coates and Garde. The race was close but the Sawler brothers took the lead and held it to the finish.

The last event was the two paired oar slip flats. No Dartmouth crew entered this race. Foley and Burns won it from St. Marys. The crew of White and Johnston were ruled out as professionals.

In July, the ferry steamer, *Chebucto*, arrived in Dartmouth, after leaving the Azores Islands, 20 days ago. She immediately went to the Dry Dock. There were hundreds of sight seeing people who came to visit, but only a few were allowed on deck. After a considerable long time she had wandered across the Atlantic Ocean on two or three occasions.

The builder, Mr. Shearer, had arrived in advance. The ferry would have a thorough inspection performed before going into service.

In Dartmouth, August 4 was the Regatta Day. This single scull race shall be the first of the kind ever held on the Dartmouth lakes.

On July 30, it was announced for the second time in the past few years, that a Dartmouth firm, Messrs. N. Evans and Sons, had secured the contract for repairing a vessel which had been in an historic collision. The historic ship, *Cromartyshire*, will be repaired here. This will give employment to 150 men, for weeks. The bow was crushed in and will need to be replaced.

Just a few years ago the ship, *Thingvalia*, collided with her sister ship, then sank off Sable Island. The surviving ship almost lost her bow, which had been carried away within 6 inches of the forward bulkhead. The other ship sank in 15 minutes, taking down over 50 human beings. The, *Thingvalia* was brought into Halifax Harbour under her own steam, stern first. Mr. N. Evans and Sons repaired her in splendid style. The disaster was all the more remarkable in that her sister ship was bounded from Hamburg to New York. The, *Thingvalia*, was bound from New York to Hamburg. They collided bow on, within a few miles off Sable Island.

Another vessel, *La Bourgogue*, met her doom near the same spot. The *Cromartyshire*, survived with her bow badly smashed and the stern carried completely away.

Tenders were asked for repairs and after much delay, the contract was given to Messrs. N. Evans and Son. This means that this firm has the distinction of repairing two "Historic ships".

The work is expected to end in September, and will employ about 150 men. The cost is estimated to be about \$30,000.00.

The new stern is being made in New Glasgow. This vessel will only have to stay in Dry Dock for 10 days. Then the rest of the work will be done in the Dartmouth cove. The extent of the damage and the cost of repairing iron ships will be better understood when it is stated that the repairs equal half the cost of the new steam ferryboat, *Chebucto*.

On August 4, Dartmouth Natal Day was celebrated. The ferryboats carried over 18,000 people, without any accidents. An article written in the, "Atlantic Weekly", said that the officials who carried it through, should be knighted.

The previous Wednesday evening there was a big circle around the moon, and many people prophesied disaster for the following day. Thursday's weather was perfect for the celebration. However, beautiful sunshine during the day and enough clouds at night would give reflection of the fireworks.

The morning program started with bells ringing, whistles blowing, then cannons firing salutes. This woke up the town folk to start preparations. The Bicycle parade had over 150 to lead the parade, then came the Victoria band in one of Conrod's big wagon's that was drawn by 4 gray horses. Prizes were given for the best decorated bicycle and the best decorated driver.

Following the bicycle parade was the band of the Methodist boys' brigade, then the other church lads brigades. Then the Victoria band followed. After this came a carriage with Mayor Johnston with the Regatta Executive.

The parade also had the Marshall, the Firemen, Police, and various Companies that represented the industry of the town. This was called the, "Trades Procession", with industrial displays.

At 2 o'clock the regatta took place on Lake Banook. There were thousands of people from Halifax and Dartmouth and the outskirts of both the east and south

shore. The spectators risked their lives by hanging from the slides of the icehouses, but there was no damage.

The Chubuctos maintained their reputation of being on time, and the races were prompt and orderly. The officials gave every satisfaction, and no protests were made.

In the Labrador Whale boat race, first was North Star, second was Woodside. In the Canoe race, first was Green and Grahame, second was Morrison and Forbes. In the Single shell, only Myra started. Doubles – first was Evans and lady second, Mosher and lady. Lapstreak – four oar – 1st the Dartmouth crew, second St. Patricks. Double scull – boys under 18 –first Slaughnwhite and Smith, second was Forbes and Mosher. Single scull – first was Coates, second was Sawler, third was Garde. In the Labrador Whaler race, boys under 20, first were the Rosebuds, 2nd Woodside and only 2 feet between them won this race.

The evening program was charming. It was just dark enough but not too dark. Every young man had his best girl, and all the girls had a best man. It was just what every one had hoped for.

Thousands of people came to the lake, on foot, by carriage and by bicycles. The small boats covered the lake to view the fireworks. They successfully competed with a variety of lanterns (colored) lamps and bunting. The Town council, the Oddfellows, and the Forresters had floats on the Lake. The thousands of spectators also illuminated the shoreline.

For 1898, the school records show 1,299 students, as compared with 1,276 for the previous year. This reflects on the fact that the town is growing in population, more rapidly than previous years.

A long discussion on Steel Shipbuilding was followed by a speech from Mr. J. M. Carmichael from New Glasgow, at the Board of Trade in Truro, on August 12, 1898. Many interesting comments were made. The most notable was on Steel Shipbuilding in Nova Scotia that should be done in Dartmouth ...”we have unrivalled facilities and can compete successfully with any part of Canada ...” Almost all our wooden ships are gone, and all that remains on our ships registry is 450,000 tons, as compared with 943,583 tons in 1878. Iron has displaced out wooden ships, and steam has driven out the sailing vessels. We should have gone to foreign markets, obtained money to erect modern plants, and gone into iron shipbuilding. Now the English and Norwegians have taken the business we once controlled. The size of ships has increased to 16,000 tons per vessel.

It took more skill to build a wooden ship. A very rough class of labourers can readily be trained to do much of this work on iron ships.

Plates and angle iron can be landed in Nova Scotia, as cheap as they can be landed in the Scottish or Irish shipyards. Our shipbuilders are superior to these shipbuilders. Also wages would be less here in some branches of work than in British yards.

One drawback is the lack of a plant to build engines to drive a ship carrying 4,000 to 5,000 tons of cargo. The cost of these plants, however, is elastic. So much machinery is necessary but a little investment will enable you to go on ... Ships could be built of say, 700 tons, with a plant costing less than \$25,000.00. It is all a question of how much you are going to do, and how complete your works are to become ...

At the Lorne Regatta on Halifax harbour, the Dartmouth Oarsmen scored heavily. The Dartmouth entries practically swept everything that was open to them (or they were allowed to enter) ... In a year or so, if they train well, and have a proper racing shell then Dartmouth can give all of Canada a big contract to win a race from them. The way aquatic sports have boomed the past few years is surprising, and there is every indication it will continue.

The boat rowed by the Lorne club was a special scull with outriggers, built to row for the championship of the world. The Dartmouth crew only had an ordinary lapstreak whaler, but they beat the scull of the Lorne club. Now the Lorne club will only race against St. Mary's and refuse to race against the Dartmouth crew.

On July 16, 1898, G. G. Dustan, gave an address saying ...” Nature has made Dartmouth the Natural Atlantic Terminus for ocean business ...” He was giving an extensive report on the reason for Dartmouth being connected by rail across Canada to British Columbia. The waterfront, then being considered 5 miles long, included a large sugar refinery, spice mills, soap factory, tanneries, rolling mills, skate factory, nut and bolt works, iron foundry, paint factory and many boat yards besides the Marine Dry Dock.

The new slip being repaired is rapidly progressing under the guidance of Engineer Crandall. The former one has nearly all been taken up and work on new one will at once begin. When completed it will be a powerful marine slip, capable of taking large vessels. This will obviate the necessity of waiting for the Dry Dock in most instances.

An article was published that asked the question ... why not build steel ships here ...? There is no reason why they cannot be built here as in every other shipbuilding country. The word of practical men say that, Yarmouth, Windsor and Pictou will soon take the initiative which then would make it more difficult to get the finances... Here the facilities are better than anywhere in the province ... It is not necessary to have the facilities to build a battleship ... start off small then add

more when required ... now is the time because wooden shipbuilding is a thing of the past ...

January 10, 1898 — George Stairs sold to the Town of Dartmouth, for \$150.00 per annum, the property on the east side of Bligh Street to Pelzant Street and Dawson Street, then to Walker Street, for the purpose of a public square.

January 14, 1898 — Brenton Eaton sold to James Borden, a lot on Canal Street next to Dr. Fetch, to a lane, and then to the property of Amos Wambolt, called lot number 1.

January 31, 1898 — Lila Mary Ross, et al, sold to Lila Mary Ross, spinster, for one dollar, a lot on the south side of Dahlia Street, from the corner of Maple Street next to the Roman Catholic Episcopal Corporation property on Dahlia Street and Maple Street.

February 16, 1898 — Archibald and Mary Awalt, sold to William McInnis, fireman, for \$1,000.00, a lot next to lot number 21 in Austen's subdivision on Rose Street to Beech Street.

March 12, 1898 — Charles Blathwayt, and Mary, Gentleman, sold to Sylvester Beazley, engineer, for \$1,500.00, a lot on the Shore Road, on the east side of Water Street next to the property of James Gaetz.

March 19, 1898 — Poulis Isenor and Emma, sold to Morgan Gordon, yeoman, for one dollar, a lot on Gaston Road, to James Wilson land, 118 feet by 30 feet.

March 31, 1898 — William and Cecilia Patterson, sold to Arthur Walker, baker, for \$300.00, a lot on Oak Street to Tulip Street.

April 1, 1898 — James Misener, and Isaac Bell, merchant, sold to George Misener, carpenter, for \$250.00, a lot in letter 'H' on Wentworth Street, to the burial ground wall, called lot number 5.

April 1, 1898 — The Rector, Wardens and Vestry of the Christ Church in Dartmouth, sold to John Hartlen, farmer, for \$410.00, a lot on Ochterloney Street over to Wilson Street next to the Alfred Elliot property.

April 1, 1898 — Mary Ann Lahey, widow, sold to John Lahey, farmer, for one dollar, a 5-acre lot on the road from Dartmouth to Wolfe's farm (next to the Dartmouth Common by the lot number 23). This property was called Abbeyville, and marked as lot number 1234 of the Tremain state. Also 2 shares of the estate of Michael Lahey Sr. except the 4 acre lot next to Henry Elliot's land.

April 6, 1898 — Edmund Walker, et al, sold to the Executors of Thomas Jenkins, and John Jenkins sold to Martha Drysdale, for \$150.00, a lot on the south side of the Dartmouth Common Street, lot 33 on Fairbanks Street to Water Street 33 feet by 176 feet.

April 11, 1898 — Reverend William DesBrisay and Emma, et al, sold to Mathew DesBrisay, for one dollar, a lot at the corner of King Street and Quarrel Street, called lot number 3 and 4 of the letter 'A'.

April 11, 1898 — Annie Umlah sold to Mathew DesBrisay, for one dollar, her dower rights to the above property.

April 12, 1898 — John Forbes and Henrietta, machinest, sold to Eliza Turner, et al, for \$600.00, a part of the land lately conveyed by the Lake and River Navigation Company, to Lewis Fairbanks in plan 'A' in 1872, several lots were involved on Toney Street and a public road from Dartmouth to the west side of First Lake.

April 14, 1898 — James and Amelia Walker sold to James O'Toole, for \$400.00, a lot on King Street to Ochterloney Street to the Presbyterian Church, 84 feet by 36 feet.

April 18, 1898 — James Simmons and Irene, merchant, sold to John Colter, carpenter, for one dollar, a lot on Thistle Street, near the intersection of Maple Street, called lot number 17 of the Simmons property.

April 21, 1898 — William Crowe, et al, sold to Henry Wright, mason, for \$30.00, a lot in the late Edward Jost estate on Windmill Road next to lot number 6.

April 30, 1898 — William Cogswell sold to George Keeler, for one dollar, a lot on the east side of First Lake, 40 acres, that had been conveyed to James A. Creighton from George Creighton in 1881.

May 2, 1898 — Edward Warner and Mary Ann sold to Charles Short, carpenter, for \$1,600.00, a property on King Street next to Alexander Lawlor, 84 feet by 32 feet.

May 3, 1898 — James Simmons and Irene, merchant, sold to Lester A. Corcum, carpenter, for one dollar, a lot on Rose Street and Maple Street, corner lot.

May 3, 1898 — William Patterson, shipwright, and Cecilia sold to John Nichols, labourer, for \$700.00, a part of lot 20 of Thomas Boggs division on Tulip Street.

May 19, 1898 — Eliza Farquharson, widow, sold to William McKenzie, farmer, for one dollar, a lot on the west side of King Street, next to Frances Bowes and Lewis Payzant.

May 23, 1898 — Alexander Hutchinson sold to John Veniott, carpenter, for an undisclosed amount of money, a part of lots 12 and 13 of the Gillards Field on Myrtle Street to John White property.

June 1, 1898 — Sarah Ann Wisdom, sold to William Wisdom, machinest, et al, sold to John Bowden, junk dealer, for \$1,000.00, the lot number 3 of the Jonathan Tremain estate, near King Street, marked 'B'.

June 4, 1898 — Paul Farrell sold to John Mitchell, grocer, for one dollar, the lots number 5 and 6 of letter 'I' on Wentworth Street next to Francis Mumford property.

June 6, 1898 — John Lahey, farmer, sold lot number 18 of the Fairfield property on the east side of Windmill Road at the junction of Pelzant Street, to a widow. No price was written.

June 11, 1898 — Caroline Anderson, executrix, sold to Edward Keeler, for \$800.00, a lot in Dartmouth, next to Gatez and the land of Henry Keeler then to William Keeler property to a road. This included buildings, easements, appurtenances, etc., etc.

June 28, 1898 — William Barss, Barrister, sold to Herbert Gates, architect, for one dollar, a lot on the east side of the Dartmouth Common, next to Patrick Lahey lot, to the lot number 11 of the Thomas Boggs land, 150 feet by 280 feet.

July 20, 1898 — John Walker, ship carpenter, and Mary, and James and Emma Walker, et al, sold to Mary Walker, for \$750.00, the lots number 1 and 2 of the Austen subdivision, on Beech Street to Tulip Street.

August 1, 1898 — John Grahame, butcher, and Harriet, sold to John Greene, jeweler, for \$800.00, a property on Ochterloney Street 120 feet to John Gillards property and Mrs. Simpson's property.

August 4, 1898 — Alice Hewetson, wife of Henry Hewetson, et al, sold to Edwin Whelpley, machinest, for \$240.00, the lot number 52 on the south side of Portland Street up to the lot number 54.

August 12, 1898 — James Simmons, and Irene, merchant, sold to John A. Behan, for one dollar, a lot on Windmill Road, next to E. M. Walker called lot number 8.

August 23, 1898 — James and Irene Simmons, sold to John Colter, for one dollar, a lot at the intersection of Thistle and Maple Street.

August 25, 1898 — Frederick W. Elliot, et al, executor of the estate of Edward Lowe, deceased, sold to Samuel Thompson, for \$1,800.00, the property at the corner of King Street and Quarrel Street.

September 8, 1898 — Isobel Watt sold to Bertha Watt, for one dollar, a lot on the south side of Ochterloney Street, next to Donald McLean, to Thomas Steven's property, then to Henry Watt property.

September 12, 1898 — Mr. Edward Thorne, sold to Henry Romans, a triangular field on the west side of First Lake, next to Keeler's farm and the road to Dartmouth, about 46,170 square feet in size.

October 3, 1898 — David Thompson and Hannah, miner, sold to Aubrey Conrod, carpenter, for \$100.00, the lot number 9 next to Erskine Street and a projected street on lot number 12.

October 5, 1898 — Rebecca Creighton, wife of Grassie Creighton sold to Thomas Creighton, clerk, in the postal department, for one dollar, a lot on Tulip Street to Peter McKenna land.

October 17, 1868 — William Kenny and Mary sold to Francis Plunkett, M. D., for \$1,500.00, for land and water lots on the corner of Quarrel Street and Wentworth Street.

October 18, 1898 — David Thompson and Hannah, miner, sold to Alexander Conrod, labourer, for \$100.00, the lot number 26 of Thompson's division on Erskine Street over to a new street.

October 22, 1898 — Fred Ward, merchant, sold to J. Walter Allison, merchant, for one dollar, a property on the east side of Erskine Street next to Charles Street and James Street.

October 28, 1898 — Salter Beamish Dares, merchant, and Maud Dares, sold to Philip Leahy, for \$1,000.00, a lot on Boggs Street next to Howard Gates.

October 28, 1898 — John Bettison, trader, and Mary Ann, sold to Eliza Peers, for a bond and one dollar, a lot along the Dartmouth Common road near Dawson Street next to the land of Dominick Farrell.

October 29, 1898 — Ann Faulkner, et al, heirs at law to Peter Faulkner, sold to Walter Faulkner, employee at the Ropeworks, for one dollar, a lot on the west side of Hester Street.

December 5, 1898 — William and Regina Kingston, wheelwright, sold to James O'Regan, shipwright, for one dollar, a lot on Tony Street, being lot number 7, next to Henry Keddy property.

December 19, 1898 — George and Frances Franklyn, sold to the Acadia Sugar Refinery Company Limited, for \$5,000.00, an 83-acre lot on the east shore of Halifax Harbour, next to the land of Aubrey Hunt, to the range of lots, then to the property of the Acadia Refinery property, to the shore line, also a water lot, formerly known as the Sullivan property, 500 feet parallel to the shore, then 607 feet to the water lot of Aubrey Hunt, then 500 feet to the place of beginning.

Federal Acts – nil

Provincial Statutes

There were 8 Bills presented and agreed to this year that involved the Town of Dartmouth.

1. A Bill to provide for the erection of a Dartmouth Town Hall.
2. A Bill to enable the Town of Dartmouth to operate a line of tramways.
3. A bill to provide for the extention of the Water and Sewerage system in the Town of Dartmouth.
4. A Bill to enable the Town of Dartmouth to operate an Electric Light Plant.
5. A Bill to further amend the Town's incorporation Act.
6. A Bill to amend Chapter 70 of the town's Incorporation Act of the Acts of 1898.
7. A Bill to incorporate the Dartmouth Young Men's Christian Association.
8. A Bill to authorize the sale of the property of the Dartmouth Reform Club Hall.

The ice trade was growing favorably in Dartmouth. During the winter there was 300 men working full time. During the summer months there were 39, but on a full-time year-round basis. Each year larger icehouses are being built. The steamers take tons of this ice on each voyage. Victuallers require ice in large quantities and every year they find more uses for this product.

In February, a report said that Steel Shipbuilding would soon begin in Dartmouth. Plans were drawn up for a new Marine Slip with improvements to make it the finest in the world. Bigger ships can be built and repaired. Piers and warehouses will be erected, and a modern and complete ship building plant will now be established.

Messrs. N. Evans and Sons have been negotiating with prominent English capitalists. Their efforts have been crowned with success. The cost expected will be three fourths of a million dollars (\$750,000.00). This would include a first class slip with improvements never yet attempted. This marine slip will accommodate all but the largest category and class of slips around the world. The cost will accommodate rates for the type of vessel to be built and repaired.

Building ships, as well as repairing vessels of all sizes means much to the town and to Mr. Evans and Sons. Employment will require from 130 to 200 hands. Also enormous amounts of material will be required.

The reputation of the good work by the shipyard workers has spread by having foreign vessels being repaired in Dartmouth. It will also be the first complete plant of its kind in Nova Scotia.

This year the number of farmers in Nova Scotia was reported at 47,000.

The sawmill near the Canal Bridge is run by steam power.

Mr. N. Evans and Sons are trying to raise a sunken derelict, called the *James M. Seamen*, which recently sank near their wharf.

In March, things were at a standstill at the Marine Railway. The painting of fishing schooners is the only pursuit. There has been a remarkable decline lately in the number of marine crafts that use the slip. The reason for this is that ships are driven elsewhere by the very high charges, which would certainly be overcome if there were any competition.

A brief history of Dartmouth between 1841 and 1869 gave the following highlights:

There were 41 lots sold to the highest bidder, from the Dartmouth Common, and then 5 streets were named in 1841.

Adam Laidlaw began his ice cutting on a large scale in 1843.

The Dartmouth Baptist Meeting House opened in 1844.

The first regatta on Dartmouth Lakes started in 1846.

The Methodist Church was dedicated in 1853.

The Railway to Dartmouth started in 1885.

The Colored School on Stairs Street was built in 1879.

The Dartmouth Rifles and Engineers were organized in 1860.

The Dartmouth Axe and Ladder Company was formed in 1865.

The Dartmouth Rope Walk began manufacturing in 1869.

On June 17, the Dartmouth Rowing Club, at its annual meeting, decided to send their 4-oared lap streak, to Sydney, Nova Scotia Regatta. Colin McNab would accompany the crew.

The following officers were elected: President – J. H. Austen, Vice President – E. F. Williams, Secretary – G. D. Wilson, Treasurer – Colin McNab, Managing Committee – C. Patterson, C. H. Sterns, and J. D. Mackenna.

The rowing committee had Messrs. McNab, Heffler, Patterson and Williams. The Boating committee had Messrs. Williams, Ferguson and Austen and Sterns.

The Dartmouth Natal Day Celebration was set for August 3. This would include a Grand Naval and Military Review and a sham fight on the Common. Also dazzling fireworks and a brilliantly illuminated procession of decorated boats.

There will be a regatta on Lake Banook. There will also be reduced fares on the Railway and on the steam ferries. At the Sydney regatta, the Dartmouth 4-oared lap streak crew beat a New Glasgow crew for the championship. In the double scull race, it was won by Dartmouth's Sawler Brothers and also, a crew from Dartmouth came in second, and another Dartmouth crew came in third place. The second place finishers were Guarde and Weston. The third place crew was Patterson & Heffler. The Sydney crew came in last.

The Lorne club crew won the 4-oared shell race, but there were 3 Dartmouth boys in the crew. They were the Sawler brothers and Coates and Myra from Halifax.

The wherry race was won by two Dartmouth rowers, Patterson and Weston and they completely out flanked the Sydney crews.

At a town council meeting, it was announced that William Muir and Sons of Halifax, intend to establish a large corn and flourmill near Scarfe's mill. This is welcomed news and should create an in put in the industrial welfare of the town.

Another new industry is the Powder Works on the Bedford Road. The building materials are being hauled there and the construction will begin immediately.

William Muir and Son from Halifax said they would build a flour and cornmill in the north end of Dartmouth, if water could be secured. The water pipes are to be laid only on Upper Water Street, and not Windmill Road. The water pipe line would be in the vicinity of Scarfe's mill.

The cost of the new mill would be from \$15,000.00 to about \$20,000.00.

The Boys Brigade, similar to Army Cadets, held a presentation of Colors on the Dartmouth Common. The military band played for the review by Lord and Lady Seymour.

This was followed by a telling speech by Lord Seymour. Then the colors were presented to the brigade. Following this, the Chaplain, Reverend F. Williams addressed the officers and the lads.

On August 3, the Natal Day celebration took place. It was a glorious success. The weather was perfect. Also immense crowds of people to see the imposing Military Review that was carried out in perfect order. For the decorations, W. H. Stevens Drugstore won first place. All over town, both private and business were tastefully arranged in colors. Every place had at least one Union Jack on display. The morning bells started at 8 A.M. At 8:30 the bicycle parade lined up at the Union Protection Club Fire Hall. The parade started at 9 A.M., with the 63rd Military Band in a four horse wagon. The Judges were, Mrs. L. K. Payzant, Fred Ward and C. E. Creighton and they were busily trying to pick a winner.

The first prize went to Miss Tufts, who wore the British Flag. The second prize to Master Austen, who dressed like little Lord Fauntleroy, Charley Johnston dressed like Uncle Sam and Bert Greene dressed like John Bull. Special mention went out to the following, Annie McNab, Mary Leadly, Mrs. A. C. Pyke, Miss Coleman, Miss May Lovett, Miss Ethel Misener, Miss Bowes, Helen Bently and George Chipman.

The Military and Naval review was next on the agenda. In attendance were General Lord William Seymour and his aide de Camp, along with Mrs. Seymour, and Lt. Colonel Martin, who was in command. From the Navy were Admiral Bedford, his staff, as well as, a number of influential Citizens from Halifax.

It was estimated that between 5 and 6 thousand people attended the artillery and bayonet exercises and special drill exercises. The feature of the Review was the bayonet exercises.

The regatta was the big event in the afternoon. The band of the 63rd played all afternoon for the crowds of people who were everywhere. On the icehouse slides, there were so many people that the others expected the slides to collapse. It seemed everywhere the tents; pavilions and shanties were selling beer and refreshments. The management of the races was conducted fairly and efficient. Any entry not on time at the starting line was disqualified.

The Referee was J. N. Duffus, starter W. H. Stevens. The Judges were W. B. Rankin, Dr. F. W. Stevens and aldermen Wilson. Timekeepers were J. W. Vidito, J. W. Power and Ralph Simmons. The clerk of the course was P. G. Austen, Hope Wait and Charles Waterfield.

The results were: Labrador Whaler – 4 crews – winner North Star and in second place was the Woodside club. For the Double sculls, the winner was the Sawler brothers, and in second place was Patterson and Heffler. The Gig race was a new feature for the regatta (3 crews), won by the Royal Engineers. In second place was the “Miner’s” crew. Single Scull – 6 entries – won by G. Patterson, 2nd A. Sawler. Labrador Whaler – 5 entries – won by St. Marks by half a length over the North Star club. Mixed Double – won by G. Patterson and Miss Grahame, 2nd place P. Sawler and Miss Leadly. Canoe race – 4 crews, won by Weston and Almon, in second place, Green and Grahame. Double Scull Jr. – won by Charkes Allen and Martin Eager, in second place was Preeper and Backman. 4-oared shells – between the Lorne Club and St. Mary’s – won by St. Mary’s at the finish, even though they were last at the turn of the buoy.

The Regatta finished with the Greasy Pole competition, the tub race and the barrel race. The pig was finally captured by seaman Harris on the H.M.S. *Quail*. The tub race was won by Seaman R. E. Shepard.

The weather was perfectly clear, cool and delightful for the fireworks. The crowds were even greater then, during the afternoon events. The 63rd Band played continuously. The roads were swaying with surges of people. Boats on the lake presented an appearance of a fairyland. These boats were all decorated with colored lanterns of all shapes, colors and sizes.

This fireworks, or pyrotechnic display, were under the management of Superintendent Power. There were waterspouts and a water fountain lit up by many colored lights. On the west side of the lake, there were bonfires in tar barrels. The houses in the area of the lake had a display of Chinese lanterns of all colors.

For the return trips to Halifax it started at 9 P.M. but by 11 P.M. there were still mobs of people waiting to cross over.

As of October, the building of the Mills for Muir and Sons, at Black Rock was almost completed. The main building is almost an exact reproduction of the grain elevator, but on a reduced scale. The work of extending the water main supply to the mills is progressing favorably.

On August 8, there was a meeting of the Christ Church Young Men's Society. President P. G. Austen led this meeting and stated the society had no meeting for the past six years. No dues were collected over these years. A motion to ban the society was passed.

A committee was appointed to wind up affairs and dispose of any funds. After a lengthy discussion it was decided to divide the funds. One quarter to Reverend T. C. Mellor for his missionary work in Guysboro County, and the remaining funds to the Church Lads Brigade of Christ Church.

A report on August 11, said the new powder mill on the Bedford Road was on schedule. Two buildings are almost finished. This mill is being built on Goodal place, just north of the Waddell farm.

On August 12, five steam vessels entered the harbour. Four of these were regular visitors, but the fifth was the steamer, *Turret*, from the Pearl line. She makes Halifax a regular, "bunking", port (loading with coal for fuel) on her homeward journey. After receiving 160 tons of coal she then left for Holland.

The "Plant" liner, *La Grande Duchess*, sailed for Charlottetown with 500 passengers from Boston. The high-class patronage, enjoyed by this vessel is abundant evidence of the popularity of this steamer and the Halifax to Boston route.

News from Citadel Hill said that nearly all the old guns have been removed and are being replaced with the modern breech loading guns. The same will apply to the guns on Georges Island at Fort Charlotte.

On August 22, Lord and Lady Minto arrived in Halifax. There was a great crowd as well as Military and Naval personnel, and Government officials to greet them. Of the 36 officials, included were Lord and Lady Seymore, Admiral Sir

Frederick and Lady Bedford, and the Premier and the Lt. Governor. The Guard of honor was the Royal Canadian Regiment.

They arrived by train at the Richmond Depot. There was a grand parade from there to City Hall. Then they went on to Government House where the Guard of Honor consisted of the Royal British Veterans Society. At the reception there were 250 people presented to their Excellencies.

On August 24, they held a garden party at Bellevue and 800 invitations were issued. In the evening there was a dinner held at the Admiralty House, given by Admiral Bedford. The next day they made a tour of the forts, by way of the Government tugboat, *Lily*.

In September, the enrollment for the seven Dartmouth schools were Greenvale School with 433, Central School 182, Park School 152, Hawthorne School 82, North School 72, Woodside School 56, and the Colored School 25. The total was 1,003 with more expected for the next few weeks.

On September 25, Lt. Governor Daly formerly opened the Provincial Exhibition. At the Grand Stand was Lord William Seymour and Lady Seymour, Lt. Governor Daley and Mrs. Daly and the Honorable W. S. Fielding and Mrs. Fielding, along with the Honorable Attorney General Longley, Mayor Hamilton and General Laurie the Member of Parliament.

A report from the "Railway and Engineering Review" stated, the following on how steam vessels were compared with sailing vessels. Great Britain – steamers 1,386,300 – sailing vessels 1,700; Germany – steamers 196,780 – sailing vessels 1,520; and United States – steamers 59,700 – sailing vessels 4,900.

The list of volunteers for the Boer War, from Dartmouth, includes the following ... Headly Prescott, George James, Alex Forsythe, and Arthur Trider. They had volunteered on October 24. They were part of Company H, which was Nova Scotia's contribution to the Canadian Contingent.

On October 26, there was a great sendoff for Company H from the North Street train station. There were demonstrations all along the rail line from Halifax to Moncton. They were with Captain Stairs and company of the Canadian Transvaal contingent. The total of volunteers was 125. Also from Dartmouth was Lt. J. C. Oland of the 63rd Rifles, along with Bert Cameron, J. Lanerhan, A. Patterson, Thomas Harrison and Warren Baker.

At a meeting on November 13, the Dartmouth Ferry Commission decided to sell the ferryboat, *MicMac*. This was on condition that it not be used as a ferry or an excursion boat on the harbour.

On November 21, the E. H. McElmon's sawmill at the lower canal Bridge, caught on fire and was soon totally destroyed. The building was an isolated one. A heavy northeast wind prevailed and the fire was soon out of control. There was no insurance and the owner, by his own industry, put up the mill and just started operations when this disaster occurred.

The steamer, *Maverick*, which was a sunken oil tanker, was successfully raised and floated on November 30. It had sunk on the night of July 17, after the greatest conflagration ever witnessed in Halifax Harbour. She caught fire at Shatford's oil station at Three Mile House. The firemen had to cut her adrift because they could not contain the fire.

The vessel then drifted into the main channel, and after several explosions, she filled with water, and then sank.

Over 270,500 gallons of petroleum were destroyed and the steamer was badly twisted. The loss was valued at \$200,000.00. It costs over \$10,000.00 to raise the vessel. For the past few weeks, the Standard Oil Company had taken the charge of the wrecking operations.

On the morning of December 1, 1899, the pumps got the sunken craft afloat. The tugs went to take her to the Marine slip. This should give employment to a large number of mechanics. She will then be converted to an oil barge.

The steamer, *Daniel*, is now in the Dry Dock. Lloyds of London are reported to be asking for tenders for the repairs.

The Canadian Department of Marine reported that during this year there were 197 wrecks and casualties in British, Canadian and foreign sea going vessels in Canadian waters, and Canadian sea going vessels in foreign waters.

The British Government reported Great Britain had more than 12 million tons afloat, and also the lowest percentage of losses. Those vessels that were reported as missing are now classified as lost by the insurance underwriters. No less than 24 steamers were ever heard from after sailing out of various ports. Also 79 sailing vessels were cleared but never heard from when cleared from other ports. Their tonnage was 72,773. Also 96 ships, representing 85 sailing craft and 11 steamers had to be abandoned at sea.

The Marine and Fisheries Department said the importance of vessels for trading showed that Canada's trade with Great Britain for 1898 was \$137,499,735.00 and with the United States \$124,410,926.00.

The trading is done in ships and vessels, and the maintenance and construction is a very important aspect.

The list of vessels in Halifax Harbour on December 15 included 6 steamers, 1 brigantine and 35 schooners. The fishing vessels and those laid up were not included in the list.

On December 16, there was a fire at the Woodside Refinery. The upper story of the eastern wing quickly burned through the roof. The main building was saved by the workers who lived in Woodside. They had the fire under control about an hour after it started. This was the first fire since it was built 16 years ago. The floors were built of iron and cement. This is about as near to fire proof as one could get. The building was actually saved by its construction. The work was not stopped, as the main building was intact.

On December 30, the steamer, *Daniel*, was in the Dry Dock, and of the 31 schooners in the harbour, the schooner, *Constantine*, was anchored in Dartmouth Cove.

January 11, 1899 — Alan MacDonald, and Melissa, hairdresser, sold to Richard L. Wambolt, for \$500.00, a property on the east side of Water Street next to the Sterns property.

February 6, 1899 — William McKenzie and Clara, farmer, sold to Catherine Eisor, widow, for \$700.00, a lot on the west side of King Street, next to Frances Bowes to the property of Lewis Payzant. Then Catherine Eisor sold this lot to Alexander Innis, farmer, for \$700.00.

February 21, 1899 — Charles Harvey, merchant, sold to Nelson Conrod, for \$300.00, a part of the lot number 6 of the Creighton property on Pleasant Street and next to Albert Street.

March 2, 1899 — Charles Fraser and Ella, sold to Colin McNab, grocer, for one dollar, the third section of the Shubenacadie Canal known as the Summit Reservoir of the Canal. This included the lakes called Lake Loon and Cranberry Lake that flow into Lake Charles. Also all the dams, rivers, embankments to the third section of the Canal belonging to Charles Fraser under deed to Colin McNab, with William Sterns and Laura in 1889. This third section contains 250 acres.

March 3, 1899 — John Kuhn and Martha, farmer, sold to Alexander McLean, for \$330.00, for 25 acres on the Dartmouth to Cole Harbour Road, next to Henry Baker and the Gaston property.

March 7, 1899 — William Crowe, trustee for Edward Jost, sold to Edward Craig, tinsmith, for \$75.00, two lots in Dartmouth. Lot number 1 on Water Street, 235 feet to the Kirby estate on lot number 4, to the Intercolonial Railroad. Also the water lot in front of lot number 4.

March 13, 1899 — Quit Claim Deed between Sarah J. Harrison and Henry Harrison and his wife Elizabeth, James Harrison, painter, and wife Francis, and Elenor Lynch, wife of Henry Lynch, moulder, sold to Thomas Harrison, yeoman, for one dollar, lots on Manor Hill, number 28, 29, 30, 31 and 32 of the J. W. Watts Second division, 9 acres, 3 roods and 22 perches.

March 17, 1899 — Charles Harvey sold to Frederick Cox, for \$220.00, a property on Pleasant Street over to Albert Street, over to Dickson's lot.

March 28, 1899 — Frank Hyde, grocer, sold to Bessie Hyde, for one dollar, several lots on the road from Dartmouth to Sackville, including a field adjoining the property of Mary Allen, and other lots that had been conveyed to Thomas Mott by John Jamieson in 1860. Also a lot on Ochterloney Street formerly owned by Lavina Reeves.

April 5, 1899 — Joseph Shupe, labourer, and Annie, sold to Henry Shupe, for \$150.00, a lot on Tulip Street to Beech Street to the lot number 3 of the Austen subdivision.

April 18, 1899 — James Gaetz, carpenter, and Mary, sold to James Stockall, engineer, for \$1,050.00, the lot number 30 of Common lots on Water Street, next to the property of Joseph Williams.

April 19, 1899 — Lester Corkum, and Ella sold to Hiram Zwicker, blacksmith, for \$1,300.00, a lot on Rose Street and Maple Street, called lot number 4 of the James Simmons property.

April 22, 1899 — Robert McElmon, shoemaker, and Mary Jane, sold to Charles Alexander McLean, painter, for \$500.00, the lot number 44 of the Austen subdivision, on Rose Street.

April 25, 1899 — Garret Cotter, marshal, sold to Garret Kingston, carriage builder, for one dollar, the lot next to George Webber on Church Street and King Street to the south boundary of the Dartmouth Common.

April 26, 1899 — Nathan Wilcox, labourer, and Isabel, sold to Aubrey B. Brown, for \$800.00, the lot number 28 of the Henry Hill subdivision on the west side of Hester Street next to the property of James G. Smith, then to J. H. Keans lot. Also a lot purchased from Anne Faulkner, widow, on the west side of Hester Street.

May 12, 1899 — James Craig and Hannah, sold to Robert Craig, moulder, for \$270.00, the lot number 4 of the Austen, Brenton and Eton division of the field at Maynard's Lake and the Cole Harbour Road.

May 15, 1899 — George Jackson, shipwright, sold to William Jackson, machinest, for one dollar, the east half of lot number 2 on Ochterloney Street, 40 feet by 120 feet, by 40 feet by 120 feet.

May 23, 1899 — Ester Webber, wife of Jacob Webber, carpenter, sold to James Gaetz, carpenter, for one dollar, a lot on the south side of Myrtle Street next to Mr. White, then to Maple Street.

May 26, 1899 — William Wisdom, machinest, sold to John Walker, merchant, for one dollar a lot on the east side of Prince Street next to Henry Glendenning property.

June 3, 1899 — John Lawlor, baker, sold to Salter Dares, boat builder, for \$200.00, a lot in Warren's Lane to Portland Street 80 feet by 33 feet.

June 6, 1899 — Executors of William McNutt, et al, sold to John Oland, brewer, for \$120.00, the lot number 14 of the Charles Fairbanks estate, on the road to Bedford and Henry Street.

June 6, 1899 — Ebenezer Seakens, cooper, and Elizabeth, sold to John Oland, brewer, for \$110.00, a lot on Hester Street called number 31 of the late Henry Hill estate to Henry Street.

June 7, 1899 — David Thompson, and wife Hannah, sold to Simon Sellers, labourer, for \$100.00, the lot number 24 of David Thompson's division on the north side of Erskine Street.

June 15, 1899 — Edward Foster sold to J. Watson Vidito, jeweler, for \$300.00, the lot marked 4 and 5 of the estate of the late J. P. Mott, starting at the lane between the Cole Harbour Road and the Southeast Passage Road next to James Simmons property.

June 22, 1899 — Selina Kent, et al, sold to Charles Hunter, for one dollar, the lot number 44 of the William Hamilton estate on the south side of Portland Street next to Richard William's property.

June 23, 1899 — James Simmons and Irene, sold to Norman Walker, for one dollar, the lot number 18 of the Simmons plan, on the south side of Thistle Street, next to John Lewis Colter.

June 28, 1899 — Henry Scarfe sold to William Lownds, confectioner, for one dollar, a lot on the east side of Wilson Street, next to the Dartmouth Common, at Philip Leahy's barn, containing 14 11/16 rods.

June 29, 1899 — James Findlay, farmer, and Anna, sold to Her Majesty's Principal Secretary of State for the War Department, in consideration of the grant of a certain right of way, for one dollar, land on the west side of McNabs Island between Ives Point and Fort McNab to a boundary called number 3. The amount of property was 6,290 square feet.

July 5, 1899 — Stephen R. Davidson and Annie, et al, sold to Benjamin R. Wilson of Waverley, for one dollar, a 200 acre property on the east side of the main road from Dartmouth to Truro, starting at James Marshal's house then parallel with the Shubenacadie Canal property to Lake William.

July 11, 1899 — Anna Dunn, et al, sold to William Day, ship carpenter, for \$60.00, a lot on the north side of Best Street, next to the John Ryan property.

July 11, 1899 — Catherine Brennan, widow, of William Brennan, sold to Margaret and Raphael LaPierre, farmer, for \$300.00, a lot on the Dartmouth to Preston Road, to the west side of Toney Street, next to the property of Joseph Findlay on the road to Preston for 115 feet.

July 21, 1899 — The executors of the late James Turner sold to Henry Romans and wife Mary, for one dollar, a part of the land sale of the Lake and River Navigation Company to Lewis P. Fairbanks, marked 'Q', on a deed on July 31, 1872, and the land on a public road from Dartmouth to the west side of First Lake.

August 14, 1899 — John Lawlor, baker, and Susan, sold to Frederick Bauld, contractor, for \$605.00, the lot number 2 on Warren's Lane, and number 2 that fronted on Quarrel Street.

August 21, 1899 — Bryron A. Weston and Kate, solicitor, sold to William Muir, et al, merchants, for \$150.00, a land lot and water lot on Water Street next to Falconer's lot, 100 feet in front and 200 feet into the harbour.

August 23, 1899 — Willey Smith, and Harriet, sold to Lewis Johnston, for one dollar, a property located on the road to Bedford by 196 feet to the land conveyed by Edward Tufts to Andrew Phillips, for 694 feet to the property of Charles Tufts, then 410 feet to the harbour containing 9 acres, 2 roods and 25 perches, except for the 2 acres sold to the Intercolonial Railway. Also included in the sale was the water lot, about one acre.

September 11, 1899 — Philip Leahy, blacksmith, and Ann, sold to Catherine DeBay, wife of John DeBay, boat builder, for \$400.00, the lot number 2 on Faraday Street next to William Keeler land containing 10 acres.

September 13, 1899 — Charles Fraser, manager for the blind, and Ella, et al, sold to James Simmons, for one dollar, a lot on Portland Street next to Greenvale Schoolhouse, then to Pine Street.

September 18, 1899 — James Simmons and Irene, et al, sold to Edward Sturgess, for \$500.00, a lot on the west side of Windmill Road, next to the lot sold by Susannah Synott to James White and James Simmons in 1873, next to the property of John Murphy.

September 20, 1899 — John Lawlor sold to Arthur Drysdale, for one dollar, a property on the southeast side of the public road on the west side of First Lake, next to Reginald Walker.

September 23, 1899 — Arthur Johnston and Annie, accountant, sold to Samuel Manley, labourer, for one dollar, the lot number 71 of Arthur Johnston property on Stephen Street.

October 2, 1899 — Dr. Daniel Parker, and wife Fanny, sold to Sir Charles Tupper, for one dollar, half a share and interest in a lot on the west side of the Eastern Passage Road, that had been conveyed by Sir Charles Tupper, Baronet, in 1871, to Charles Black, to the property of Judge Johnston. Also, all that water lot in front of this property next to the VanBuskirk property to the water lot conveyed to Charles Black from John Eisdale.

October 3, 1899 — James Simmons and Irene, sold to Edward Sturgess, bottler, for \$1,440.00, a lot on the west side of Windmill Road next to John Murphy, also the right to the passage, or lane, on the north side of the lot, 70 feet by 42 feet.

October 4, 1899 — John Stairs, and Helen, sold to John Moir, superintendent, for \$500.00, a lot on the west side of Henry Street, 33 feet to Pelzant Street, called lot number 87, then 100 feet to Henry Street.

October 7, 1899 — Frederick Bauld, carpenter, and Mary Susan, sold to John Wiseman, for \$1,050.00, a property on the north side of the road to Preston, next to the property of W. Williams, then 94 feet to the property of Ann Hutchinson and 33 feet to the property of George Misener.

October 9, 1899 — Annie Misener, widow, sold to John Morris, for one dollar, a lot on Pine Street next to William Elliot then 100 feet to William Webbers property.

October 17, 1899 — William McDonald, labourer, and Elizabeth, sold to the Dartmouth Manufacturing Company Limited, for \$750.00, for a lot on Henry Street to Pelzant Street, called lot number 84.

October 17, 1899 — John Robertson sold to the Dartmouth Manufacturing Company Limited, for \$750.00, the lots number 79 and 80, located on Henry Street to Dawson Street to Harvey Street.

October 23, 1899 — John Green, jeweler, sold to John Griffin, the manager of the Electric Light Company, for \$800.00, a lot on the north side of Ochterloney Street 60 feet by 120 feet.

October 23, 1899 — John Graham and Harriet sold to John Griffin, for \$800.00, a property on Ochterloney Street.

October 28, 1899 — Thomas Milsom, M. D. and Emily, widow, sold, for one dollar, to Annie Watt, a half acre lot on the Eastern Passage Road, part of the John Fairbanks property, being the south half of lot 31.

November 2, 1899 — John Moir sold to John Wilbert Sawlor, for \$600.00, a lot on Henry Street to Pelzant Street, 100 feet by 34 feet.

November 17, 1899 — James Simmons sold to Robert Shupe, for one dollar, a lot on the east side of Thistle Street next to Maple Street.

November 18, 1899 — James Simmons sold to Robert Mosely, for one dollar, 3 lots on Rose Street to Pine Street intersection.

November 29, 1899 — Elizabeth Donovan, widow, sold to Susan Casey wife of James Casey, for one dollar, a property on Wentworth Street and Portland Street, subject to a right of way to Thomas Bales Coombes, et al.

December 2, 1899 — Thomas Squires sold to John Moir, superintendent, for one dollar, a lot called number 85, on the Colonel Sinclair property, called Fairfield, on Henry Street to Pelzant Street.

Also on December 2, 1899, the Dartmouth Manufacturing Company Limited sold to John Moir the lot number 84 for the price of \$400.00. This was located next to lot number 85 on Henry Street and Pelzant Street.

December 5, 1899 — Albert Veinot, paint maker, and Anna sold to Katherine Vienot, spinster, for \$28.00, a lot in the block letter 'X', at the junction of Prince Edward Street and Church Street, 60 feet by 150 feet.

December 18, 1899 — Ebenezer Seakens, cooper, and Elizabeth, sold to John Oland, brewer, for \$110.00, the lot number 31 on Hester Street to the corner of Henry Street.

**History of Halifax and District Families and Halifax Harbour
Vital Statistics Volume IV
1873 – 1900**

CHRIST CHURCH RECORDS, DARTMOUTH AND DISTRICT (1873 – 1900)

Marriages

March 24, 1873 – John Henry Stocton married Annie M. Ward at Waverley by licence – with the consent of friends in the presence of Joseph Thompson and James ().

March 25, 1873 – Henry Harrison married Elizabeth Bishop – by licence – with the consent of friends – in the presence of Thomas Harrison and Mary Bishop.

April 19, 1873 – James Foston married Sarah Shrumm – by licence – with the consent of friends – in the presence of William Shrumm and William Crowell.

May 4, 1873 – William Moser married Emily Hooper – by licence – with the consent of friends – in the presence of Samuel Hunsten and Elizabeth Mosher.

May 14, 1873 – William Henry Levy married Sarah Anderson – by licence – with the consent of friends – in the presence of Samuel Hunston and Anne Levy.

June 1, 1873 – James Linteman married Catherine Lawson – by licence – with the consent of friends – in the presence of Sophia Blackadar and George Merson.

June 5, 1873 – Loran Ellis Baker married Mary Isabel Creighton – by licence – with the consent of friends – in the presence of Isabella M. Fairbanks and Thomas R. Jollef.

November 19, 1872 – George () married Elizabeth Cleary – by licence – with the consent of friends – in the presence of Harriet Osborne and Minnie Richardson.

December 18, 1873 – William Stevens married Sarah Turple – by licence – with the consent of friends – in the presence of George Stevens and Isabella ().

December 22, 1873 – Henry Horne married Susan Snow – by licence – with the consent of friends – in the presence of Frederick Scarfe and Rebecca ().

February 2, 1873 – Mathew Morash married Anne Boland (at Preston) – by licence – with the consent of friends – in the presence of Joseph McDonald and Jannis Boland.

June 13, 1873 – William Mitchell married Susan Horner – by licence – with the consent of friends – in the presence of Peter Day and Mary Marks (or Martin ?).

June 14, 1873 – Charles Powell married Charlotte Connors – by licence – with the consent of friends – in the presence of Daniel Reardon and Sarah Georgina (Gossifs?).

June 23, 1873 – John Roué married Matilda Jane Harris – by licence – with the consent of friends – in the presence of John Harris and Jane Roué.

August 28, 1873 – George Ernest Moncon married Lucy Caroline Crichton – by licence – with the consent of friends – in the presence of Lawrence Stewart and Georgina Crichton.

September 10, 1873 – Thomas Lovet married Sarah Tufts at the parish in Tufts Cove – by licence – with the consent of friends – in the presence of John Young and Jane ().

September 11, 1873 – William Rufus Foster married Frances Morris Weeks – by licence – with the consent of friends – in the presence of James H. Honal Jr. and Minne Ruggles.

September 16, 1873 – George Maxwell married Margaret Martin – by licence – with the consent of friends – in the presence of Samuel Graham and Katie ().

October 8, 1873 – George Connors married Mary Ann Brown – by licence – with the consent of friends – in the presence of John Corbett and Bessie Brown.

November 27, 1873 – Thomas Grassie Creighton married (Abis ?) Rebecca Allen – by licence – with the consent of friends – in the presence of L. L. Allen and E. Creighton.

April 21, 1874 – John Dixon Gladwin married Matilda Ann Nickerson – by licence – with the consent of friends – in the presence of Louisa Gladwin and ().

May 24, 1874 – James Shrum married Caroline White – by licence – with the consent of friends – in the presence of Edwin Hooper and ().

June 2, 1874 – Samuel Gordon Rilley married Elizabeth Archibald Burnifeal – by licence – with the consent of friends – in the presence of Lewis Goudge and Lamina Archibald.

August 10, 1874 – George Horner married Mary Jane Johnston – by licence – with the consent of friends – in the presence of George Grono and Clara Grono.

September 3, 1874 – John Grenough married Isabella Moser – by licence – with the consent of friends – in the presence of William Shrum and Louise DesBrissay.

June 10, 1875 – Charles Sydney Harrington married Mary Sophia Rochford DeWolf – by licence – with the consent of friends – in the presence of Hugh M. D. Henry and Eva M. DeWolfe.

August 17, 1875 – John Myers married Louisa Isnor – by licence – with the consent of parents – in the presence of Charlotte Isnor and Charles McKay.

October 28, 1875 – Thomas Joshua Short married Mary Catherine Bishop – by licence – with the consent of friends – in the presence of William Bishop and F. J. Short.

September 3, 1874 – Charles Allen married Margaret Elizabeth Horner – by licence – with the consent of friends – in the presence of Reuban Moser and Eliza Jane Moser.

October 6, 1874 – Charles Walker married Eliza Glawson – by licence – with the consent of friends – in the presence of Frederick Walker and Greta Lacey.

October 13, 1874 – Thomas George Stevens married Kate Allen – by licence – with the consent of friends – in the presence of ().

October 26, 1874 – Ephraim Medley married Elizabeth Hume – by licence – with the consent of friends – in the presence of ().

November 10, 1874 – William A. Garrison married Bessie Ross – by licence – with the consent of friends – in the presence of George Wilson and Bessie Wilson.

May 20, 1875 – Judson Settle married Martha Gaston – by licence – with the consent of her parents – in the presence of Samuel Gaston and John Ritchie.

February 13, 1877 – William J. Mars married Dorothy Marvin – by licence – with the consent of friends – in the presence of Alexander Lynch and Annie Marvin.

March 19, 1877 – George Preston married Clara Stewart – by licence – with the consent of friends – in the presence of John Findlay and Alice Walsh.

December 15, 1875 – Frederick Walker married Theresa Lacy – by licence – with the consent of friends – in the presence of A. C. Kuhn and Hy Walker.

December 22, 1875 – James Andrew Gaston married Jane Isabella McInnes – by licence – with the consent of friends – in the presence of A. C. Kuhn and Lenora McInnis.

April 19, 1876 – Francis Lunn married Agnes Peart – by licence – with the consent of friends – in the presence of Annie Nelis and George Hillman.

July 18, 1876 – Simon Murphy married Victoria Mannett – by licence – with the consent of friends – in the presence of William Anderson and Annie Mannett.

July 30, 1876 – James W. Doley married Anna Guyatt – by licence – with the consent of friends – in the presence of James Walker and Frances Dodwell.

June 5, 1875 – Alfred Ernest Ellis married Georgina Pollock Burnfish – by licence – with the consent of friends – in the presence of I. D. Archibald and James Rigby.

September 13, 1876 – Byron A. Weston married Kate Cecilla Bonn – by licence – with the consent of friends – in the presence of W. H. Stephens and Dolly Wilson.

October 11, 1876 – Lewis Alfred Wilson married Annie Wells – by licence – with the consent of friends – in the presence of J. R. Renwick and A. Wells.

October 18, 1876 – John S. Elliot married Letitia Day – by licence – with the consent of friends – in the presence of Henry Gilchrist and Dole Day.

December 27, 1876 – Stewart McLoud married Bella McKay – by licence – with the consent of friends – in the presence of Hiram McKay and Matilda Thomas.

May 19, 1877 – Alexander Lynch married Harriet George – by licence – with the consent of friends – in the presence of W. H. Glendenning and Hatty J. Wolfe.

September 18, 1877 – Thomas Tanner married Martha G. Dodson – by licence – with the consent of friends – in the presence of W. H. Tanner and Minnie Dodson.

October 30, 1877 – Jakez Conrod married Margaret Griffin – by licence – with the consent of friends – in the presence of William Mott and Cassie Griffin.

January 1, 1879 – Charles Stevens married Barbara Webber – by licence – with the consent of friends.

February 27, 1879 – William Walker married Janet Negus – by licence – with the consent of friends.

March 5, 1879 – Asel Whiston married Elizabeth Carroll – by licence – with the consent of friends.

April 16, 1879 – John Horner married Elizabeth Shrum – by banns and the consent of friends.

August 4, 1880 – Horace Edward Tilburg married Lucy Ellen DeWolfe – by licence – with the consent of friends.

October 20, 1880 – William Westlake married Isabel Myatt – by licence – with the consent of friends.

October 30, 1880 – Frederick A. Hamilton married Edith B. Johnston – by licence – with the consent of friends.

November 3, 1880 – Robert James Thompson married Sarah E. Otto – by licence – with the consent of friends.

May 15, 1877 – George Barnstead married Mary F. Brown, at Porter's Lake – by licence – with the consent of friends.

November 24, 1880 – John James Gray married Margaret Meagher – by banns – with the consent of friends.

December 21, 1880 – John Thornham married Catherine Bloand – by licence – with the consent of friends.

January 20, 1881 – Augustus Jessinghouse married Sophia Little – by licence – with the consent of friends.

April 5, 1881 – George Shelton married Mary Grace Hooper – by licence – with the consent of friends.

April 26, 1881 – George Lapierre married Emma Sellers – by licence – with the consent of friends.

June 1, 1881 – Charles Horton married Martha McLennan – by licence – with the consent of friends.

June 15, 1881 – Henry Grahame married Elizabeth Mary Finlay – by licence – with the consent of friends.

June 22, 1881 – Edward Targett married Ada Drusilla York – by licence – with the consent of friends.

October 20, 1881 – Alexander Griswell married Ada Brown – by licence – with the consent of friends.

November 17, 1880 – Samuel Cribby married Catherine Bell – by licence – with the consent of friends.

October 27, 1881 – Robert Alonzo Smith married Catherine Kingston – by licence – with the consent of friends.

November 4, 1881 – Henry Johnson married Bessie Day – by licence – with the consent of friends.

December 5, 1881 – Thomas Fisher Rodd married Mary Trider, South East Passage – by licence – with the consent of friends, in Christ Church at Dartmouth.

December 21, 1881 – George Himmelman married Sarah DeYoung – by licence – with the consent of friends.

December 31, 1881 – Alexander Ross married Annie Sophia Bell – by licence – with the consent of friends.

December 23, 1881 – John Richard Webber married Eliza Ann Rafter – by licence – with the consent of friends.

January 5, 1882 – Leonard Mosher married Emily Alsopp – by licence – with the consent of friends.

January 11, 1882 – James Johnson married Elizabeth Horner – by banns – with the consent of friends.

February 15, 1882 – Joseph Findlay married Agnes Waddell – by licence – with the consent of friends.

June 7, 1882 – Frederick William Harris married Kate I. O’Hara – by licence – with the consent of friends.

July 1, 1882 – Samuel Chapman married Jane Griswold – by licence – with the consent of friends.

July 28, 1882 – John Henry Strum married Melvina Ann Bailey – by licence – with the consent of friends.

August 15, 1882 – John William Boyle married Louisa Victoria Bailey – by licence – with the consent of friends.

August 16, 1882 – George Washington Turnbull married Annie Alice Handley – by licence – with the consent of friends.

September 12, 1882 – Alfred Shortt married Louisa Johnstone – by licence – with the consent of friends.

November 1, 1882 – Albert Bishop married Mary Busby – by licence – with the consent of friends – in the presence of William Busby and Maggie Morton.

November 25, 1882 – Charles () married Bessie E. Dares – by licence – with the consent of friends – in the presence of Nicholson and Anna Eisenhaus.

November 29, 1882 – William Jackson married Martha Publicover – by licence – with the consent of friends.

January 3, 1883 – John Findlay married Barbara Manley – by licence – with the consent of friends – in the presence of George Findlay and Amelia Young.

March 16, 1883 – George Emery Griswold married Christina Nolan – by licence – with the consent of friends – in the presence of William Griswold and Bessie Westlake.

June 12, 1883 – John McBain married Elizabeth Morris – by licence – with the consent of friends – in the presence of N. Cunningham and Ann Robson.

June 20, 1883 – George Foote married Alice Adelaide Wells – by licence – with the consent of friends – in the presence of George Roome and A. Grahame.

October 3, 1883 – Reverend Charles Elliott MacKenzie married Kate Cornitt Cutler – by licence – with the consent of friends – in the presence of William L. Currie and George R. MacKenzie.

October 3, 1883 – John Gray married Minnie Boyle – by licence – with the consent of friends – in the presence of Annie J. Uniacke and D. J. Cady.

October 24, 1883 – John Stephens married Ellen Ring – by licence – with the consent of friends – in the presence of A. J. Uniacke and George Stephens.

November 6, 1883 – Adam Griswold married Jane Gray – by licence – with the consent of friends – in the presence of William Chapman and Jemima McIntyre.

November 22, 1883 – William Griswold married Elizabeth Westlake – by licence – with the consent of friends – in the presence of A. Griswold and William Westlake.

December 12, 1883 – John Strum married Marion Dunsworth – by licence – with the consent of friends, at Christ Church in Dartmouth.

January 4, 1884 – John Bambrick married Mary Ellen Cantwell – by licence – with the consent of friends – in the presence of John Walker and Alice Bambrick.

February 12, 1884 – Josiah Smith married Clara Jane Waugh – by licence – with the consent of friends – in the presence of George Handly and Mary Collins.

February 28, 1884 – William Henry Moseley married Frances Jane Miller – by licence – with the consent of friends – in the presence of Robert Moseley and Bliss M. Harris.

April 23, 1884 – Lorenza Robinson married Charlotte McKenna – by licence – with the consent of friends – in the presence of Mary Black and Eugene McKenna.

May 20, 1884 – Joseph Greenough married Sarah Clarke – by licence – with the consent of friends – in the presence of John Walker and Bessie Hefferne.

May 20, 1884 – Charles McDow married Emma Roach – by banns – with the consent of friends – in the presence of Stephen McDow and Martha Horner.

June 24, 1884 – George C. Oland married Ella Bauld – by licence – with the consent of friends – in the presence of Henry Winterbourne and Hulda Bauld.

July 23, 1884 – James Leslie married Annie E. Preeper – by licence – with the consent of friends – in the presence of John Mitchell and Emma Preeper.

August 19, 1884 – Joseph B. Jennett married Charlotte B. A. Hutchinson – by banns – with the consent of friends – in the presence of Albert Hutchinson and Ann Hutchinson.

August 23, 1884 – Addinson Stevens married Sarah Bell – by licence – with the consent of friends – in the presence of Thomas Bell and Sarah Jillard.

September 9, 1884 – James Harrison married Frances Jane Leadly – by licence – with the consent of friends.

October 1, 1884 – George Stairs married Helena Elizabeth McKenzie – by licence – with the consent of friends – in the presence of Gavin Stairs and Jessie McKenzie.

November 26, 1884 – Fiske Hill married Alma Agnes Phenner – by licence – with the consent of friends – in the presence of Arthur Phenner and Alice Phenner.

October 16, 1884 – William McDonald married Elizabeth Shrum – by licence – with the consent of friends – in the presence of Nelson Craig and Alice Smith.

December 16, 1884 – George C. Walker married Susan Burchill – by licence – with the consent of friends, witnessed by Sarah Walker and W. H. Walker.

January 2, 1885 – John Clement Cameron married Maria Osborne – by licence – with the consent of friends, solemnized by John J. Ried and Jane C. Ritcey.

January 8, 1885 – John Gilbert married Jane Richardson – by licence – with the consent of friends – in the presence of Stewart Richardson and Mary Richardson.

March 4, 1885 – William C. Busby married Rebecca Bromage – by licence – with the consent of friends – in the presence of Albert Bishop and Minnie Bishop.

May 26, 1885 – James Robert Ormon married Harriet Jane McLellan – by licence – with the consent of friends – in the presence of J. J. Ormon and A. E. Ormon.

June 25, 1885 – William Frederick Proctor married Helen Douglas Clarke – by licence – in the presence of Cecilia Clarke and Frances W. Johnstone.

November 3, 1885 – Edward Wesley married Maggie Squires – by licence – with the consent of friends – in the presence of William Griswold and Annie Hiltz.

November 17, 1885 – Stephen Albert McDow married Margaret Ann Loney – by banns – with the consent of friends – in the presence of C. Smith and M. Beamish.

February 23, 1886 – Poules Isenor married Emma Jane Myres – by licence – with the consent of friends – in the presence of Mattie McMullin and William ().

February 25, 1886 – Michael Thomas Williams married Ellen Bowser – by licence – with the consent of friends – in the presence of Norman Hubley and Cecilia Marks.

March 10, 1886 – Charles William Dunsworth married Harriet Catherine Cleary – by licence – with the consent of friends – in the presence of Wallace Dunsworth and Jane Robertson.

February 27, 1886 – John Henry Marks married Emma Matilda Conrod at Christ Church in Dartmouth – by licence – with consent of parents – in the presence of Parker Marks and Clara Marks.

March 29, 1886 – George Edward White married Mary Elizabeth Young – by licence – with consent of parents – in the presence of Frederick DeYoung and Ellen Whynock.

March 31, 1886 – Edward Wallace Dunsworth married Jane Rebecca Robinson – by licence – with consent of parents – in the presence of Charles Romkey and Mary Osborne.

April 7, 1886 – William Alexander Morash married Florence Elizabeth Naugle – by licence – with consent of parents – in the presence of Frederick Hines and Christina Waterfield, at Christ Church in Dartmouth.

May 31, 1886 – Thomas Edward Foston married Isabel Shrum – by licence – with consent of parents – in the presence of William Shrum and Charlotte Isenor, at Christ Church in Dartmouth.

July 7, 1886 – Charles Manual Tully married Mina Gertrude Reddy – by licence – with consent of parents – in the presence of William Tully and Edith Reddy, at the parish in Preston.

August 26, 1886 – William Cleary married Ellen Wynock – by licence – with consent of parents.

September 4, 1886 – George Bateman married Alice Horne – by licence – with consent of parents – in the presence of Albert Bateman and Annie E. Evans, at Christ Church in Dartmouth.

September 20, 1886 – Alfred Robie Cogswell married Hilda Sarah Oland – by licence – with consent of parents – in the presence of John Oland and Mary Bauld.

October 27, 1887 – George Henry MacKenzie married Mary Katherine Johnstone – by licence – with consent of parents – in the presence of T. Johnstone and Amy E. Johnstone, at Christ Church in Dartmouth.

November 24, 1886 – Charles Romkey married Mary Ann Osborne – by licence – with the consent of friends – in the presence of Lewis Romkey and Priscilla Romkey, at Christ Church in Dartmouth.

December 15, 1886 – John Lewis White married Alice Blanch Rogers – by licence – with the consent of friends – in the presence of Frederick DeYoung and Margaret Blank.

June 9, 1887 – Thomas Belcher Hefler married Margaret Ann Ingles – by licence – with consent of parents – in the presence of Edward Tufts and Isabella Ingles.

July 6, 1887 – John Harris married Jessie Florence Allan – by licence – with consent of parents – in the presence of () Harris and Isabella C. Allan.

October 2, 1887 – John H. Shrum married Eliza Ann Gatez – by banns – with consent of parents – in the presence of William Mosher and Alice Roast, at Christ Church in Dartmouth.

November 3, 1887 – Henry Ernst Hill married Alice Mary Phenner – by licence – with consent of parents – in the presence of Henry Phenner and Annie Phenner.

November 9, 1887 – Arthur Frances Misener married Martha Elizabeth Barkhouse – by licence – with the consent of friends – in the presence of Henry Barkhouse and Ellen Barkhouse, at Christ Church in Dartmouth.

January 2, 1888 – William Henry Wilson married Margaret Hibbs – by licence – with the consent of friends – in the presence of William Handley and Minnie Jenkins, at Christ Church in Dartmouth.

January 25, 1888 – George Ritchey married Victoria Dunsworth – by licence – with the consent of friends – in the presence of Charles Wambolt and Minnie Dunsworth, at Christ Church in Dartmouth.

March 31, 1888 – Alexander Hodgen married Emma McDow – by licence – with the consent of friends – in the presence of Emmaline McDow and Robert (), at Christ Church in Dartmouth.

April 9, 1888 – Henry Power married Margaret Ellen Smith – by licence – with the consent of friends – in the presence of John M. Watt and Alice Landsbury, at Christ Church in Dartmouth.

July 5, 1888 – George Bezon married Ada Boutlier – by licence – with the consent of friends – in the presence of Bessie Clarke and John Towith, at Christ Church in Dartmouth.

February 11, 1889 – James Finlay married Jane Dennis – by licence – with the consent of friends – in the presence of Nathaniel Britton and Anne Dennis, at Christ Church in Dartmouth.

February 21, 1889 – William Isenor married () McMullen – by licence – with the consent of friends – in the presence of Peter Atwood and Emma Isenor, at Christ Church in Dartmouth.

February 27, 1889 – Albert Boutlier married Eliza Osborne – by licence – with the consent of friends – in the presence of John Hunt and Clara (), at Christ Church in Dartmouth.

September 27, 1889 – George Saunders married Agnus Hirtle – by licence – with the consent of friends – in the presence of Lizzie Doody and W. R. Jennelth, at Christ Church in Dartmouth.

May 11, 1889 – William Shrum married Catherine Hinch – by licence – with the consent of friends – in the presence of John Shrum and Cecilia Power, at Christ Church in Dartmouth.

October 1, 1889 – Walter Mosher married Cecilia Power – by licence – with the consent of friends – in the presence of David Symonds and Annie Shrum, at Christ Church in Dartmouth.

November 16, 1889 – George Edwin Brown married Sophia Shiers – by licence – with the consent of friends – in the presence of Henry () and Louisa Bayers, at Christ Church in Dartmouth.

November 18, 1889 – Alexander Wilcox married Mary B. McDonald – by banns – with the consent of friends – in the presence of Albert and Susan Lansbury, at Christ Church in Dartmouth.

November 28, 1889 – Edward Conrod married Irene Mahoney – by licence – with the consent of friends – in the presence of George Cribby and Caroline Cribby, at Christ Church in Dartmouth.

December 15, 1889 – Robert Hoskins Humphrey married Frances Gertrude Elliott – by licence – with the consent of friends – in the presence of Agnes Elliott and H. S. Chipman., at Christ Church in Dartmouth.

January 23, 1890 – William Cleary married Alma Frazer – by licence – with the consent of friends – in the presence of Henry Burns and Ethel Frazer.

March 25, 1890 – Arthur Frederick Curtis married Annie Isabel Bishop – by licence – with the consent of friends – in the presence of Owen McCarthy and Edith Russell, at Christ Church in Dartmouth.

April 16, 1890 – Allyne C. O. Olive married Katherine Ann Bain – by licence – with the consent of friends – in the presence of A. C. Johnston and () Fulton, at Christ Church in Dartmouth.

June 14, 1890 – Walter Edwin Gates married Mary Jane Cribby – by licence – with the consent of friends – in the presence of George Davis and Carrie Cribby, at Christ Church in Dartmouth.

August 14, 1890 – Charles Henry Gladwin married Elizabeth Mary Orman – by licence – with the consent of friends – in the presence of Edwina Findlay and Jessie W. Findlay at Christ Church in Dartmouth.

September 17, 1890 – Martin C. Sellers married Frances E. Mahoney – by licence – with the consent of friends – in the presence of George A. Cooke and Caroline Cribby, at Christ Church in Dartmouth.

October 8, 1890 – George Bissett married Annie Cluett – by licence – with the consent of friends – in the presence of Thomas Ritchie and Louise Bayer, at Christ Church in Dartmouth.

October 20, 1890 – Edward Jacob Misener married Emma Alice Gaston – by licence – with the consent of friends – in the presence of Henry Barkhouse and Sarah Misener, at Christ Church in Dartmouth.

November 18, 1890 – John William Wiseman married Alice Harriett Morash – by licence – with the consent of friends – in the presence of Margaret Charlotte Wiseman and William E. Morash, at Christ Church in Dartmouth.

November 19, 1890 – George North married Margaret Almira Snow – by licence – with the consent of friends – in the presence of Thomas Smith and Matilda Shearing, at Christ Church in Dartmouth.

December 17, 1890 – Andrew John Christie married Mary Adelia Ruggles – by licence – with the consent of friends – in the presence of () Ruggles and George W. G. Oland, at Christ Church in Dartmouth.

December 23, 1890 – Richard Gosse married Jessie Crane – by licence – with the consent of friends – in the presence of William Gosse and Amelia Gosse, at Christ Church in Dartmouth.

January 27, 1891 – Reginald James Joseph Hunt married Mary Beaven Perrin – by licence – with the consent of friends – in the presence of V. Perin and W. E. H. Perrin, at Christ Church in Dartmouth.

March 4, 1891 – William McKenzie married Lily Jane Seward – by licence – with the consent of friends – in the presence of Annie Trider and John Horne.

March 18, 1891 – Walter Innis married Lydia Hubley – by licence – with the consent of friends – in the presence of Richard Innis and Addie Morash, at Christ Church in Dartmouth.

April 14, 1891 – Ronald McDonald married Isa Gaetz – by licence – with the consent of friends – in the presence of Rod McDonald and Maggie Gaetz, at Christ Church in Dartmouth.

April 29, 1891 – Arthur W. Jenkins married Nellie Wynock – by licence – with the consent of friends – in the presence of Isabella Jenkins and Alexander Jenkins, at Christ Church in Dartmouth.

May 14, 1891 – George W. A. Gammon married Isabella Myles – by licence – with the consent of friends – in the presence of Frank Cotter and Millie Gay, at Christ Church in Dartmouth.

May 21, 1891 – George Barker married Susan Mary Eisen – by licence – with the consent of friends – in the presence of William J. Bell and Hannah Barker, at Christ Church in Dartmouth.

June 2, 1891 – Walter Howard Beckwith married Annie Elizabeth Keddy – by licence – with the consent of friends – in the presence of Brydon Keddy and Bertha Beckwith, at Christ Church in Dartmouth.

June 6, 1891 – John Charles Nichols married Helen Maud Messer – by licence – with the consent of friends – in the presence of Adam Hutchins and Emma Jane Messer, at Christ Church in Dartmouth.

June 15, 1891 – Walter Previll married Sarah Elizabeth Drake – by licence – with the consent of friends – in the presence of Annie Drake, at Christ Church in Dartmouth.

June 15, 1891 – George Barnfield married Clara Ann Lovitt – by banns – with the consent of friends – in the presence of Thomas Smith and Jane Tufts, at Christ Church in Dartmouth.

July 18, 1891 – George Alderson Crathorne married Elizabeth McBain – by licence – with the consent of friends – in the presence of Frank Hyde and M. L. Mellor, at Christ Church in Dartmouth.

August 20, 1891 – Frederick Howard Colter married Mildred Beatrice Gay – by licence – with the consent of friends – in the presence of William Swaffer and Florie Swaffer, at Christ Church in Dartmouth.

August 27, 1891 – John Alexander Snow married Mary Ann Shelburn – by licence – with the consent of friends – in the presence of Mary Louise Mellor and Lalia Coman, at Christ Church in Dartmouth.

September 2, 1891 – Walter MacDonald married Mary Murphy – by licence – with the consent of friends – in the presence of James Gammon and Lilly Murphy, at Christ Church in Dartmouth.

October 3, 1891 – John Watts (colored) married Emma Sawyer – by licence – with the consent of friends – in the presence of Edward Watts and Robert Watts.

October 3, 1891 – Adam Hutchins married Emma Jane Mercer – by licence – with the consent of friends – in the presence of Richard Gosse and Cecil Tremaine, at Christ Church in Dartmouth.

October 6, 1891 – George Edward Van Buskirk married Agnes Charlotte Elliott – by licence – with the consent of friends – in the presence of Charles Almon and Winifred Creighton, at Christ Church in Dartmouth.

October 13, 1891 – Peter Atwood married Emma Isenor – by licence – with the consent of friends – in the presence of David Wilson and Mary Hunt, at Christ Church in Dartmouth.

October 14, 1891 – Robert Burns Stewart married Ida Margaret Collins – by licence – with the consent of friends – in the presence of Charles Short and Mary Collins, at Christ Church in Dartmouth.

September 22, 1891 – Percy Graham Austen married Mary Elizabeth Graham – by licence – with the consent of friends – witnessed by Louisa Graham and Arthur Pyke, at Christ Church in Dartmouth.

November 4, 1891 – John Edward Cooper married Annie S. Gammon – by licence – with the consent of friends – in the presence of John Gammon and Ellen Garde, at Christ Church in Dartmouth.

November 10, 1891 – Walter John Barret married Ethel Mary Coates, in the presence of Frank Laskly.

December 9, 1891 – James Thomas Harris married Annie Ormon – by licence – with the consent of friends – in the presence of George Turnbull and Mary Louisa Mellor.

January 4, 1892 – Warren Boyd McNeill married Lydia Agnes Mitchell – by licence – with the consent of friends – in the presence of () and Maggie Day, at Christ Church in Dartmouth.

March 19, 1892 – George Henry Stevens married Alma Ring – by licence – with the consent of friends – in the presence of Arthur Leaner and Ellen Stevens, at Christ Church in Dartmouth.

May 16, 1892 – William John Fanning married Frances Mary Horner – by banns – with the consent of friends – in the presence of Thomas Hiles and Minnie Roach, at Christ Church in Dartmouth.

May 31, 1892 – Henry Mosely married Orney Redden – by licence – with the consent of friends – in the presence of William Forsyth and Florence (), at Christ Church in Dartmouth.

June 8, 1892 – George Adam Ormon married Margaret Emma Leedham – by licence – with the consent of friends – in the presence of John Brown and H. D. Drake, at Christ Church in Dartmouth.

June 18, 1892 – Francis A. Kearney married Florence Manley – by licence – with the consent of friends – in the presence of Arch Manley and Mary Jane White, at Christ Church in Dartmouth.

April 26, 1892 – Daniel Clark married Jobenia Gatez – by licence – with the consent of friends – in the presence of George Dares and Maud Clark, at Christ Church in Dartmouth.

Jne 21, 1892 – Henry Barkhouse married Sarah Ann Misener – by licence – with the consent of friends – in the presence of Joseph Shupe and Olive Walsh, at Christ Church in Dartmouth.

July 11, 1892 – William Menchule married Emily Hatcher – by banns – with the consent of friends – in the presence of Samuel Hatcher and Mary Hatcher, at Christ Church in Dartmouth.

April 6, 1892 – William Renford Swaffer married Florence Sawler – by licence – with the consent of friends – in the presence of Florence Swaffer and John Thornton, at Christ Church in Dartmouth.

(No date listed) – Arthur Clarence Walker married Lily Blanche Dares – by licence – with the consent of friends – in the presence of Norman Walker and Hattie Dares, at Christ Church in Dartmouth.

September 14, 1892 – Arthur Julian married Annie Cernie – by licence – with the consent of friends – in the presence of Baldwin Wright and Annie MacPherson, at Christ Church in Dartmouth.

October 18, 1892 – George Albert Dares married Lois May Webber – by licence – with the consent of friends – in the presence of John H. Bain and Maggie Webber and Gertie Wirell, at Christ Church in Dartmouth.

September 21, 1892 – John Henry Marks married Annie Martin – by licence – with the consent of friends – in the presence of W. C. Bishop and William Marks, at St. George's Parish.

October 25, 1892 – John Joseph Campbell married Hattie A. Leadley – by licence – with the consent of friends – in the presence of James Harrison and John Lawlor, at Christ Church in Dartmouth.

November 16, 1892 – George Stoddard married Maria Lawlor – by licence – with the consent of friends – in the presence of Leander Josey and Charles (), at Christ Church in Dartmouth.

November 16, 1892 – Edward Herbert Taylor married Mary Jane Hatcher – by licence – with the consent of friends – in the presence of Charles Hatcher, Isabella Hatcher and Samuel Hatcher, at Christ Church in Dartmouth.

December 6, 1892 – William John Bell married Annie Barker – by licence – with the consent of friends – in the presence of William Reddy and Caroline Bell, at Christ Church in Dartmouth.

December 14, 1892 – Benjamin Buchanan married Sarah Isabel Umlah – by licence – with the consent of friends – in the presence of Ellen Umlah and George (), at Christ Church in Dartmouth.

December 20, 1892 – John M. Dermont Anderson married Sarah Emma Turner – by licence – with the consent of friends – in the presence of Thomas N. Conrod and Elizabeth York, at Christ Church in Dartmouth.

January 13, 1893 – William Morash married Mary Jane Rose – by licence – with the consent of friends – in the presence of John Lamb and Bridget Kentwell, at Christ Church in Dartmouth.

January 25, 1893 – Frederick Michael Bowser married Laura Jane Mosher – by licence – with the consent of friends – in the presence of Maria Hubley and Maggie Bowser, at Christ Church in Dartmouth.

February 2, 1893 – Henry Chester married Jane Barker – by licence – with the consent of friends – in the presence of W. Levy and Sarah Barker, at Christ Church in Dartmouth.

February 7, 1893 – George Daniel Dares married Bella Maud Smith – by licence – with the consent of friends – in the presence of J. J. Daley and B. Marshall, at Christ Church in Dartmouth.

April 25, 1893 – George William Mitchel married Laura Webber – by licence – with the consent of friends – in the presence of Edmond S. Siteman and Delia Herman, at Christ Church in Dartmouth.

In May of 1893 – James Norman Walker married Ethel Marjory Fraser – by licence, At Christ Church of Dartmouth.

April 9, 1893 – Arthur E. A. Shute married Lalish Marie Beyer – by licence – with the consent of friends – in the presence of Robert Shute and Blanche Shute, at Christ Church in Dartmouth.

September 17, 1893 – George W. Himmelman married Catherine Dunsworth – by licence – with the consent of friends – in the presence of George Romkey and Mary Romkey, at Christ Church in Dartmouth.

September 19, 1893 – Azariah Wilcox married Minnie Roach – by licence – with the consent of friends – in the presence of Alexander Wilcox and Mary Wilcox, at Christ Church in Dartmouth.

September 20, 1893 – George Albert Sterns married Annie May Wilson – by licence – with the consent of friends – in the presence of Colin McNab and Bessie Wilcox, at Christ Church in Dartmouth.

September 27, 1893 – William Richard Levy married Sarah Barker – by licence – with the consent of friends – in the presence of Walter Dillman and Maggie (?), at Christ Church in Dartmouth.

October 25, 1893 – Frederick William Henright married Mary Black Creighton – by licence – with the consent of friends – in the presence of John Mackinnon and Winifred Creighton, at Christ Church in Dartmouth.

October 31, 1893 – William Ross married Caroline Sophia Bell – by licence – with the consent of friends – in the presence of Samuel Cribby and Catherine Cribby, at Christ Church in Dartmouth.

November 15, 1893 – Samuel Hatcher married Amelia Shephard – by the Minister – in the presence of Jessie Shephard and Isabella Hatcher, at Christ Church in Dartmouth.

November 16, 1893 – Nelson D. Conrod married Sophia Bell – by licence – in the presence of Samuel Hunston, at Christ Church in Dartmouth.

December 19, 1893 – Joshua Keddy married Emma Teresa Bell – by licence – in the presence of William Keddy and Mary Bell, at Christ Church in Dartmouth.

December 20, 1893 – William Charles Conrod married Mary Alice Beckman – by licence – in the presence of George Romkey and Mary Alice Burton, at Christ Church in Dartmouth.

December 20, 1893 – William Johnson married Annie Laura Wright – by licence – in the presence of John Henry Borgle and Nina R. Ellis, at Christ Church in Dartmouth.

February 1, 1894 – Robert Hemeon Bissett married Eliza Warner – by licence – in the presence of Reuban Hiltz and Ida Shellnut.

April 24, 1894 – Alexander Brydon Keddy married Maude Amelia Bissett – by licence – in the presence of David Keddy and Hattie Keddy, at Christ Church in Dartmouth.

April 24, 1894 – Andrew McDonald married Rebecca Giles – by licence – in the presence of William Giles and Bella Manning, at the parish of St. Andrews in Cole Harbour.

April 25, 1894 – Frederick Condrain married Margaret Alice Conrod – by licence – in the presence of () Lloy and Jane Stephens, at Christ Church in Dartmouth.

August 15, 1894 – Edmund Alexander Butler married Annie Augusta Backman at the home of Mrs. Backman on Portland St., licence number 8576, in the presence of Alfred Ruban Backman and Emma Elizabeth Backman.

June 20, 1894 – George Henry Staples married Edith Elizabeth Day – by licence – in the presence of Thomas Sylvester Mason and Edith L. Gay.

George William Tulloch married Jane Walker – by licence – in the presence of Maynard Andrew Tulloch and Isabella Walker, at Christ Church in Dartmouth.

July 18, 1894 – Wentworth Horne married Maude DeYoung, – licence number 8463 – in the presence of John Horne and Hattie DeYoung, at Christ Church in Dartmouth.

July 26, 1894 – John Henry Marks married Jenny Elizabeth Ritcey, in the house of John Marks at Dartmouth – licence number 8558 – in the presence of Parker Marks and Annie Eliza Brown Conrod.

August 4, 1894 – William George Nichols married Elizabeth Devilda Purcell, at the house of Charles Purcell in Dartmouth – licence number 8564, in the presence of Thomas Travis and Harriet Ellen Travis.

October 31, 1894 – Peter John Archibald Douglas married Francis Florence Mumford – licence number 9124 – in the presence of Robert Lennox Douglas and Helena Maud Mumford, at Christ Church in Dartmouth.

November 6, 1894 – Robert Carter married Isabella Hatcher, at 6 Creighton St., Halifax – licence number 9133 – in the presence of Alfred Carter and Alice Maud Harley.

January 30, 1895 – William Richard Jennett married Florence Elizabeth Power at the house of John Power in Dartmouth – licence number 9849 – in the presence of Agnes Power and Henry Henry.

September 12, 1895 – Andrew Peter Glawson married Maud Roche – licence number 8697 – in the presence of John Glawson and Josephine Roche, at Christ Church in Dartmouth.

September 30, 1895 – Robert Blair married Annie Blanche Edgecombe at the house of Richard Edgecomb in Dartmouth – licence number 10987 – in the presence of Brenton Gabriel Edgecombe and Florence Mary Edgecombe.

October 28, 1895 – William Anderson married Bridget LaPierre – licence number 1091 – in the presence of Florence Netherton and Henry Netherton, at Christ Church in Dartmouth.

November 7, 1895 – George Lewis Conrod from Eastern Passage, married Melissa Dunsworth – licence number 11633 – in the presence of Hubert Dunsworth and Martha June Conrod, at Christ Church in Dartmouth.

November 9, 1895 – Joseph Shoope married Annie Hiltz at the house of James Hiltz – licence number 11622 – in the presence of Reuban William Hiltz and Bertha Alice Corkum.

November 10, 1895 – Norman Henry Lloy married Minnie Mary Dunsworth – licence number 11627 – in the presence of George Billon and Minerva Woodburne Dunsworth, at Christ Church in Dartmouth.

November 21, 1895 – William Douglas DeYoung married Bessie Madonna Hebb, at the house of John Nichols in Dartmouth – licence number 11717 – in the presence of Frederick Allan DeYoung and Helen Maude Nicholas.

December 9, 1895 – Walter Trider married Olive Alice Mitchell, at the house of James Trider – licence number 8697 – in the presence of Alexander Douglas Stewart and Cecilia Gilley.

December 10, 1895 – Alfred Carter married Maggie Bauld, at the house of Job Carter in Dartmouth – licence number 11726 – in the presence of Alexander Colter and ().

January 14, 1896 – Melbourne Wilson from Halifax, married Mary Emily Jenkins, at the house of Mrs. Thomas Jenkins in Dartmouth – licence number 11939.

February 18, 1896 – James Adam Boyle married Annie Elizabeth Wilson, at the house of Harry Wilson of Dartmouth – licence number 12260 – in the presence of James Edward Levy and Eliza Wilson.

March 12, 1896 – William Westlake, widower, married Isabel Loner, spinster, at the house of William Flukes – licence number 12271 – in the presence of () and Mrs. Mary Walsh.

March 24, 1896 – John Alexander Graham married Mary Cownie, at the house of Thomas Squires – licence number 12386 – in the presence of John Edward Hughes and Victoria Adelaide Faulkner.

June 3, 1896 – John Douglas Wiseman married Florence Bremner – licence number 12574 – in the presence of Alexander Lloy and Rosetta Wiseman.

June 9, 1896 – Francis James married Alice Teresa Crowell – by banns – in the presence of John Edwin Hancock and () Matilda Crowell.

June 18, 1896 – Richard Edward Bailey married Emma Jane Neiforth – licence number 12696 – in the presence of Henry Walker Glendenning and Ida Mary Neiforth, at Christ Church in Dartmouth.

June 25, 1896 – John D. Settle, widower, married Jane L. Morash, widow – licence number 12363 – in the presence of Edward Goudge and Isabel L. Caldwell, at Christ Church in Dartmouth.

In 1896 – Alfred Austen Wiseman from Preston, married Margaret Charlotte Wiseman, at the house of John Wiseman in Preston – licence number 13008 – in the presence of John William Wiseman and Alice Harriet Wiseman.

August 5, 1896 – Norman Alexander Boutilier married Elizabeth Irene Brown, at the house of Norman Alexander Boutilier – licence number 13117 – in the presence of Aubrey James Conrod and Elizabeth Jane Isenor.

September 15, 1896 – Edgar Sinclair Henley married Teresa Catherine Foston, at the house of George Foston – licence number 13288 – in the presence of George Foston and Rhoda Arabella Clarke.

September 30, 1896 – Alexander Marks married Edith Bateman, at the house of Mrs. Marks on Pine St., Dartmouth – licence number 813478 – in the presence of Charles Henry Leet and Ida Marks.

November 11, 1896 – James Arthur McKenzie from Eastern Passage, married Rosina Elizabeth Henneberry of Eastern Passage – licence number 13556 – in the presence of Lawrence Donaldson and Mary Josephine Henneberry, at Christ Church in Dartmouth.

November 12, 1896 – Henry Allison Shaw from Waverly, Massachusetts, married Ida Blanche DeYoung of Dartmouth, at the house of Lewis DeYoung – licence number 13560 – in the presence of Harry Reginald Walker and Blanche Glendenning.

December 30, 1896 – Charles Henry Rowland from Sydney, Cape Breton, married Jessie Marion Findlay – licence number 14118 – in the presence of Arthur Pyke and J. Findlay, at Christ Church in Dartmouth.

January 21, 1897 – Robert Craig married Henrietta Hawkins, at the house of Mrs. Hawkins on Pleasant St., in Dartmouth – licence number 14292 – in the presence of Richard Nelson Settle and Irene Sophia Settle.

March 9, 1897 – John Arthur Lovett married Edith Mary Hawkins, at the house of Mrs. Hawkins – licence number 14511 – in the presence of Charles David Leidham and Mary Ethel Atkinson.

March 25, 1897 – Frederick Alan Wilson married Florence Shellnut, at the house of Henry Wilson on Rose St. in Dartmouth – licence number 14531 – in the presence of Ernest Farquhar and Eliza Wilson.

Register of Marriages at St. James Church in Dartmouth - 1872

May 13, 1897 – Reuban William Hiltz married Ida May Leslie from Lawrencetown, at the house of James Hiltz in Dartmouth – licence number 14836 – in the presence of Freeman Douglas Hiltz and Bertha Alice Corkum

July 19, 1897 – William Edmund Gray married Marie Agnes Keys, at the Key's home on Ochterloney St. in Dartmouth – licence number not given – in the presence of Walter Wambolt and E. N. Smith.

August 3, 1897 – Albert Smith Clarke from Auburn Maine, U.S.A., parish, married Jessie Mathilda Cooper from Dartmouth – by licence (no number) – in the presence of Alan Ralph Cooper and Ellen Cooper, at Christ Church in Dartmouth.

September 1, 1897 – Charles Laidlaw married Ida Williams, at the house of William Williams in Dartmouth – licence number 15433 – in the presence of George Laidlaw and Jessie Louise Laidlaw.

September 7, 1897 – Lester Alden Corkum married Ella May Gray, at the house of Jeremiah Gray on Dahlia St. in Dartmouth – licence number 15603 – in the presence of Walter George Wambolt and Annie Mabel Keyes.

September 13, 1897 – Charles William Shortt married Maud Eldora Merson, at the house of William Merson – licence number 15604 – in the presence of Frank Seymore Walker and Edith Florence Shortt.

September 21, 1897 – George William Gay married Blanche May Welsh, at the house of Richard Welsh – licence number 15612 – in the presence of George Aubrey Tufts and Florence May McDonald.

September 28, 1897 – John Robinson Wilson married Susan Matilda Bauld, at the house of Henry Wilson – licence number 15623 – in the presence of Ernest Yardthar and Eliza Stirsky Wilson.

September 30, 1897 – Henry Havelock Settle married Mary Frances Boland, at the house of R. Wambolt in Dartmouth – in the presence of Richard Nelson Settle and Irene Sophia Settle.

October 5, 1897 – Stetson Carter married Clara Elizabeth Shurm, at the house of John Blank – licence number 15703 – in the presence of John Alexander Blank and Amy M. Blank.

November 24, 1897 – William Leighton from Waverly, married Agnes Ellen Allen, at the house of James Allen – licence number 15986 – in the presence of George Oscar Allen and Mabel Florence Allen.

December 15, 1897 – Charles Alexander Gay married Annie May McElmon, at the house of Robert Clarence McElmon – licence number 16429 – in the presence of Charles Alexander McLean and Alice Maude McElmon.

December 28, 1897 – James W. Osborne from Grand Lake, married Etta Isenor at the Oakfield Church by the Rector of Christ Church in Dartmouth – licence number 16359 – in the presence of Thomas James Fitzpatrick and Rose Isenor.

January 8, 1898 – Frank H. Judge from Halifax, married Elizabeth Pettipas from Halifax – licence number 16348 – in the presence of Joseph A. Corkery and Elizabeth Corkery – at the Christ Church in Dartmouth.

March 10, 1898 – William Henry Nobuary from Dartmouth, married Mary Alice Shrum, at the house of James Shrum of Dartmouth – licence number 16615 – in the presence of Charles William Shrum and Annie Prescilla Shrum.

March 16, 1898 – Willis Conrod Marks from Boston, married Margaret Jane Day from Dartmouth, at the house of Peter Day of Dartmouth – licence number 16618 – in the presence of Reuban Hunter Elliott and Roxanne Ethel ().

April 7, 1898 – Charles Henry Leet married Mary Rose Marks – licence number 16803 – in the presence of Charles Leander Cross and Ida Marks – at the Christ Church in Dartmouth.

April 28, 1898 – Edwin James Hardy Pauley of the St. John's Parish, married Blanch Bishop of the Christ Church parish in Dartmouth – licence number 16958 – in the presence of Horace Reid Harrison and Blanche Pauley.

June 14, 1898 – Simon James Sellers, widower, married Annie Noseworthy, at the house of Simon James Sellers – licence number 17105 – in the presence of Maynard George William Nieforth and Maud Pottie Ralinson.

June 25, 1898 – Charles Gill from Fort Clearance, married Rachael Dicker from Halifax – licence number 14169 – in the presence of John Wilson and Lilian Edith Dicker, at Christ Church in Dartmouth.

August 30, 1898 – William Appleton Kady from the Preston Road, married Alice May Findlay of Preston Road, at the house of Henry Findlay of Preston Road – licence number 17544 – in the presence of Mortimer Lorne Ross Hartlen and Jane Chisholm.

September 5, 1898 – George Sanders from Halifax, married Nellie Francis Donohue of Halifax – licence number 17524 – in the presence of William Earle and Edith Saunders, at Christ Church in Dartmouth.

September 7, 1898 – James Leadly Hilton married Annie Hall Ward – licence number 17523 – in the presence of George Arthur Hilton and Maud Martha Ward, at Christ Church in Dartmouth.

September 13, 1898 – Douglas Leander Fraser married Florence Mary Walker – licence number 17526 – in the presence of Alfred Edwin Walker and Mary Cameron, at Christ Church in Dartmouth.

September 13, 1898 – John Henry from Eastern Passage, married Jerusha Hines from Eastern Passage, licence number 17521 – in the presence of Provo Horne and Ethel Maud Carter, at Christ Church.

October 5, 1898 – Reuban Herbert Webber from Clam Harbour, married Susannah Newcombe of Jeddore, at the house of Philip Mitchel of Dartmouth – licence number 17644 – in the presence of George Mitchell and Adelaid Isabella Mitchell.

October 11, 1898 – Wallace Arthur Holland married Ida Ellen Turner – licence number 17645 – in the presence of James St. Clair Turner and Maud Drusilla Turner, at Christ Church in Dartmouth.

October 20, 1898 – Alfred Blondon Swaffer married Victoria Adelaide Faulkner, at the house of Mrs. P. Faulkner in Dartmouth – licence number 17646 – in the presence of George Swaffer and Ethel Maude Riddell.

October 28, 1898 – George Laidlaw married Mary Louise Hunt, at the house of George Laidlaw and Amanda Elizabeth Laidlaw – licence number 17853 – in the presence of Charles Mark Laidlaw and Amanda Elizabeth Laidlaw.

December 20, 1898 – Joseph Edwards married Edith Elizabeth Gay, at the house of Charles Gay of Tufts Cove – licence number 18149 – in the presence of Starr Garnett and Blanche Holloway.

February 9, 1899 – Charles Alfred Hamilton from Mahone Bay, married Mary Jane Florence Edgecombe from Dartmouth, at the house of Richard Edgecombe – licence number 18621 – in the presence of Lillian Grace Edgecombe and Robert Blair.

April 4, 1899 – Charles Freeman Levy married Martha Walsh, at the house of John Bean in Dartmouth – licence number 18909.

April 5, 1899 – Amos Howard Spike married Hatti Isabella Meredith at the home of William Meredith – licence number 18815.

May 18, 1899 – Charles Alexander McLean married Maggie Hiltz at the home of James Hiltz in Dartmouth – licence number 61 – in the presence of James Peter McLean and Bertha Alice Corkum.

June 14, 1899 – James Edward Phenner married Ellen Francis Whebby, at the house of Edward Whebby – licence number 159 – in the presence of Joseph Patrick Whebby and Adell Phenner.

July 18, 1899 – Robert Willis Brunt married Emma Maude Byers from Petpeswick, at the house of David Wilson in Dartmouth – licence number 478 – in the presence of John Heffner Shrum and Mary Jane Morash.

August 23, 1899 – George Manthorne Kaizer from Mahone Bay, married Annie Downish Drake from Dartmouth, at the house of William Drake from Dartmouth – licence number 595 – in the presence of William Drake and Elizabeth Gertrude Drake.

September 20, 1899 – Charles David Leedham married Hannah Sophia Gavel, at the house of John Gavel from Dartmouth – licence number 600.

October 25, 1899 – Thomas Augustus Morash married Isrella Emma Mills, at the house of Mrs. Olive Mills in Dartmouth – licence number 1021 – in the presence of Morton James Maxner and Eliza Mills.

November 1, 1899 – Newton Head Drake from New Glasgow, married Emma Elizabeth Glendenning, spinster, from Dartmouth, at the house of Mrs. William Glendenning of Dartmouth – licence number 1206 – in the presence of Frederick Allan DeYoung and Charlotte Ormon.

November 9, 1899 – John Downs married Bridget Pettipas at the house of John Wells of Dartmouth – in the presence of John and Emma Eliza Wells.

November 11, 1899 – Enos Frank Hartley from South East Passage, married Ellen Osborne from South East Passage – licence number 1217 – in the presence of Robert William Duncan and Elizabeth Margaret Duncan – at Christ Church in Dartmouth.

November 29, 1899 – Morton James Maxner married Eliza Mills, at the house of Mrs. Olive Mills – licence number 1230.

December 14, 1899 – Josiah Charles Gaetz from Seaforth, married Martha Catherine Stafford, at the house of Mr. Simon Brennan in Dartmouth.

Register of Marriages at St. James Church in Dartmouth – 1872

July 22 - William Crowell to Lucy Shrum
August 1 – Alexander Nicholson to Rachel Conrod
August 5 – Adam Hunter McLarew to Emma Florence Black
August 26 – David Walker to Annie McFarlane
August 27 – Alexander Urquhart to Elizabeth Nicholson
September 30 – John Leslie to Elizabeth Ross
October 2 – James Jeffery Rouock to Adelaide McKay
October 24 – Murdock McKenzie to Barbara McLeod
November 23 – James Brown Allison to Jane Hays
November 30 – John Alfred Beck to Margaret Ann Turner
December 7 – George Parker to () Jane Thompson
December 18 – William Dillman to Annie Caroline Dares
December 19 - John Allen to Mary Johnston
December 24 – James Alexander Anderson to Sophia Evans Beck
December 24 – Charles James Findlay to Sarah Ann James
December 26 - Thomas Bryden McLeod to Margaret Ann Dillman

Register of Marriages at St. James Church in Dartmouth – 1873

February 19 – James Murphy to Margaret Bell Sutherland
March 25 – George Taylor Sibley to Eliza Dillman
April 24 – Owen Evans to Mary Rose McNab
May 20 – Joseph Henry Chase to Harriet Robson
June 10 – Lamont Gates to Mary Alice Gregory
August 18 – Alexander McLeod to Martha Jane Wilson
September 18 – George Allan Corbin to Jane Farquharson
September 23 – William Howe to Helen Ross
November 1 – William Conrod to Isabella Murphy
November 11 – Robert Dukeshear to Elizabeth Power
December 11 – Robert King to Eliza Naugle
December 11 – James Faulkner to Catherine Gates

Register of Marriages at St. James Church in Dartmouth – 1874

March 16 – Adam Taylor to Joanna Rourke
May 21 – Alexander Lloy to Isabella A. Gaston
July 22 – John Lennerton to Mary Jane Cameron
September 30 – James A. Arnold to Bessie M. Bishop
September 30 – James William Thomas to Cassie Greenough
October 6 – Daniel Dillman to Alexia McDonald
December 8 – William Gray to Jane Eliza Murphy
December 12 – Andrew Jacob Conrod to Catherine Ann Murphy
December 24 – John Colin Webber to Harriet Frizzel (from Hamonds Plains)

Register of Marriages at St. James Church in Dartmouth – 1875

February 17 – Conrod George Oland to Isabel Falconer
March 17 – Charles Cromb to Louisa Fisher
March 18 – Frederick Henry Allen to Charlotte Leslie
April 29 – James Leslie to Susan Matilda Lloy
June 2 – Henry Luther Sterns to Matilda Mosely
June 29 – Duncan Waddell to Hananh Patton
August 17 – George McHaffey to Ellen Hayes
September 2 – James E. Lawlor to Isabella Lawlor
September 21 – Philip Webber to Bessie Campbell
September 24 – John William Seetow to Margaret Vaughan
November 1 – Alexander Webber to Emily Power
November 16 – George Cole to Elizabeth Dunbrack
December 2 – Daniel Fraser to Phoebe Clifford
December 29 – Layton Read to Anna Bella Ross

Register of Marriages at St. James Church in Dartmouth – 1876

January 6 – John Smith Gavel to Hannah S. Smith
March 18 – William L. Patterson to Mary Ann Warner
May 25 – William C. Whidden to Harriet E. Reeves
July 16 – John S. MacPherson to Louisa Miller
October 21 – John Alexander to Mary Jane McNab

Register of Marriages at St. James Church in Dartmouth – 1877

June 26 – John Brown Coleman to Georgina Fletcher
July 5 – Kenneth McLean to Annie Wilson
July 5 – Thomas Harrison to () Arnold
October 9 – William B. Kerr to Susan Gladwin
October 11 – Edward Thorne to Jessie S. McNab

Register of Marriages at St. James Church in Dartmouth – 1878

April 23 – Kennedy Archibald to Emma Whidden
May 28 – Adam Johnson to Sarah Wilson
June 3 – William H. Sterns to Laura McNab
June 3 – Henry Gentles to () Innes
December 5 – William Finlea to Elizabeth Finlay
December 8 – John Gray to Christina Elizabeth Murphy

Register of Marriages at St. James Church in Dartmouth – 1879

January 3 – Spencer Sutherland to Jessie Chambers
January 27 – Thomas Crowell to Miss Brown
February 4 – George Henry Landsburg to Mary Ann Moser
March 17 – James McDonald to Jane Bell

April 2 – Joseph Kady to Mary Gilkie
April 5 – Alexander Patterson to Sarah Shaw
July 9 – Stepehn King to Elizabeth Leslie
September 30 – Charles Wright to Mary Higgins
October 16 – Henry A. Nicholson to Eunice C. Troop
November 15 – John Kirker to Mary Archibald
November 20 – () Owens, fisherman from Chezetcook, to ()
November 22 – John Hutt to Evelyn Manthorne
November 28 – Isaac G. Leslie to () Anna Keizer
December 6 – Cornelius Wynott to Alice Harnish
December 6 – John George Jones to Esther Farquhar

Register of Marriages at St. James Church in Dartmouth – 1880

January 8 – Henry Naugle to Mary Stoddart
January 28 – Jacob Tynes to Emma Carter
January 28 – Jacob Thorne to Jessie Robson
July 12 – Andrew Prevo to Harriet Cassidy
September 2 – Dunbarton Mitchum to Maggie Craig
September 23 – Charles Black to Agnes Black
September 25 – Henry Hutt to Mary McLeod
October 1 – Bartholomew Prescott to Bessie Crook
October 9 – Francis McWatt to Annie McDonald
October 11 – Thomas Scott to Mary McKay
December 16 – John A. Smith to Margaret Landsburg

Register of Marriages at St. James Church in Dartmouth – 1881

February 11 – Joseph H. Roberts to Elizabeth Moore
February 18 – George Brown to Eizabeth McHarrie
May 26 – George McQuarrie to Emeline Corbett
July 21 – John McCallam to Lilian Wright
September 21 – Alvin Himmeon to Jessie Osborne
October 5 – William Turner to Christie McLennan
October 8 – Charles Moore to Maria Wright
October 27 – Alvin Harding to Isabel Byers
October 31 – George Morash to Jane Cummin
November 10 – George E. Boak to Charlotte James
November 29 – Charles Taylor to Louisa Bentley
December 20 – Fancis Landsburg to () Jones

Register of Marriages at St. James Church in Dartmouth – 1882

January 24, 1882 – John J. Craig to Jane Myatt
March 23 – Thomas Merson to Ellen Hawkins
March 29 – Simon Crook to Maggie McLeod

June 29 – Edward B. Smith to Maggie Elliott
August 10 – Edward P. Forbes to Eliza Gentles
August 11 – Percy G. Austen to Evelyn Campbell
August 23 – Robert Patterson to Kate Butler
November 16 – William Dustan to Mary Dustan
November 23 – Reuban Ernst to Bessie Hutt
December 6 – William Mosher to Margaret Gaetz
December 20 – William Landsburg to Catherine Jenkins

Register of Marriages at St. James Church in Dartmouth – 1883

February 7 – Samuel Moore to Annie Bayler
February 13 – James McNab to Francis Hyde
February 14 – James Moser to Louisa Osborne
February 28 – Thomas Moser to Sarah Webber
March 15 – James Patten to Annie Ross
April 4 – George Roast to Margaret Maria Merson
May 16 – Robert Innes to Susan Lloy (from Porters Lake)
September 20 – Henry George Aoker to Margaret Morton
October 1 – Thomas Eckersley to Florence May Bently
October 2 – Robert Campbell to Lydia Jane Ross
November 28 – Simeon Hiltz to Matilda Negus
December 18 – William Conrod to Agnes Merson

Register of Marriages at St. James Church in Dartmouth – 1884

January 9 – Edward Dares to Anna Wentzell
March 18 – Levi Lloy to Annie Webber
April 19 – John Sutherland to Jane MacNamara
June 5 – Donald Fraser to Margaret Whitely
July 22 – Isaac Crowell to Eliza White
September 2 – Henry D. Creighton to Helen J. Robson
October 24 – George Tutty to Maggie Johnson
November 11 – Peter Cameron to Agnes Greenough
November 11 – George A. Roome to Florence A. Graham
December 17 – Michael Butler to Sarah Stevens

Register of Marriages at St. James Church in Dartmouth – 1885

January 1 – William Wiseman to Eliza Richards
January 22 – Lachlan McDonald to Ellen Watson
January 26 – James Savage to Isabella Crowell
July 28 – Peter Day to Alice Sawler
August 8 – Peter Douglas to Jane Millican
August 20 – James DeMille to Alice Awalt
September 3 – Andrew Forsythe to Jessie Farquhar

September 10 – Samuel McMullin to Sarah Jane McDonald
November 13 – Peter Laidlaw to Elizabeth McWilliam
November 24 – John A. Misener to Martha Waddell
December 2 – Thomas Dillman to Sarah McVicar
December 22 – Robert Mosely to Julia Ellen Mosely
December 24 – Alexander Justice Morash to Maggie Black

Register of Marriages at St. James Church in Dartmouth – 1886

March 23 – Charles Faulkner to Mary Faulkner
May 12 – Henry Negus to Margaret Fudge
June 2 – Fitzwilliam Sargent to Fannie M. Rayne
July 14 – Reverend James K. McClure to Jessie Gentles
July 16 – William McOvie to Elenor J. Wilson
August 20 – Reverend W. L. Macrae to Libbie Creelman
September 18 – Benjamin McCleave to Margaret Campbell
November 3 – John Lennerton to Alice Patterson

Register of Marriages at St. James Church in Dartmouth – 1887

February 1 – Robert P. McQuinn to Melissa D. Nuell
February 24 – Arthur Beck to Teressa Hubley
June 1 – Henry S. Creighton to Isabella Sutherland
June 20 – Charles Alexander Robson to Elizabeth McNurison

Register of Marriages at St. James Church in Dartmouth – 1888

April 17 – William Messer to Mary Jane Mosher
April 26 – Robert Thornton to Caroline Conrod
May 22 – Charles Wambolt to Maud Savage
June 26 – Frances Bell to Jean W. Donald
August 18 – William Gray to Elizabeth Knight
August 22 – Joseph Lovett to Catherine Frizzle
October 29 – Albert Landsburg to Susan Wilcox

Register of Marriages at St. James Church in Dartmouth – 1889

January 14 – W. H. Gentles to Jenny Bentley
February 7 – Walter Wallace Faulkner to Kalie Loner
April 8 – W. L. Tuttle to Isabella Allaner
April 11 – Edward Wilcox to Margaret Ann Turple
July 10 – Donald Fraser to Alma Davidson
October 8 – Sergeant Major Edward Hopkins to Frances Watson
October 27 – George Leslie to Annie Clarke
November 26 – John Lambert Anderson to Emma Amelia Baylis
December 24 – Simeon Dares to Gloria Dares

Register of Marriages at St. James Church in Dartmouth – 1890

February 25 – John Dillman to Laura Beckwith
March 26 – Henry Merson to Mary Conrod
March 26 – Charles R. Conrod to Etta Merson
April 22 – Isaac Charles Henley to Caroline Marshal Mumford
August 8 – George Alex McKenzie to Janet Esson Douglas
December 9 – Albert Grant to Isabella McKay

Register of Marriages at St. James Church in Dartmouth – 1891

March 28 – Neil McInnis to Penelope McKay
September 9 – Richard Bell Ogilvie to Caroline Taylor
December 21 – Joseph Hines to Margaret Horne

Register of Marriages at St. James Church in Dartmouth – 1892

February 27 – William Bryson to Minnie McKenzie
March 15 – James McQuarrie to Annie Campbell
May 10 – Andrew Wentzell to Ellen A. Lloy
May 26 – William Henry to Mimma Troop
August 30 – David Wilson to Agnes Bayers
December 28 – Raymond Webber to Florence Keans

Register of Marriages at St. James Church in Dartmouth – 1893

May 25 – Wallace Anderson to Jane Scott Deas
June 1 – Eugene Donaldson to Susan Bryson at Enfield

Register of Marriages at St. James Church in Dartmouth – 1894

January 22 – Walter Dillman to Margaret Wright
January 30 – James Webster to Janet Notting
April 11 – Sydney Sellers to Edith Conrod
May 10 – Albert Robinson to Maggie Irving
May 14 – James Turple to Susan Pettipas
June 2 – William Colbrett to Lucy Blaxland
June 11 – James Tait to Cora Leadley
August 2 – Alex Bryson to Rachael Tait
September 17 – John Forsyth to Selma Donald
October 17 – Sydney Sheffelburg to Amelia Day
October 18 – Alexander Taylor to Janette Taylor
October 20 – Isaac Boswer to Liddie Bauer

Register of Marriages at St. James Church in Dartmouth – 1895

March 5 – George Calwell to Ethel Gentles
June 24 – Frank Russell to Olive Dillman

August 8 – Percy Simmons to Olga Allen
August 29 – Walter Horne to Georgina Maddrie

Register of Marriages at St. James Church in Dartmouth – 1896

January 29 – William Noddy to Mary Hanes
February 6 – John Lamont to Mary McMillan
May 13 – Charles Ritchie to Ida Henley
September 29 – () Sherwood to Katie Parks
October 14 – William Taylor Crook to Evangeline (Snook?)
October 20 – Alexander Morrison to Sara Mabel James

Register of Marriages at St. James Church in Dartmouth – 1897

February 17 – William Lloy to Ethel Crook
April 17 – George Yorke to Margaret Meagher
June 5 – Sidney Conrod to Agnes Ernst
December 16 – Alfred Moser to Minnie Newport
December 16 – James Cole to Sarah Jane Leet

Register of Marriages at St. James Church in Dartmouth – 1898

May 5 – Hubrey James Conrod to Jennie Williams
May 18 – Emery Bishop to Beatrice Conrod
June 15 – Henry Grant to Vintha McLean
June 15 – Robert Fenerty to Mary Oland
September 8 – Harrison Kent to Florence Roome
October 12 – George Brugher to Annie Leslie
October 19 – William Stingle to Maud Meagher
November 1 – Isaac Patterson to Annie Conrod

Register of Marriages at St. James Church in Dartmouth – 1899

February 14 – Frank E. Bayer to Isabella Storey
March 14 – James Douglas to Jean Forsyth
April 12 – Webster Eisener to Maud Williams
May 10 – Eliza Cann to Susan Jordon
June 13 – Edwin Edwards to Sarah Price
October 22 – Reverend H. S. Davidson to Christina Prince
October 17 – Henry Butler Dustan to Mary Stairs Troop

Register of Marriages at St. James Church in Dartmouth – 1900

January 2 – Henry Campbell Wambolt to Minnie McDow
April 17 – Lydiard Macintosh to Jane Walker
July 17 – Harry Bigelow to Mary Tupper
October 10 – Charles Harvey to Jessie Elizabeth Dustan

October 16 – Edgar Levy to Agnes Colter
 October 23 – Ashton Carr to Clara Vassnoch
 November 3 – Alonzo Mitchell to Regina Mitchell nee Siteman
 November 30 – John Dunlop to Mary Fullerton

Burials – Church of England Records – 1873

Thomas Ritchie	January 1	22 years
Thomas Savage	February 18	68 years
Anne Hanford	February 24	40 years
Jesse Parker	March 8	27 years
Maria Tapper	March 9	84 years
George Laidlaw	March 18	3 weeks
Anne Hanford	February 24	40 years
Jesse Parker	March 8	27 years
Catherine Craik	March 23	76 years
Sarah Kean	March 30	1 years
Elizabeth Stevens	April 30	28 years
Charles Hilton	May 1	7 months
Charles Tremain	May 20	28 years
Alice Miller	August 18	20 months
Edward Williams	August 21	10 months
Peter Ward	August 23	83 years
Ellen Collins	August 24	14 months
Anne Newton	September 21	44 years
John Merson	October 27	37 years
Peter Ward	August 23	83 years
James Chamberlain	October 30	71 years
William Kuley	December 5	34 years
Casandra Keans	December 9	20 years
Elizabeth Munro	December 9	15 months
James Bell (Preston)	December 10	83 years

Burials – Church of England Records – 1874

Earnest J. B. Hollis	January 29	4 years
William Bowels	February 11	77 years
Elizabeth Collins	February 19	80 years
Walter Cooper	February 25	24 years
Robert Shorten	April 4	65 years
George Linney (Preston)	April 15	63 years
Henry Young	April 26	25 years
Rebecca Walker	May 4	36 years
Henrietta Phoebe Tremain	May 10	86 years
() Bambridge	June 24	67 years
James Stewart	June 20	20 years

Jane Publicover	July 7	49 years
Neal Morrison	August 18	60 years
William Thomas	August 10	3 months
Minnie ()	August 11	4 months
Edward Marcon	August 12	7 days
Alice Nelson	August 25	2 years
Henry Horne	August 25	40 years
George Cribby (Preston)	August 28	78 years
Lalia Martin	August 31	4 months
Farquhar C. Nelson	September 1	3 months
Edith M. Connor	September 16	3 weeks
Annie Green	September 27	1 year
Sarah Morash (Cole Harbour)	October 21	36 years
Edith Carter	November 3	8 months
J. S. Conrod (Preston)	November 16	24 years
Alfred Wells	November 19	8 years
Henry Philip Wells	December 28	10 years

Burials Church of England Records – 1875

Samuel Martin	January 3	73 years
Jane Murphy	April 1	66 years
David Bird	May 1	59 years
Robert B. Busby	May 5	2 years
Jacob Marks	May 12	60 years
Catherine Publicover	May 12	40 years
Lawrence Stewart	May 13	27 years
Frances Walsh (Preston)	May 14	19 years
Henry Findley	June 8	65 years
William Ritey	June 15	7 days
Bertha Farquarson (Preston)	June 23	1 year 9 months
Eliza Lovett	June 28	unknown
Catheirne Lynch	July 6	1 year 1 month
Charles Stevens	July 7	1 month
Eliza Johnson	July 10	22 years
Emmanuel Savage	July 21	16 years
Mary Ann Gaston (Preston)	August 16	30 years
() Horner	August 20	unknown
Mary Louisa Bowes	August 28	72 years
Cecil E. Nelson	August 30	2 years
Robet Allen	August 30	9 months
Danzell Hooper	September 2	1 month
Frederick Kufold	September 10	13 years
Mary Jane Morton	September 15	14 months
John James Foster	September 20	9 months

Catherine Johnston	September 23	82 years
George Henry Gay	October 4	1 month
James Edward Moser	October 15	8 years
Helen Creighton Hudson	November 26	47 years
Phoebe Jones (Bedford)	November 26	10 years
Archie Jones (Bedford)	December 1	4 months
James Savage	December 20	3 years 5 months
Mary B. Townsend	December 21	3 months
Rose S. Bunker	December 21	3 months
Mary Walsh	December 27	19 years

Burials Church of England Records – 1876

Jane Barrett	January 1	6 years
Louisa Barrett	January 3	1 year 3 months
Jacob Isnor	January 6	82 years
John Morton	January 18	46 years
Samuel Murphy	April 12	67 years
George Wilson	April 17	54 years
A. P. Katzman (Halifax)	June 3	49 years
Christina Otto	June 28	1 year 5 months
Margaret Lynch	July 18	73 years
Mary A. J. Edsall (Albion Mines)	July 28	72 years
Edith A. Lawlor	July 31	5 years
Erick Hugh Wilmot	July 31	2 months
Minnie R. Coates	July 4	6 months
Theodore S. Lawlor	August 8	7 weeks
Marg Thomas	August 13	38 years
Daniel Grosse (Preston)	August 18	19 years
Margaret Gammon	September 10	37 months
George Mercen	September 13	3 years
James Russell	September 22	80 years
() Gascon (Preston)	October 1	unknown
Margaret Gascon (Preston)	October 15	36 years
Betha Lynch	October 31	8 years
Henry Glendenning	November 2	72 years
Nathaniel Grosse (Preston)	November 29	2 years
Mary Barns	November 19	4 years
Mary Jones	November 20	1 day
Edward Mills	December 18	2 weeks

Burials Church of England Records – 1877

John Ormon	January 30	45 years
Emily Milson	February 5	3 months
Annie Bertha Huxtable	February 16	10 years

Emma Huxtable	February 20	7 years
Isabel Trider	February 21	1 year
Mary Trider	February 22	11 years
Marion Swaffer	February 23	2 years
Alfred Huxtable	March 2	4 years
Lilian Ormon	March 4	3 years
Eliza Walker	March 12	24 years
George Jones	March 27	4 years
Clarence I. Pheenor	April 2	2 years
David Conrod (Preston)	March 25	24 years
Florence Nelson (Halifax)	April 14	1 month
Mary C. Allen	April 28	14 months
Minnie Robinson	April 28	6 years
Lily M. Walker	April 30	6 months
Tobias Miller	May 7	67 years
John Jenkins	May 9	10 days
Henry Harvey	May 17	60 years
Elizabeth R. Tufts	May 18	26 years
Frances Drake	May 20	82 years
Clara Clawson	July 2	4 years 4 months
Robert Walker	July 3	13 months
James Barker	July 4	54 years
Mary Keans	July 5	27 years
Lilian B. Shrum	July 10	2 years
Sarah Hunt	July 16	35 years
Wilberta Mumford	July 30	1 year
Arthur Gray	August 7	2 years
Clifford Stephens	August 27	2 months
Rose Young	August 28	31 years
Rose Walker	September 7	81 years
Arthur M. Wallace	September 18	32 years
Jaen Langell	September 19	58 years
Maria Morton	September 20	72 years
Joseph Paw	October 6	7 months
Moses King	October 14	21 years
James Woodsman	November 1	61 years
Charles Linterman	November 10	4 years
William Linterman	November 16	2 years
Henry Wiswell	December 5	77 years
John Otto	December 10	34 years
Lavinia Mills	December 18	50 years
Hattie L. Connors (Halifax)	December 26	2 years 3 months
Clara Connors (Halifax)	December 31	3 weeks

For the year 1878 there are no records

Burials Church of England Records – 1879

William Wilson	January 21	20 years
Benjamin Jones	January 21	1 week
Lilian Cross	March 2	3 months
Lawrence Cardly	March 8	18 months
Catherine Day	March 11	19 years
Arthur Stevens	April 24	unknown
Harriet Berkeley	April 25	3 weeks
Henry Laidlaw (Waverly)	May 26	48 years
Florence Kuhn	May 29	16 years
Agnes Jenkins	August 2	13 months
Eva Gay (Tufts Cove)	August 27	2 years
Lena M. Stephens	September 14	1 year
Adam B. Laidlaw	September 18	4 months
Mary Collins	September 26	92 years
Florence Lawlor	September 30	6 months
John P. Scarfe	October 10	4 months

Burials Church of England Records – 1880

Catherine Marks	January 7	36 years
Eunice Heckman (Pleasant River)	January 4	unknown
Margaret Prestow	March 27	2 years 6 months
George Landskey	April 23	2 weeks
Charles Moser (St. Margaret's Bay)	May 11	7 years 6 months
Sarah Prepper	May 31	48 years
Murdoch Marks	June 26	11 years 7 months
Benjamin Gay (Tufts Cove)	June 28	7 months
Henry Boutilier (Halifax)	July 14	45 years
Ernst C. Day (Tufts Cove)	September 20	8 months
Mary Huxtable	August 24	7 months
Saqrah Jones	September 2	26 years
Charlotte Oland	September 4	3 months
Francis Green	September 17	37 years
John W. Smith	September 18	14 years
R. Johnston	September 21	10 months
F. Short	October 1	21 years
Catherine Major	October 8	68 years
Margaret Savage	October 10	29 years
James L. Ritcey	November 8	29 years
Arthur Ritcey	November 27	10 months

Burials Church of England Records – 1881

Joseph Wrigley	January 10	48 years
Catherine Crowell	January 10	40 years

John Jones	January 29	48 years
Mary Ellen Mosher	February 10	41 years
Ann Matheson	March 6	63 years
Sarah Ann Fraser	April 7	53 years
Arthur DeWolf (Halifax)	May 30	9 years
Isabella Tufts (Tufts Cove)	June 16	65 years
Barbara A. Gammon	July 10	76 years
Cora C. Moore	July 11	16 months
Catherine Rodegrass	July 19	89 years
Peter Glawson	August 14	55 years
Etta Mills	October 14	6 months
Mary Ann Jones	October 20	1 year 10 months
Mary Ann Moore	October 28	unknown
William Shrum	November 9	41 years
() Hunston	November 15	unknown
Kate Stephens	November 28	37 years
Isabel Creighton	December 7	84 years
William Murdie	December 1	26 years
Irene Simmonds	December 12	2 months
Charles Gay (Halifax)	December 20	14 months
Catherine Stewart (Halifax)	December 27	83 years

Burials Church of England Records – 1882

Blanche Mahoney (Preston)	January 6	5 years
Isabella McCrah	January 21	82 years
John Gaston (Preston)	January 23	47 years
James Williams	February 12	34 years
Marion Foote	February 21	20 years
Sophia Conrod (Preston)	February 22	30 years
Hannah Gray	March 11	82 years
Catherine Graham	March 14	45 years
Frederick Scarfe	April 1	29 years
Alice Jones	April 10	28 years
James Hurtle	June 27	32 years
Lathera S. Allen	July 4	73 years
Elizabeth Hunt	July 6	74 years
Catherine Otto (Waverly)	September 2	80 years
John Ring	September 9	5 months
Philip Creighton	September 11	70 years
Maud Simmons	September 12	8 years
Edward Moore	September 29	1 year
Muriel Creighton	October 17	2 years 10 months
Harriet Hilton	October 25	1 week
William Handley	November 19	55 years
Samuel Fairbanks	December 11	unknown

Burials Church of England Records – 1883

Joseph Harris	January 16	74 years
Donald Seadly	January 17	1 month
Mary A. Waugh	January 18	51 years
Winnifred Keating (Halifax)	January 21	10 months
Catherine Bonn	February 14	68 years
Susan Readdy (Halifax)	February 20	51 years
Susan Roach	March 14	33 years
Helen Hudson	April 3	92 years
Philip Brown	April 9	63 years
Catherine Preeper (Waverly)	April 29	54 years
Elliott Cochrane	May 22	1 year 5 months
Jessie Findlay	June 3	4 months
Donald Rafter (Halifax)	June 19	37 years
Samuel Cooper	August 14	80 years
Stephen Cross	August 22	18 years
Ellen Maggie May (Cole Harbour)	October 7	3 years
William Arthur Boutilier	October 3	2 years
Mary Ann Cooper	November 12	81 years
Harold Horne (Eastern Passage)	November 15	2 years 4 months
John Swaffer	December 5	59 years
Henry Carter	December 6	4 months
Nelson Marvin	December 20	41 years

Burials Church of England Records - 1884

Isabella Stewart	January 8	19 years
Lucretia B. Desbrisay (Bridgewater)	January 9	81 years
Mary Grant	January 15	26 years
George Otto (Waverly)	February 9	3 months
David Horner	February 10	80 years
George Harris	February 26	36 years
Henry Wells	March 25	54 years
Christiana Webber	April 7	14 years
Harriett Leadly	April 24	43 years
William Towell	May 19	6 months
John Bishop	May 22	69 years
Thomas Jenkins	June 24	48 years
William Glendenning	July 22	47 years
Sarah Leadly	August 20	4 months
Alfred Coates	August 22	2 months
Rena Cochrane	August 25	12 months
John Jones	September 3	19 years
Jane Anderson	September 17	60 years
Cassie Keans	September 23	14 years

Mary Jenkins	October 1	28 years
Mabel Keans	October 11	6 months
Jacob Stevens	October 19	61 years
Alice Runt (Bedford)	November 6	76 years
Emma Graham	November 13	26 years

Burials Church of England Records - 1885

Simon Pentz (Lunenburg Co.)	January 10	50 years
Charles Stewart (Halifax)	January 30	21 years
Allan Lloy	January 31	1 day
William Westlake	February 5	2 weeks
Hattie Josey	January 10	6 months
Sarah Creighton	February 7	66 years
John Spruce	March 23	77 years
Susan Oland	March 31	67 years
Helen Shean	June 30	25 years
Mary Elizabeth Walker	July 6	34 years
Harriet Elenor Cutler	July 15	13 months
Thomas Albro Stevens	August 5	27 hours
Everleen Maud Webber	August 7	8 months 11 days
Robert Albro	October 22	71 years
Charles Albert Harris	October 25	7 months
Joseph Grigget	November 3	45 years
Frank Lawlor	December 25	7 years 7 months

Burials Church of England Records – 1886

Jane Isabella Gaston	January 5	unknown
Janis Johnson	January 31	70 years
Catherine Eddy	February 1	unknown
George Bell (Preston)	February 14	69 years
Barbara Fraser (Eastern Passage)	March 16	67 years
Alfreda Horne (Eastern Passage)	March 16	11 months
Annie Bambridge (Preston)	March 7	1 year 8 months
Walter Drake	April 28	16 years
John Hunt	May 4	57 years
Gracie Manley (Eastern Passage)	May 15	12 years
William Brown (Nova Scotia Hospital)	May 22	45 years
Elizabeth Merson	July 18	82 years
Charles S. Moore	August 18	1 year
Ella Maud Harris	September 8	7 weeks
Bertie A. Shrum	September 23	4 years 4 months
Henry G. Ormon (Halifax)	October 13	35 years
George A. Shrum	November 4	8 years 4 months
William J. Shrum	November 10	5 days

Sidney Beckwith Stewart	November 18	29 years
Raymond Power	November 28	9 months
() Shrum	December 4	5 years 10 months
John Ross (Preston)	December 12	67 years
Hubert L. Tayett	December 20	4 years 11 months

Burials Church of England Records – 1887

Mary Walsh	January 7	47 years
William Griswell	January 13	4 years
Mary Westlake	January 15	3 months
Susan Power	January 21	58 years
Ethel M. Day	February 21	10 years 9 months
Phoebe Ernst (Preston)	March 11	5 months
Mary Ann Stevens	March 21	20 hours
Grace Margaret Symonds (Nova Scotia Hospital)	April 1	67 years
Emily Miller	April 27	40 years
George R. Hunt	April 4	16 months
Robert Cutler	July 27	68 years
Elizabeth Gray	September 22	49 years
Sarah S. Brown	October 11	60 years
Sarah Woodworth (Halifax Old Ladies Home)	October 19	87 years
Leonard Symonds (Halifax)	November 1	41 years

Burials Church of England Records – 1888

Sarah Conrod (Preston)	January 16	70 years
Earle Hawthorne Foster	January 20	2 months 11 days
George A. S. Crichton	February 25	79 years
James Bannoman (Preston)	February 28	72 years
Fanny Wrigley (Halifax)	March 13	43 years
John Robinson (Nova Scotia Hospital)	March 20	70 years
Lorenzo Lawler	March 29	7 weeks
Daisy Ethel Walker	March 29	7 months
William C. Westlake	April 20	2 years 2 months
William Coombs (Halifax)	May 20	55 years
Eliza Day (Tufts Cove)	June 29	3 weeks 5 days
Clifford Walker	September 4	6 years 9 months
Lillie M. Bauld	September 4	1 year 9 months
Annie Amelia Graham	November 25	73 years
Manford Gordon Shrum	November 27	1 year 3 months
Helena Johnson (Nova Scotia Hospital)	November 28	40 years

Burials Church of England Records - 1889

Walter Mott	January 4	28 years
Elizabeth Wilson	January 10	89 years

Hannah Bell (Preston)	January 10	75 years
George Montague (buried at Preston)	January 13	90 years
Victor Marvin	January 28	15 years
John C. McBain	February 11	68 years
George Edwin Harris	March 19	15 months
Robert Thompson	March 21	74 years
Charles Leedham	April 2	46 years
John Robinson (Lawrencetown)	April 15	31 years
Rufus Foster	April 15	86 years
Margaret F. Foster	June 5	63 years
John Shorten	July 16	45 years
Margaret Brodie	July 18	70 years
Philip Brown (Halifax)	July 21	91 years
Paschal Bonn	July 26	84 years
William T. Hilton	August 4	1 year 9 months
Ada Jane Dorothy Collins	August 23	26 years
Florrie E. Myers	August 19	36 years
Geoffry A. V. Scarfe	August 29	13 months
Dorothy Marvin	September 29	83 years
Mary Ann Gaston	October 8	76 years
Mary Ann Gladwin	November 13	43 years

Burials Church of England Records – 1890

Mary Connor (Halifax)	January 7	57 years
Martha Ritchie (Halifax)	January 25	86 years
Elizabeth Conrod (Lawrencetown)	January 23	74 years
Mary E. Graham	January 29	29 years
John Nieforth (Seaforth)	January 29	56 years
William Simeon Symonds	February 3	63 years
John Prescott Mott	February 15	69 years
Ethel Florence Keans	March 6	6 weeks 4 days
Andrew Gates (Seaforth)	March 5	80 years
Francis C. Elliott	March 11	59 years
Arthur S. Drake	April 1	15 years
John Wells	May 13	66 years
Jonas Conrod (Preston)	June 3	39 years
Dorothy E. Wilson	June 3	32 years
John Roxby	July 16	87 years
Ada Hunston (Halifax)	July 17	45 years
Brenton Cribby (Preston)	July 22	22 years
Peter Day	July 28	28 years
Louisa Caroline DesBrisay (Halifax)	August 13	50 years
John Storey	August 26	35 years
James Victor Collins	September 7	24 years
Ermilinda M. Targett	September 12	5 years

Annie C. Gray	September 12	6 years
Jane F. Wells	September 30	17 years
Minine Brodie Settle	October 10	15 years
Lily Blanche Settle	October 10	10 years
Ann Scarfe	October 12	65 years
Mary Ethel DeYoung	October 17	8 years 9 months
Frederick C. Meredith	October 29	1 year
Margaret Allen	October 30	33 years
Evelyn Austen	October 30	27 years
Isabella M. Gray	November 10	9 years
Sophie Thompson	November 14	7 years
Catherine Horne (buried in Halifax)	November 25	49 years
Edmund Walker	November 30	15 years
Fred Power	December 7	16 years
Charlotte B. Muncey (Nova Scotia Hospital)	December 9	83 years
Robert John Mathew Morris (Tufts Cove)	December 21	6 weeks

Burials Church of England Records – 1891

William Leonard Mosher	January 3	1 month
Cyril Courtney Drake (Halifax)	January 4	8 months
Henry Myles (Tufts Cove)	January 25	24 years
Robert Gordon Reeves	February 3	3 days
Henry W. Bell (Preston)	February 4	48 years
Margaret Murdy	February 6	81 years
Lavinia Linteman (Rope Works)	February 16	4 years
Josephine B. McDonald (Preston)	February 22	19 years
Alexander Cribby	March 13	14 months
Maurice Moore (Nova Scotia Hospital)	March 25	55 years
George Webber (Halifax)	March 29	47 years
Emilina McMarks	April 5	30 years
Samuel McLaughlin (Preston)	April 12	64 years
Charlotte Smith	April 22	65 years
John W. Bishop	April 30	37 years
Irene M. Chamberlain (Halifax, buried at Preston)	May 12	80 years
Mary McLaughlin (Preston)	May 15	17 years
Josiah Smith	May 29	30 years
John Elliott	June 5	81 years
Ethel L. Townsend (Tangier)	July 15	3 days
Edward Burchell	July 28	57 years
Margaret Stewart	July 31	62 years
Ester McLellan (Nova Scotia Hospital)	August 6	70 years
Charles Bissett (Cole Harbour)	August 9	67 years
Phebe Maugin (Cole Harbour)	August 20	63 years
James Boutilier (Eastern Passage)	August 30	2 ^o years

Walter Tierney	September 1	20 years
William Keddy (Preston)	September 7	96 years
John Williams	September 8	88 years
Mary Hyslop Hines (Eastern Passage)	September 13	85 years
Joshua C. Jones (Preston)	September 13	67 years
Sarah Backman	September 16	9 years
James Dunsworth (Eastern Passage)	September 24	46 years
George Edward Montague (Preston)	October 4	14 months
() Wells	October 7	10 months
Rebecca Fraser	October 7	35 years
George Wallis Waugh	October 15	1 year
George Walker	October 30	68 years
Walter A. (Moslen?)	November 6	2 months
Edward Bailey ()	November 6	77 years
John Collins	November 6	65 years
Edith S. Boland (Preston)	December 1	2 years
Florence Misener	December 13	2 months
Daniel A. Boland (Preston)	December 15	9 months
Ebenezer Jenkins	December 17	53 years
Frederick G. Roach	December 19	51 years
Charles B. Mayne	December 26	11 months
() Barker (Preston)	December 28	6 weeks

Burials Church of England Records – 1892

James W. Turner	January 6	74 years
George Shrum	February 4	78 years
Sarah Foster	January 17	74 years
Otto S. Weeks (Halifax)	February 6	63 years
Amelia Bambridge (Preston)	February 7	71 years
Alice Power (Dartmouth)	February 11	11 months
Alexander Marks (Dartmouth)	March 1	52 years
Ralph Brown	March 7	14 months
Horace Walker	March 13	1æ years
George Morton (Halifax)	March 14	81 years
Ervine Godfrey Wilcox	March 20	8 months
James L. Moore	April 16	30 years
Ina Helen Hunt	April 23	3 days
Florence M. Suthard	April 24	27 years
Thomas V. Waugh	May 3	63 years
Percy Shrum	May 14	3 weeks
Frederick Savage	May 31	4 years
Martha Elliott	June 3	51 years
Edna Violet Brett	June 4	6 days
James Woodaman	June 5	62 years

() Cooper	June 13	1 day
Mabel May Lansbury	July 6	7 months
Ester Allen	July 9	10 years
Harold Horne	July 14	7 years
Samuel Allan	July 17	6 years
James Martin Marks	July 25	21 years
Colin Myers	August 5	75 years
James Mills	August 19	11 months
William McDonald	August 21	71 years
Ernest Ferguson	August 25	10 years
Robert Miller Laidlaw	August 27	1 year 2 months
Alfred Edward Logan (Montague)	September 18	31 years
Kate E. Jenkins	September 21	24 years
Bertha M. Keans	October 1	7 months
Caroline F. Kedy	October 4	4 months
Hattie B. Myers	October 9	6 years
George Gay (Tufts Cove)	November 28	unknown
Edward Mosher	December 21	11 months
Elenor Hooper	December 23	60 years

Burials Church of England Records – 1893

Mary Ann Wells	January 3	32 years
Robert Settle (Woodlawn)	January 23	83 years
Margaret Giles	February 5	73 years
John Wiseman (Preston)	February 22	67 years
Norman R. R. Atwood	February 28	6 months
Marie Miles (Spryfield)	March 5	67 years
Thomas Barker (Preston)	March 8	65 years
Matthew McLaughlin (Preston)	March 10	23 years
Charles Smith	March 23	24 years
Margaret Wells	March 26	56 years
Anne M. Giles (Cole Harbour)	April 4	91 years
Elizabeth Kuhn	April 14	90 years
Neil Stewart	May 1	36 years
Robert H. Innis	June 6	10 years
Annie Marks	June 18	51 years
William Brown	June 20	27 years
Emma Florence Cooper	June 22	1 day
Margurite Stevens	August 14	8 weeks
Mary A. Shrum	August 27	78 years
Philip Kaizer (Boston)	September 4	77 years
Jasper Lansbury	September 12	43 years
a child of William Frizzell	September 13	4 months
Mary Ann Jones	October 27	84 years

() Margaret Patterson	October 29	6 months
Charles W. Young	November 12	39 years
Thomas Maloney (Preston)	November 26	92 years
Mary G. Black	December 8	72 years
Annie Maud Keans	December 23	10 years
Clearance Ed York (Eastern Passage)	December 25	4 years

Burials Church of England Records – 1894

Agnes Flora M. Macleay	January 13	70 years
Amelia E. Young	January 14	81 years
Susan E. Stephens	January 16	54 years
George A. McKenzie	January 19	73 years
Gasper Conrod (Preston)	January 26	85 years
Laleah Walker	January 29	42 years
John Lapham (Halifax)	February 4	85 years
William E. Settle (Woodlawn)	March 16	51 years
Johnson Medley	May 21	50 years
Bessie Blanche Stevens	May 26	25 years
Cecila Rosilla Mosher (Gold River)	June 9	19 years
Henry Dolby (Halifax)	June 20	76 years
Mary Ann Reddy (Preston)	June 24	58 years
William Henry Backman	July 1	9 years
William Henry Westlake	July 3	1 year
Samuel Hodgson	August 17	18 months
Robert Gilmour	August 23	53 years
Henry Oldright	August 27	67 years
Elsie Williams	September 23	5 months
Francis Jane Moseley	September 28	31 years
Alexander Charles McEachern	October 6	39 years
Alice Mary Ann McEachern	October 6	41 years
Elizabeth Sharpe	October 26	83 years
Mary Ann Webber	October 26	77 years
Mary Ellen Purcell	November 18	36 years
Alice Maud Lansbury	November 23	10 months
William S. Gray	November 28	34 years
John Shaw Smith	December 16	68 years

Burials Church of England Records – 1895

Peter Laidlaw	January 4	28 years
Mary Ann Jackson	January 10	66 years
John Stevens	January 20	79 years
Elizabeth Mott	January 21	66 years
Bessie Day	January 26	9 years
Elizabeth Westlake (Porters Lake)	February 20	40 years

Edna Young Brett	February 22	38 years
Debra Sarah Graves	March 15	9 years
Harold Peter Laidlaw	March 23	3 years
Elizabeth Nieforth	April 3	61 years
James Brodie	April 4	83 years
Irene Ellen McDonald	April 14	29 years
Geoffrey Spur Creighton	April 20	6 years
Robert Sydney Crofton	April 24	65 years
Amy Gray	April 27	8 months
Harold C. Shortt	April 28	7 years
Percy T. E. Homes	April 29	2 years
Eliza Ann Publicover	May 11	48 years
Ellen Elizabeth Stevens	June 30	31 years
Susannah Margaret Williams	July 2	66 years
Charles A. Stevens	July 8	20 years
Sadie K. Moseley	July 8	3 years
Clara Maud Barkhouse	July 10	1 year
Jeffrey G. Conrod	July 14	6 weeks
Brenton C. Walker	August 17	2 days
Emma Burchell	August 28	16 years
Sarah McDonald	September 5	49 years
George Henry Owens	September 17	5 years
Alexander Griswell	November 7	11 months
Mary Etta Bauld	November 13	6 years
John Robinson Hunstone	November 13	48 years
Alice Maud Kingswood	November 17	4 years
Elizabeth Dares	November 22	2 years
Gladys Bertha Bauld	November 22	2 years
Isabella Maud Huxtable	December 3	23 years
John Edward Brown	December 3	27 years
Donald E. Bain	December 25	7 years
Percy Douglas Shrum	December 30	11 years

Burials Church of England Records – 1896

Georgina Allison Grant	January 2	58 years
Violet Frances Isnor	January 3	1 year
John William Hills	January 10	4 months
Lydia Sawler	January 13	10 years
Albert Leander Craig	January 19	12 months
Lillie Creighton	February 4	1 day
Mary Walker	February 9	69 years
Robert Hilton	March 5	3 years
Blanche Gray	March 12	2 years
Willis Isenor	April 1	2 years

Fraser Bowser	April 10	6 months
George Lawlor	April 10	4 months
Aaron Freeman	April 21	36 years
John McDonald	April 22	82 years
Olga Simmonds	April 27	1 day
Isabel Mott	April 28	77 years
Marion Scarfe	May 20	44 years
Harris Roche	May 22	17 years
Mary Ann Harvey	May 28	46 years
Benjamin Mills	June 1	15 months
John Jacob Graves	June 5	15 years
Hannah Davis	June 10	77 years
Clarissa Bailey	July 16	1 day
Florence Crawley	August 2	3 days
Ada Cameron	August 15	24 years
Ernest Walker	August 20	9 years
John Cameron	August 29	6 months
Violet Bowser	September 8	3 months
Mary Howe Austen	September 14	91 years
Joseph Bell	September 21	39 years
Margaret ()	October 2	60 years
M. Gladys Walker	October 26	2 months
William K. Owens	October 29	21 years
Rachael M. Williams (Musquodobit)	November 1	22 years
William James Misener	November 17	76 years
Sarah Robinson	November 29	unknown
Stella Wentzell	December 16	5 months

Burials Church of England Records – 1897

Elizabeth Johnston Craigan	January 6	82 years
John Thomas Walker	January 7	69 years
William Spriggs (Waverly)	January 11	72 years
Frederick George Bell	March 9	2 years 6 months
George Valentine Westlake	March 21	5 weeks
Florence May Cecilia Horne	March 23	11 months
William Griswald	March 23	6 months
Gladys Irene Gray	April 6	3 months
Henry Robert Findlay	April 12	5 years
F. Douglas DeYoung	May 9	13 months
Della Maud Lansburg	May 27	17 months
Susan Catherine Lawlor	June 8	74 years
Golda Maud James	August 22	4 months
Amelia Sophia MacKay	August 15	33 years
Ethel Blanche Jones	October 4	7 years

Maria Walker	November 8	25 years
Amy Maud Tulloch	November 8	3 months
George William Tulloch	November 14	33 years
Mary Elenor McDonald	November 16	74 years
Maud Susan Owens	November 21	15 years
Arthur Gerald Waterfield	December 15	5 years 1 month

Burials Church of England Records – 1898

Richard Walker	January 14	53 years
Alice Olive Trider (Jeddore)	January 30	25 years
Blanche Glendenning	February 1	24 years
John Robie Walker	February 1	6 months
Howard Carter	February 7	21 years
William Phillips (Preston)	January 20	71 years
Maud Amelia Keddy (Cole Harbour)	February 22	29 years
Lilian Boyle	March 8	4 years
Florence Evelyn Steare	March 26	6 months
Francis Ann Gladwin	March 30	28 years
Florence Kate Trider	April 5	2 years 2 months
Harold Roland Carter	May 6	12 days
Reginald Laidlaw	May 8	15 months
John Horner	June 11	76 years
Edward Albert Stevens	June 11	22 years
Percy Carroll Shoope	August 29	11 months
Russell Seymour Walker	September 7	8 months
Percy Horner	September 11	3 years
Oscar Johnston (colored)	October 5	19 years
Elizabeth Dolby	October 18	79 years
Airs Rebecca Creighton	October 28	51 years
Ellen Mary Barkhouse	October 28	14 months
Roy Sinclair McDonald	November 10	2 years 3 months
Sarah Ann Keddy (Preston)	November 18	42 years
Stephen York	December 21	88 years

Burials Church of England Records – 1899

William George Walker	February 27	81 years
Mary Bissett	March 25	8 days
Ellen Elizabeth Dunsworth (Eastern Passage)	April 7	59 years
Edward Elvin Weir (Eastern Passage)	April 7	18 months
Catherine Donovan MacKenzie (Pictou)	Unknown	69 years
Edna Maud Bissett	May 15	2 months
Norma May Boutlier	May 23	9 years
Charles Andrew Shrum	June 9	5 years
Ellen Elizabeth Preeper	July 23	53 years

Hattie Blanch Atwood	August 26	11 years
Mary Jane Ferguson	October 24	38 years
Margaret Alexander	October 25	3 months
Annie Ethel Gay (Tufts Cove)	November 20	14 months
John Russell Westlake	December 23	10 months
Charles Rentfred Johnston	December 27	22 years

Grace Church in Dartmouth began as a Methodist Church in 1864. It became Grace United Church after the Union in 1925.

Baptisms

Bertha Louisa to George and Sarah Ann Bissett – Blacksmith – September 13, 1870

Sophia Leah to James and Harriet Hall – Shipwright – May 6, 1870

Hannah to John and Margaret Patterson – messenger – August 14, 1870

George Arthur to Edward and Isabella Stanley – machinest – April 15, 1870

Annie Elizabeth to Alfred and Jane Gillead – labourer – June 31, 1870

Elizabeth Ann to Reuban and Isabel Carver – moulder – September 10, 1870

Ida Alberta Ellen to Reuban and Isabel Carver – moulder – April 10, 1868

William Wallace to James Albert and Susan Byers – boilermaker – April 13, 1870

Henry to William and Emma Pearce – Engineer – April 3, 1870

Corunna Isabella to Richard and Margaret Walker – carpenter – March 2, 1870

Charlotte Durland to James R. and Margaret Ormond – Grocer – December 21, 1870

Jane Milligan to Peter and Elizabeth Douglas – moulder – December 7, 1870

John Edward to George and Sarah Crooks – Blacksmith – January 7, 1871

Elisha Steward to Richard and Jane Smith – mechanic – February 13, 1871

William Alex Charles to Edmund F. and Sarah Allen – machinest – February 13, 1871

Ellen to James and Elizabeth Rowe – miner – August 25, 1870

John Harris to Benjamin Harris and Jane Thomas – miner – April 25, 1871

Mary Bell to George Coleman and Isabella Elliott – Farmer – April 1, 1871

John to Richard and Grace Webster – miner – February 2, 1870

Eliza to Richard and Grace Webster – miner – July 2, 1868

John Alexander to William and Jane Bissett – Farmer – March 4, 1869

Florence Mabel to William and Amelia Naufts – Grocer – May 10, 1871

Frederick William to James and Sophia Laidlaw – merchant – July 27, 1871

Guy Carleton to Guy and Gaybella Holliday – machinest – November 19, 1871

William Edmund to Jeremiah and Ellen M. Gray – mechanic – June 27, 1871

John to William and Catherine Jane Wilson – engineer – October 20, 1871

Jeanett to John and Margaret Jane Fregidgion – miner – January 4, 1872

Sarah Jane to Edward and Isabel Stanley – machinest – February 27, 1872

Alberta Euginie to James and Jemima Whelply – manufacturer – November 16, 1869

Rosilla Edwina to Elias and Sarah Whelply – machinest – October 30, 1871
 Ethel to Alfred A. and Elizabeth Smallwood – book keeper – March 1, 1872
 Henrietta to Sarah Bailey, February 29, 1872
 John Alexander to Edward and Mary Coleman – merchant – April 26, 1871
 Charles Edward to James and Harriet Hall – Shipwright – November 27, 1863
 John William to John and Ann Jones – carter – August 24, 1865
 Jane Frances to Philip and Mary Ann Ring – labourer – October 1, 1866
 Edmund Louis to Edmund and Sarah Allen – machinest – September 14, 1866
 Annie Louisa to Joseph and Mary Angwin – minister – May 6, 1867
 Rachael Elizabeth to Charles and Maria Conrod – farmer – December 27, 1866
 Evelyn Clementina to Edward and Sarah Allen – machinest – November 8, 1868
 Alice Maud to Benjamin and Elizabeth Corkum – farmer – April 30, 1868
 Eveline Campbell to George and Helen Campbell – carpenter – February 7, 1861
 David Tremain to Albert and Harriet Bayers – unknown – October 19, 1868
 Henry Edward to Alexander and Catherine Patterson – farmer – September 20,
 1868
 Alma Elizabeth to Benjamin and Elizabeth Corkum – farmer – January 27, 1870
 George Benjamin to Charles and Harriet Barkley – Railway employee – February
 11, 1870
 Ella May to Edward and Mary Coleman – merchant – January 18, 1870
 Walter John to Patrick and Catherine Daley – shipwright – December 15, 1868
 Jesse Salina to William and Jane Goldsworthy – unknown – June 15, 1870
 John George William to John and Catherine Campbell – carpenter – July 31, 1870
 George Edward to Alexander and Catherine Patterson – fisherman – June 3, 1871
 John Harris to Gasper and Isabella Graham – carpenter – March 30, 1872
 Willie Miles to David and Minnie Summers – iron manufacturer – May 14, 1872
 James Edward to Samuel and Francis Smith – machinest – June 26, 1872
 William Arthur to William and Agnes Pener – coachman – March 20, 1872
 Nathan Ramford to James and Harriet Hill – carpenter – September 12, 1872
 Sarah Isabella to George Henry and Sarah Crooks – machinest – September 18,
 1872
 Frederick Edwin to Alfred and Elizabeth Smallwood – book keeper – July 20, 1873
 James Walton to James and Margaret Ormon – grocer – August 17, 1873
 Margaret Ethel to James and Margaret Ormon – grocer – August 17, 1873
 Charles Edward to William and Emma Pearce – engineer – September 7, 1873
 Mary Elizabeth to Richard and Jane Dean – polisher – November 26, 1873
 Moses Henry to George and Mary Ann Weeks – labourer – February 19, 1874
 Mary Elizabeth to George and Sarah Crooks – blacksmith – March 31, 1874
 Richard Francis to Alexander and Annie Cameron – miner – April 15, 1874
 Alberta Mary to Isaiah and Elizabeth Snow – engineer – February 12, 1874
 Thomas Arthur to Jeremiah and Ellen Gray – engine driver – June 27, 1874
 Ida Louise to John and Alice Russell – tinsman – March 23, 1874
 Frank Louis to James and Caroline Angwin – book keeper – October 11, 1873
 Frank Weldon to Benjamin and Louise Russell – lawyer – October 16, 1873
 George Augustus to James and Harriet Hall – carpenter – November 20, 1874

Bertha Ann to William and Lucy Crowell – labourer – July 11, 1874
 Norman to James and () Collins – labourer – November 5, 1874
 Bessie Hill to Edward and Mary Coleman – machinest – March 3, 1874
 Ada to William and Emily Gammon – farmer – December 23, 1874
 Lily E. to William and Emily Gammon – farmer – June 21, 1873
 Alberta M. to William and Emily Gammon – farmer – November 15, 1875
 Ida May to James and Susan Leslie – farmer – July 23, 1873
 Annie Ella to James and Harriett Hall – carpenter – June 22, 1875
 Leslie Isabel to John and Charlott Rogers – machinest – July 8, 1875
 Maud to William and Lydia Merson – unknown – September 21, 1876
 Albertha Florence to James and Susan Leslie – unknown – August 5, 1878
 Ada May to Isaiah and Elizabeth Snow – watchman – May 24, 1879
 John Laurie to John and Ann Prescot – unknown – July 7, 1880
 Sarah Elizabeth to Thomas and Amelia Rendell – labourer – September 14, 1880
 Ida Maud to George and Caroline Young – labourer – September 28, 1880
 Annie Laurie to Stephen and Jane Publicover – mariner – September 28, 1880
 William Blake to W. C. and Agnes Bishop – book keeper – December 7, 1880
 Amelia Gertrude to John and Eliza Colbert – unknown – April 1880
 Thomas Nicholson to Robert and Isabel Whirl – unknown – January 27, 1880
 Robert James to Robert and Isabel Whirl – unknown – January 21, 1879
 Alice Maud to Robert and Mary Jane McElmon – shoemaker – March 31, 1881
 George to John and () Short – factory operator – March 17, 1881
 Arthur Wentworth to Daniel and Francis Smith – factory operator – January 7,
 1881
 Winnifred to Benjamin and Helen Williams – carpenter – April 12, 1881
 John George to George and Margaret Lones – Rope maker – June 1, 1881
 Henry to Alex and Jane Balfour – Rope maker – September 26, 1879
 Jessie to Alex and Jane Balfour – Rope maker – June 27, 1877
 Arthur Ernest to Isaiah and Elizabeth Snow – watchman – April 4, 1881
 Angus Godfrey to Edward and Isabella Stanley – engineer – November 8, 1881
 Harriet May to William and Lucy Crowell – unknown – August 18, 1881
 Olive Matilda to Fred and Charlotte Allen – unknown – December 6, 1880
 Minnie Ethel to Joseph and Sarah Williams – carpenter – January 4, 1882
 Maud Floraine to Joseph and Sarah Williams – carpenter – November 29, 1879
 Joseph to Mary and George Weeks – miner – November 1881
 Laura to George and () Lane – Grocer – November 24, 1881
 Clarence Nelson to John and Eliza Colbert – unknown – July 15, 1881
 Frederick Alfred to James and Susan Warner – unknown – September 19, 1881
 Alfred McKenzie to Albert and Mary Gates – carpenter – November 30, 1881
 Annie Hamilton to George C. and Isabella Elliot – machinest – July 10, 1882
 Louisa Catherine to George C. and Isabella Elliot – machinest – July 10, 1882
 Ella Alfarina to John and Ann Prescott – unknown – June 14, 1882
 Daisy Ethel to Daniel and Sarah Smith – unknown – October 20, 1881
 William Michael to William J. and Susanna Meredith – unknown – July 4, 1882
 Angus Archibald to Hiram and Mary Zwicker – unknown – April 3, 1880

John McDonald to Hiram and Mary Zwicker – unknown – April 19, 1882
Edward John Henry to William Henry and Mary Warner – unknown – May 12, 1879
Arthur William David to William Henry and Mary Warner – unknown – June 15, 1881
Francis Mary to John and Sophia McIver – unknown – February 22, 1882
Clifford Ernest to William and Jessie Simpson – Druggist – October 2, 1877
Maud Ethel to William and Jessie Simpson – Druggist – October 2, 1877
Robert Kendall to Robert and Mary Crane – unknown – April 3, 1879
William Rufus to Alex and Mary Nicholson – unknown – July 11, 1882
Robert Connel to Robert and Jane McElmon – shoemaker – October 10, 1882
George Josiah to George and Alice Smith – machinest – September 7, 1882
Gertrude Salome to George and Caroline Young – unknown – November 5, 1882
Florence May to James and Bessie Johnson – artillery – October 14, 1882
William Howard to George and Sarah Cobham (corporal) – artillery – December 6, 1882
William Henry to William and Lucy Crowell – unknown – February 18, 1882
Florence May to William and Agnes Bishop – unknown – March 6, 1882
Alfred Henry to Alfred and Elizabeth Smallwood – book keeper – November 10, 1882
Ethel Florence Sarah to Henry and Phoebe Moseley – ship carpenter – August 3, 1878
Henry Stewart to Henry and Phoebe Moseley – ship carpenter – November 13, 1880
Ross Tilton to Henry and Phoebe Moseley – ship carpenter – March 27, 1883
Lydia May to John and Eliza Colbert – unknown – December 3, 1882
Edward Alexander to Murdoch and Elizabeth Morrison – unknown – June 17, 1883
Lewis Elliott to Daniel and Sarah Smith – engineer – July 8, 1883
Mary Ethel to William and Susannah Meredith – unknown – July 13, 1883
Samuel to George and Mary Anna Weeks – unknown – February 5, 1883
Sarah Jane to Edward and Mary Coleman – unknown – October 23, 1879
William to Edward and Mary Coleman – unknown – October 14, 1881
Sarah Idella to William McDow – labourer – August 27, 1881
Dorcas Margaret to William McDow – labourer – May 23, 1883
George Samuel to Samuel and Sarah McDow – labourer – September 2, 1883
Mary to Francis and Annie McWatt – sail maker – October 11, 1883
Lewis M. to Henry and Isabella Jenner – mariner – September 3, 1883
Stella Cathrine to George and Alice Smith – machinest – December 26, 1883
Charles Anderson to David and Euphemia Barry – machinest – May 25, 1883
Arthur Leopold to William Warren and Mary Ann Griswold – labourer – May 17, 1881
Mary Alice to William Warren and Mary Ann Griswold – labourer – March 17, 1883
Mabel to Stephen and Jane Publicover – shipwright – July 9, 1882
Ralph Edgar to George C. and Eliza Innes – Grocer – December 5, 1882

Alice Maud to George and Margaret Trower – rope maker – January 4, 1884
 Richard Chapman to Richard and Marie Weldon – professor – November 18, 1882
 Reginald Monte to John and Catherine Crooks – labourer – July 26, 1883
 Alice Maria to John and Ann Prescott – tanner – December 12, 1883
 Thomas David to George and Mary Ann Weeks – labourer – April 26, 1884
 John Henry to Emeline McDow – unknown – March 15, 1879
 Minnie Jane to Emeline McDow – unknown – March 28, 1882
 John S. to Emeline McDow – unknown – June 1, 1884
 Stanley Harold to Daniel and Frances Smith – unknown – January 16, 1884
 Leah Anamiah to Martha Faulkner – unknown – January 13, 1884
 Augusta Amelia to John and Ann Keans – rope maker – July 15, 1879
 Chester Allan to John and Ann Keans – rope maker – October 3, 1881
 Annie Maud to John and Ann Keans – rope maker – July 6, 1883
 Mabel Louisa to John and Ann Keans – rope maker – August 24, 1884
 Janet Isabella to Edward and Ellen Watson – nail maker – August 14, 1884
 Emma Elizabeth to George and Carrie Lane – Grocer – January 27, 1884
 Emily Eliza to William and Emma Linteman – ropemaker – September 27, 1884
 William Harold to Robert and Jane McElmon – shoe maker – September 25, 1884
 Cora C. to Samuel and Anne Moore – nail maker – May 4, 1883
 Herbert to George B. and Lavinia McDow – coal hawker – April 2, 1885
 Sarah Barry to William and Joanna Chapman – labourer – April 11, 1885
 William Nelson to Robert and Isabel Wirell – factory operator – May 16, 1883
 Ida Bell to Daniel and Sarah Smith – engineer – March 27, 1885
 Charlotte Augusta to Alexander and Mary Nicholson – unknown – February 16,
 1885
 Stephen Albert to Charles and Emma McDow – labourer – May 31, 1885
 Huina to John and Jane Sutherland – shipwright – February 13, 1885
 James Henry to Eliza Green – unknown – December 31, 1884
 Bertha May to John and Emma Bauld – labourer – May 6, 1884
 John Alexander Fenwick to Alexander and Alice Graham – attendant – April 11,
 1885
 William Henry Thompson to Henry and Harriet Scarfe – machinest – March 31,
 1885
 Louise Adelaide to George and Caroline Young – shipwright – October 11, 1884
 Archibald H. D. to Charles and Minnie Gay – nail maker – October 23, 1885
 Bessie to William and Eliza Williams – miner – October 13, 1885
 James E. to William and Eliza Dillman – labourer – January 3, 1886
 Mary Elizabeth to David and Euphemia Barry – labourer – November 7, 1884
 Marie Jane to Elizabeth McDow – unknown – October 4, 1885
 Howard Clyde to Howard and Sophia A. Gaetz – November 2, 1885
 Mary Edith to Charles and Mary Wright – engineer – March 23, 1884
 Albert Roy to Charles and Mary Wright – engineer – March 23, 1886
 Ella Matilda to James and Louisa Bauld – carpenter – February 17, 1886
 Bessie to Stephen and Jane Publicover – carpenter – July 7, 1872
 Maggie to Stephen and Jane Publicover – carpenter – October 14, 1886

Harry to William and Lucy Crowell – labourer – December 14, 1885
 William Henry to George and Mary Loner – boilermaker – August 14, 1882
 Walter to George and Mary Loner – boilermaker – September 26, 1885
 Harry to George and Carrie Lane – unknown – September 26, 1885
 David Sinclair to Robert and Ellen Bernell – farmer – April 24, 1886
 Jessie Miriam to John and Annie Keans – unknown – November 12, 1885
 James Henry to Albert and Amelia Yetter – shoemaker – November 10, 1885
 Emma Louise to William and Emma Pearce – machinest – January 1, 1885
 Rufus to () Zwicker – labourer – June 17, 1886
 Harry G. B. to George and Alice Smith – unknown – September 4, 1885
 Bessie C. A. to Robert and Cecilia Jane Gray – September 22, 1885
 Sandy Archibald to James and Susan Warner – mason – July 23, 1886
 Robert to William and Rachel Baker – labourer – January 22, 1886
 Effie Euphemia to David and Effie Barry – Artisan – September 24, 1886
 Robert to Samuel and Sarah McDow – labourer – December 9, 1886
 Estella May to George and Caroline Young – shipwright – December 8, 1886
 George B. To George Benjamine and Lavinia McDow – labourer – January 3, 1887
 William Arthur to John and Margaret Rowling – miner – October 15, 1886
 Robert Thomas to Robert and Annie Heathcote – mason – May 22, 1887
 Sarah Gertrude to John and Jane Sutherland – ship carpenter – June 11, 1886
 Catherine Maud to Allison and Margaret Smith – moulder – March 16, 1885
 Mary Louisa to John and Bessie Gray – unknown – October 15, 1886
 Isabella Emily to James and Isabella Savage – cabman – November 25, 1886
 William Henry to Thomas and Sarah Dillman – teamster – September 7, 1886
 William E. to John and Sophia Gavel – mariner – January 20, 1887
 Harold Edward to Edward and Ellen Watson – nail maker – May 8, 1887
 George Cecil to James and Harriet Chappell – labourer – August 28, 1887
 Alan Victor to Robert Peter and Lucy Henderson – shipwright – May 25, 1887
 Lena May to Albert F. and Mary Gates – house joiner – July 14, 1887
 Angus Malcolm to Alexander and Mary Nicholson – September 12, 1887
 Clara May to George and Mary Loner – boilermaker – October 2, 1887
 Oswald to James and Matilda Adams – livery stable keeper – March 29, 1886
 Ethel Matilda to James and Matilda Adams – livery stable keeper – July 2, 1884
 James Adams to Louis and Jane Bunker – miner – May 22, 1886
 Emma Myrtle to Alexander and Alice Graham – attendant – October 18, 1886
 Mabel Adella to George W. and Sarah C. Wolfe – carpenter – March 5, 1888
 Carrie Blanch to John and Lilian McCallum – boilermaker – March 11, 1884
 Sarah Maud to John and Lilian McCallum – boilermaker – June 19, 1885
 Geraldine to John and Lilian McCallum – boilermaker – May 25, 1888
 Louis Parker to George and Mary Weeks – labourer – November 17, 1887
 Hattie May to David and Effie Barry – mechanic – April 12, 1888
 Elizabeth M. to Peter and Lizzie Laidlaw – unknown – September 14, 1887
 Harry G. to Thomas and Margaret M. Hefler – miner – November 25, 1887
 Jeffry Arthur Vincent to Arthur and Alice Scarfe – machinest – July 17, 1888
 Alexander Henry to Charles and Emma McDow – coachman – October 28, 1888

James Arthur to James and Louisa Bauld – boat builder – December 16, 1888
 Violet Letitia to Daniel and Sarah Smith – caulker – July 4, 1888
 Ada May to Henry and Jane Bayles – caulker – January 13, 1883
 William Henry to Henry and Jane Bayles – caulker – August 1, 1884
 Jessie to Henry and Jane Bayles – caulker – January 24, 1887
 Jean to Henry and Jane Bayles – caulker – December 14, 1888
 Albert Black to () Congdon – machinest – January 18, 1888
 Edna Lily to Robert and Julia Mosely – hospital attendant – January 7, 1889
 George Reginald to Alexander and Alice Graham – clerk – February 15, 1889
 Alice Lizette to Charles and Lizette Crowell – ship carpenter – December 15, 1888
 Margaret A. to John and Jane Sutherland – cable operator – June 21, 1889
 Donald to George and Ada Bain – cable operator – June 23, 1886
 Robert Frances to George and Ada Bain – cable operator – 1887
 Harold Arthur to Albert and Amelia Yetter – shoemaker – January 15, 1888
 Mary Elizabeth to Albert and Amelia Yetter – shoemaker – October 4, 1888
 Clara Bell to Alexander and Mary Nicholson – warden – July 7, 1889
 Daisy Caroline to Thomas and Maggie Hefler – sailor – September 7, 1889
 Susie Gertrude to Howard and Sophia Gatez – mechanic – March 19, 1888
 Walter James to Howard and Sophia Gatez – mechanic – September 15, 1889
 Flora Celia to George and Mary Loner – boilermaker – July 30, 1889
 Isabella T. to John and Agnes Harrison – carpenter – November 22, 1889
 Edward Alexander to Albert and Mary Gatez – skate maker – July 11, 1889
 Kate to Walter and Mary Faulkner – nail maker – March 21, 1888
 Norton Alexander to Walter and Mary Faulkner – nail maker, April 18, 1889
 James Alfred to Alexander and Mary Ross – cook – February 1888
 Eva May to Samuel and Annie Moore – nail maker – November 8, 1888
 Arthur Samuel to Samuel and Annie Moore – nail maker – August 17, 1889
 Ethel Leone to Owen and Emma Maryatt – carpenter – November 13, 1889
 William C. F. to William H. and Francis Mosely – Paint maker – August 17, 1889
 George Alfred to Alfred and Elizabeth Holmes – unknown – September 12, 1889
 Edmund Francis to George and Caroline Young – shipwright – January 11, 1888
 Ellen Gennet to Hiram and Mary Zwicker – Blacksmith – January 12, 1890
 George Rudolf to Alfred A. and Elizabeth Smallwood – book keeper – June 9,
 1890
 Mary Arrillia to James and Annie Colvert – steel polisher – June 4, 1888
 Laura Jean to James and Annie Colvert – steel polisher – May 5, 1890
 Bertram Gage to John and Sophia Gavel – sea Captain – June 20, 1890
 Mavila Leslie to John E. and Catherine Crooks – farmer – June 6, 1890
 John William to W. H. and Ella Mitchell – telephone employee – July 16, 1890
 Clearance Rodney to John and Emma Bauld – carpenter – July 16, 1890
 George J. to George and Alice Smith – Ironworker – October 18, 1887
 Mabel Caroline to George and Alice Smith – Ironworker – August 3, 1890
 Alexander Donlie to John and Jane Sutherland – Ship carpenter – August 12, 1890
 Maggie Phillips to William and Mary Phillips – mason – September 11, 1882
 Martha Jessie to Isabella and W. L. Tuttle – shoemaker – December 11, 1890

Bella to Francis and Annie McWatt – merchant – September 23, 1885
 Laura to Francis and Annie McWatt – merchant – February 27, 1887
 Thomas to Francis and Annie McWatt – merchant – November 30, 1888
 Ester to Francis and Annie McWatt – merchant – August 30, 1890
 Harry Miller to Robert and Elizabeth Laidlaw – nail maker – July 27, 1890
 James Roy to Robert and Mary McLenan – shoemaker – September 3, 1890
 James William to Nelson and Margaret Craig – coachman – November 8, 1886
 Henry Archibald to Nelson and Margaret Craig – coachman – May 26, 1888
 Francis Lillian to Nelson and Margaret Craig – coachman – August 3, 1889
 Florence May to Nelson and Margaret Craig – coachman – December 8, 1890
 Frank DesBarres to George F. and Annie Johnson – clergyman – December 28,
 1890
 Richard Havelock to William and Thurz McDow – balister – March 4, 1887
 Maggie May to William and Thurz McDow – balister – November 13, 1889
 Ethel Agnes to William and Mary A. Power – can maker – January 13, 1890
 Lavinia Winniford to William and Eliza Dillman – Grave Digger – April 27, 1891
 Sarah Agnes to Samuel and Charlotte Finley – rope maker – July 5, 1891
 Stanley Stairs to Joseph and Emaline Lloy – farmer – November 16, 1891
 Elder Agnus to Albert and Amelia Yetter – labourer – February 15, 1890
 Margurite to Frank and () Elliott – Grocer – February 25, 1891
 Napean Alonzo to Albert and Martha Leslie – farmer – October 16, 1882
 B. Edith Ellen to Albert and Martha Leslie – farmer – November 19, 1890
 Sadie Gladys to Harry A. and Annie Bliwdell – book keeper – June 17, 1891
 Gwendoline May to Arthur and Annie Curtis – sailmaker – May 1, 1891
 Frank Jeffry Ormon to William and Elizabeth Pearce – book keeper – July 12, 1891
 Susanne Amenda to George and Mary Weeks – rope maker – July 10, 1891
 Oliver to George and Betsy Atkinson – tailor – June 14, 1891
 Lenora to William and Sarah Goss – brewer – December 5, 1891
 George Alonzo to Walter and Mary Faulkner – nail maker – October 17, 1890
 Grace Lee to John W. and Laura Robar – boat builder – December 30, 1891
 Emma Louise to John W. and Laura Robar – boat builder – December 30, 1891
 Helen Grace (or Clare) to William and Francis Mosely – paint manufacturer –
 July 7, 1891
 Hilda May to Paul and Lucy Henderson – shipwright – July 26, 1891
 John Peter to Samuel and Annie Moore – unknown – unknown
 Mabel Constance to Robert and Julia Moseley – unknown – unknown
 Frank Harold to Robert and Julia Moseley – unknown – unknown
 William Henry to Henry and Minerva Johnson – unknown – unknown
 George Edgar to William and Eunice Myrer – unknown – unknown
 Ethel Jane to Thomas and Sarah Dillman – teamster – baptised on April 18, 1882
 Thomas Allan to Thomas and Sarah Dillman – teamster – December 5, 1889
 Albert B. to James and Mary Landsbury – Rope maker – May 16, 1890
 David Edward to David and Effe Barry – labourer – July 27, 1890
 Frank Stanley to Robert and Elizabeth Laidlaw – labourer – November 3, 1891
 Nellie Blanch to Albert and Mary Gatez – carpenter – November 19, 1891

Frank V. Woodburg to Frank and Jessie Woodbury – dentist – unknown
 Florence Jane to Frederick and Jane Cox – engineer – November 18, 1889
 Norman Frances to Frederick and Jane Cox – engineer – March 31, 1892
 Alice Jane to James and Margaret Murphy – shopkeeper – June 20, 1892
 Elizabeth Hannah to Alfred and Elizabeth Holmes – labourer – July 31, 1891
 Annie to James and Sarah McDougall – carpenter – April 2, 1892
 Francis Maud to Edward and Ellen Watson – mechanic – May 14, 1892
 George Edgar to William and () Myrer – labourer – November 14, 1891
 Albert Bismark to James and Mary Landsbury – rope maker – May 16, 1890
 Frances Maud to Edward and Ellen Watson – mechanic – August 14, 1892
 Ethel Florence to William and Florence Swaffer – rope maker – November 30,
 1892
 Eva Florence to William and Mary Powers – labourer – December 11, 1892
 Harry Roy to Walter and Cecilia Mosher – labourer at sugar Refinery – January
 10, 1893
 Freeman Glenwood to William and Elizabeth Pearce – druggist – September 16,
 1892
 Edna to John and Catherine Crooks – farmer – January 15, 1893
 James Henry to David and Effie Barry – labourer – July 2, 1892
 Jennie May to Archibald and Mary Ann Awalt – contractor and mason – October
 26, 1886
 Lattie Mabel to Archibald and Mary Ann Awalt – contractor and mason – January
 4, 1888
 Annie Elizabeth to Archibald and Mary Ann Awalt – contractor and mason –
 December 26, 1889
 James Stanley to Archibald and Mary Ann Awalt – contractor and mason – August
 25, 1891
 Wesley Alexander to Alexander and Mary Nicholson – keeper – April 20, 1893
 Hilda Muriel to Walter and Maggie Conrod – farmer – April 27, 1894
 Mabel to William and Eliza Dillman – grave digger – April 24, 1892
 Percy to William and Eliza Dillman – grave digger – February 9, 1893
 Edward Percy to Hiram and Mary Zwicker – labourer – January 23, 1894
 Nellie Tufts to Thomas and Minnie Mitchell – clerk – September 2, 1892
 Hilda Leone to Thomas and Minnie Mitchell – clerk – February 2, 1894
 Alice to William and Elizabeth Pearce – clerk – November 5, 1893
 George Archibald to John and Sarah Day – unknown – February 14, 1893
 Reuban Levi to Samuel and Charlotte Findlay – labourer – February 14, 1893
 Maggie Gertrude to William and Sarah Goss – labourer – June 5, 1894
 Benjamin Lewis to Edward and Elizabeth Byers – labourer – March 14, 1893
 John A. to James E. and Sarah McDougall – carpenter – January 29, 1894
 Vana Maud to Alexander and Emma Cribby – mason – December 28, 1893
 Frederick William to Albert and Amelia Yetter – shoemaker – January 13, 1892
 Samuel Albert to Albert and Amelia Yetter – shoemaker – August 9, 1893
 Norman Nelson to Alexander and () Graham – unknown – August 1, 1883
 Alfred Edwin to Harry R. and Annie Blundell – book keeper – April 3, 1893

William Walker to William and Annie Devlin – lighthouse keeper – May 11, 1894
Francis Mabel to Henry William and Bessie George – labourer – December 5, 1893
Annie Bell to John and Martha Kuhn – Farmer – August 24, 1887
Hattie Victoria to John and Martha Kuhn – Farmer – March 28, 1889
Frank Alexander to John and Martha Kuhn – Farmer – July 25, 1894
Louise Isabella to Walter and Mary Faulkner – nail maker – May 3, 1893
Lillian Alice to John and Emma Bauld – carpenter – December 15, 1894
Jani May to William and Annette F. Dukes – carpenter – September 3, 1894
Arthur Ogilvie to Arthur and Annie Curtis – clerk – October 19, 1894
Bertha Marion to David and Euphemia Barry – labourer – January 21, 1895
Edith Hazel to Albert and Mary Gatez – skate maker – July 5, 1894
Lillian Elenor to Morgan and Elizabeth Anderson – January 11, 1895
William E. to W. B. and Minnie Rankin – baker – December 2, 1894
Cecilia Jane Mortimer to Robert and Cecilia Gray – November 26, 1887
James Brodie to Robert and Cecilia Gray – January 7, 1890
Elvie May to Walter and Cecilia L. Mosher – sugar refinery – June 12, 1895
Sadie Gladys to George A. and Emma Stanley – spinster – July 1, 1895
Vida Francis to Johnson and Jessie Chittick – Ice dealer – September 20, 1894
James Sydney to George A. and Ellen W. Strum – unknown – November 3, 1895
Clyde to Christopher and Emmeline Teasdale – labourer – June 12, 1895
John to Walter and Mary Faulkner – unknown – August 4, 1895
Viola May to Henry and Bessie Lethbridge – labourer – June 13, 1895
William Tobias to William and Sarah Goss – labourer – April 16, 1895
Gladys Vera to John and Mary Jane Short – clerk – August 4, 1894
Olive Young to Thomas and Ameline Jenkins – unknown – October 26, 1894
Muriel May to Frederick William and Jane Cox – unknown – October 10, 1894
Leslie May to John Edward and Mary Webber – unknown – September 28, 1894
William Harold to William and Elizabeth Pearce – clerk – September 19, 1895
John William to Samuel and Charlotte Findlay – labourer – October 1896
Nellie May to Walter and Louisa Laneur – labourer – March 10, 1895
Kenneth to Robert and Cecilia Gray – unknown – unknown
Eunice Lydia to William Edward and Ruth Pickering – barber – March 4, 1896
Ethel Pearl to Edward and Elizabeth M. Byers – labourer – September 5, 1895
Annie May to Eugene and Mary Nichols – labourer – April 16, 1896
Clyde Montcrief to Arthur and Annie Curtis – merchant – June 8, 1896
Mildred May to Alexander and Emma Cribby – plasterer – February 20, 1896
Mary Ellen to Thomas and Ellen Crowell – boat builder – August 20, 1896
Ellen Elizabeth to Henry and Charlotte Dooks – labourer – May 10, 1896

Baptised with Adults- Harris Aubrey, Mary Ellen and Ethel to Thomas and Mrs. Merson
Elenor L. to Alexander and Mrs. Hutt

Adult Baptisms - Gladys Woodbury, Mrs. Gatez, William Pickering, George Smith,
Rosanna Bremner, Bella Bayless and Nellie Baldwin – June 12, 1895

Stewart Gordon to Henry William and Bessie George – Railway clerk – June 12,
1895

Ernest Ellsworth to Alva and Margaret Cecilia Martin – unknown – October 1,
1896

George Artemas to Albert and Amelia Yetter – Engineer – November 9, 1894

Edward Hiram to Albert and Amelia Yetter – Engineer – June 8, 1896

Christie Muriel to Nelson and Mary Craig – labourer – December 24, 1892

Harold Nelson to Nelson and Mary Craig – labourer – November 4, 1896

Archibald C. to Walter and Mary () – unknown – June 12, 1897

Nina Phillis to Reuban and Lilian Boswer – carpenter – December 11, 1897

Cassie to William and Mary Emory – soldier – March 13, 1897

Walter Henry to John George and Matilda Cole – labourer – November 16, 1896

Vera Isabel to George A. and Emma Stanley – mechanic – January 6, 1897

Sarah Coleman Smith (an adult) – baptised on February 8, 1898

Gladys Grace to Walter and Roxina MacDonald – farmer – December 15, 1897

Francis Dorothy to Adam Bryson and Minnie Gertrude Higgans – clergyman –
October 29, 1897

Alfred Harvie to John and Emma Bauld – unknown – January 31, 1897

Joseph E. to Walter and Cecilia Mosher – refinery worker – April 4, 1898

Walter E. to Samuel and Charlotte Finley – labourer – March 29, 1898

Ida Dorothy B. to George and Nellie W. Strum – labourer – December 22, 1896

Nina Phillis to Reuban and Lillie Bell Bowser – carpenter – December 11, 1897

Retta E. to Harry and Bessie M. Lethbridge – refinery worker – March 20, 1898

Sadie Beatrice to J. E. and Florence MacDougall – carpenter – November 24, 1896

Lilian Gladys to David and Euphemia Barry – labourer – March 26, 1897

William Henry to Eugene and Mary Nichols – labourer – April 22, 1898

Charles William to Alfred and Elizabeth Holmes – unknown – October 30, 1894

Florence Jane to Alfred and Elizabeth Holmes – unknown – February 22, 1896

Margery Frances to Charles Martin and Anna Hissett Crowel – merchant – May 1,
1898

Mary to Charles Marten and Anna Lisette Crowel – merchant – May 1, 1898

Fraser to Harold and Mary Chillock – engineer – September 7, 1897

Emma Lilian to George Arthur and Emma Stanley – Painter – February 24, 1898

Kate Florence to John Ellis and Florence McDougall – carpenter – June 2, 1898

John M. to John Charles and Maud Nichols – labourer – June 14, 1897

Edward Stanley to Edward and Elizabeth Byers – labourer – May 21, 1898

Carrie Muriel to Robert and Mary McElmon – shoemaker – April 4, 1898

Annie Mabel to Hiram and Mary Zwicker – mechanic – June 24, 1898

Wilbert D. to Ellidge and Sarah May McElmon – mill man – April 29, 1898

Mary Edna to John Edward and Mary Webster – unknown – October 10, 1896

George Edward to John Edward and Mary Webster – unknown – October 27, 1898

Olive Muriel to Charles and Maud Walker – builder – July 3, 1898

Myrtle to Nelson and Margaret Craig – labourer – February 13, 1899
 Harold Clifford to Thomas Clifford and Minnie Mitchell – clerk – March 6, 1895
 John Richard to David and Euphemia Barry – labourer – January 31, 1899
 Charles Roy to Alexander and Alice Graham – official at Nova Scotia Hospital –
 February 25, 1891
 Alice Muriel to Alexander and Alice Graham – official at Nova Scotia Hospital –
 December 8, 1893
 Lawrence Fletcher to Alexander and Alice Graham – official at Nova Scotia Hospital
 – May 12, 1896
 James Lewis to Arthur and Susie Jones – machinest – May 30, 1899
 Minnie Florence to John and Emma Bauld – carpenter – January 19, 1899
 Pearl Nora to Alexander and Emma Cribby – mason – October 8, 1898
 Oscar Archibald to John C. and Helen Nichols – labourer – April 7, 1899
 Viola Cecilia to Walter and Cecilia Mosher – carpenter – December 26, 1899
 Alfred Seamon to Henry W. and Elizabeth George – unknown – October 18, 1899
 Kenneth Chester to Joseph and Annie Cooper – rope factory – May 26, 1899
 John Arthur to Robert and Elizabeth Laidlaw – Laundry business – July 4, 1883
 Gilbert Vail to Robert and Elizabeth Laidlaw – Laundry business – June 7, 1898
 George Percy to George and Emma Stanley – painter – January 23, 1900
 Samuel Anderson to John William Robar – ship carpenter – February 15, 1893
 Hilda Margery to John William Robar – ship carpenter – February 15, 1895
 Albertina to John William Robar – ship carpenter – December 8, 1897
 Florence J. to Charles D. and Sophia Gentles – merchant – March 14, 1884
 Mary Hazel to Hiram and Mary Zwicker – Blacksmith – September 9, 1888
 Ada Florence to Hiram and Mary Zwicker – Blacksmith – December 7, 1895
 Hilda Maud to Hiram and Mary Zwicker – Blacksmith – March 6, 1897
 Willimina to Hiram and Mary Zwicker – Blacksmith – April 25, 1900
 Hazel J. to William Forsyth and Ella Boutilier – unknown – May 18, 1900
 Lila Maud to Henry and Charlotte Dooks – unknown – November 4, 1899
 Olive Nola to Ellege and Sarah McElmon – mill worker – April 17, 1895
 Harold Beverage Alex to Donald and Laura Sinclair – unknown – February 1, 1897
 William Everett Jones to Donald and Laura Sinclair – unknown – June 11, 1899
 Annie Viola Gertrude to Donald and Laura Sinclair – unknown – May 20, 1900
 Annie Elizabeth to Nelson and Margaret Cragg – labourer – February 2, 1900
 Perla Lowell to Moses and Susan Weeks – labourer – March 18, 1898
 Alice Wrighton to George and Harriet Crathorne – mill owner – September 2,
 1899
 Charles Morris to George and Harriet Crathorne – mill owner – unknown
 George Edward to W. G. and Louisa Lavers – livery stable – unknown
 Winnie Louisa to W. G. and Louisa Lavers – livery stable – July 18, 1898
 George Edward to W. G. and Louisa Lavers – livery stable – June 4, 1900
 Arthur Stanley to Howard and Sophia Gatez – factory hand – June 5, 1891
 Gladys May to Howard and Sophia Gatez – factory hand – March 19, 1894
 Eugenia Marie to Fred W. and Jane Cox – machinest – May 23, 1897
 Marjorie Louise to Frank W. and Elvia R. Russell – Barrister – May 14, 1896

Evelyn May (an adult) to Charles A. and Dora Gray – rope maker – October 23,
1890
Luella to Charles A. and Dora Gray – rope maker – October 22, 1892
Charles Frederick to Charles A. and Dora Gray – rope maker – March 1, 1896
William Haliburton to Charles A. and Dora Gray – rope maker – January 6, 1898
Edna May to Alfred and Elizabeth Holmes – malster – July 22, 1898

Grace United Church — Marriage Records

Donald McDonald to Eliza Parker – April 25, 1872
W. K. Angwin to Annie Elliott – October 8, 1873
Sitvias Mosher to Eunice Densmore – October 23, 1873
Zacharias Corkum to Isabella Ritcy – December 17, 1873
Joseph McLaughlin to Christy Gilbert – May 9, 1892
Alexander Graham to Alice Bambreck – July 3, 1884
John Bauld to Emma Corkum – October 2, 1884
Samuel Finley to Charlotte Johnston – October 13, 1884
Howard L. Gatez to Sophia Towner – November 5, 1884
Robert McDow to Elma Baker – December 9, 1884
George B. McDow to Lavinia Baker – December 9, 1884
Albert Yetter to Amelia Wright – December 17, 1884
Neil Stewart to Esther Swaffer – January 27, 1885
Alfred Snow to Jessie McKay – February 19, 1885
James Bauld to Louisa Corkum – June 15, 1885
Charles Gray to Dora Walker – May 20, 1886
Alexander Cribby to Emma Bauld – July 9, 1886
James H. Smith to Carrie Misener – February 2, 1887
Peter Kuhn to Francis Foster – January 18, 1887
H. DeCosta Thomas to Isabel Cole – May 19, 1887
Thomas Jones to Maude M. Tremaine – September 13, 1887
Robert S. Ogilvie to Elizabeth M. Grant – September 14, 1887
() Gaetz to Laura Gaetz – October 11, 1887
William B. Rankin to Minnie J. D. Erb – October 18, 1887
Alexander R. Henley to Elizabeth L. Smith – October 20, 1887
James Angus Landsbury to Mary J. Morrison – February 13, 1888
John Edwards to Mary Ada Price (at Montague Mines) – June 19, 1888
Richard Savage to Maggie Lapham – August 25, 1888
Wells Bentley to Annie Augusta Brown – September 16, 1888
Alfred Homes to Elizabeth Falkner – November 14, 1888
John Mason to Martha Harrison – February 2, 1871
Thomas Richards to Mary Wallace – May 9, 1891
Charles Gentles to Sophia Hall – June 2, 1891
James Bauld to Emma Sypher – July 25, 1891
William Myer to Eunice Leslie – August 25, 1891
Albert Kent to Elizabeth Marvin – March 2, 1892

John N. Turple to Josie Mosher – April 12, 1892
David Johnson to Susan Gray – April 12, 1892
Thomas Mitchell to Minnie Tufts – June 14, 1892
John Short to Mary Jane Young – September 13, 1892
Walter Conrad to Maggie Spike – December 21, 1892
Thomas Jenkins to Amelia Young – December 5, 1893
Alton Dillman to Bertha Beckwith – December 27, 1893
Thomas Ritchie to Bertha Thomas – January 2, 1894
Abraham Publicover to Elizabeth Calkin – January 4, 1894
Norman Morash to Ellen Tulloch – January 3 1, 1894
George A. Maloney to Sarah Publicover – February 13, 1894
F. Stevens to Annie Naugle – March 24, 1894
George Stevens to Ellen W. Echley – May 9, 1894
James Donaldson (carpenter) to Eunice Wood, both from Enfield – May 12, 1894
David Graham to Alice Hallett – May 21, 1894
William McQuarrie to Mary Boland – July 14, 1894
Thomas Williams to Annie Smith – October 3, 1894
Reverend Robert Higgins to Minnie Troop – October 10, 1894
Charles Trethewdy to Hattie Archibald – December 11, 1894
Henry Lethbridge to Bessie Power – December 22, 1894
George Hall to Mary Shorten – April 29, 1895
Joseph Cooper to Annie Spike – May 8, 1895
Frank Russell to Elvie May Dillman – June 24, 1895
Henry Dukes to Charlotte Bauld – August 26, 1895
Thomas Gaetz to Florence Payne – March 16, 1896
Charles Short to Elizabeth Stanley – June 24, 1896
Alexander Thompson to Alice C. Henty – October 28, 1897
Alfred Colbert to Eliza Colbert – August 4, 1897
James Grant to Melvina Lettle – September 29, 1897
John Misener to Emma Boggs – October 9, 1897
James Farquharson to Fannie Farquharson – May 4, 1898
Thomas Newhart to Rebecca Cox – October 27, 1898
Arthur Loner to Susie Shannon – December 7, 1898
James Gammon to Susannah Eliza Jones – December 14, 1898
Henry Power to Ellen A. Graham – January 10, 1899
Archibald Mosher to Annie Sophia Power – September 30, 1899

St. James United Church (formerly Presbyterian) – Birth Records

July 19, 1873 – John Edward Leadly to Mr. and Mrs. Leonard Leadly
September 1, 1873 – Francis Alexander Wilson to Mr. and Mrs. Henry Wilson
November 6, 1873 – Walter George to Mr. and Mrs. Wambolt
July 9, 1874 – Walter Andrew White to Mr. and Mrs. White
November 25, 1873 – Ernest Edgar Farquhar to Mr. and Mrs. Alexander Farquhar
October 3, 1873 – Edith Viola Henderson to Mr. and Mrs. Alexander Henderson

July 13, 1874 – Alan John Stanley Conrod to Mr. and Mrs. John Conrod
 August 1, 1874 – Minnie Helbeing Faucade to Mr. and Mrs. Alfred Faucade
 March 12, 1874 – Harry Fletcher to Mr. and Mrs. Leadly
 March 13, 1874 – John Francis to Mr. and Mrs. James Dempster
 January 18, 1875 – Margaret Etter to Murdoch and Barbara McKenzie
 October 26, 1875 – William Edward to Mr. and Mrs. Charles Shewman
 February 3, 1875 – James Sherburn to Mr. and Mrs. W. H. Waddell
 June 15, 1875 – Jessie May Florence to Mr. and Mrs. Findlay
 October 28, 1874 – Mary Alice to Mr. and Mrs. James Gentles
 July 18, 1874 – Norah Catherine to Mr. and Mrs. A. W. McKay
 November 11, 1874 – John to Mr. and Mrs. James W. Cameron
 January 21, 1875 – Maynard Andrew to Mr. and Mrs. Joseph Allan
 October 17, 1874 – Neil to Mr. and Mrs. John McAulay
 August 14, 1875 – Robert Hugh to Mr. and Mrs. Archibald Raslay
 August 2, 1875 – Joseph to Mr. and Mrs. Richard Huris

Note: Baptised on January 25, 1876 were, John Albert, born in 1863; Lucy Ann, born in 1867; Maggie Alice, born in 1869; and Fanny, born in 1872, all to Mr. and Mrs. Edward Hughes.

September 5, 1875 – Barbara Blanch to Mr. and Mrs. William Smith
 April 10, 1876 – Alonzo Jacob to Mr. and Mrs. Amos Wambolt
 May 17, 1876 – Caroline Beatrice to Mr. and Mrs. L. Mumford
 July 7, 1876 – William to Mr. and Mrs. John McAulay
 September 12, 1876 – Mabel Constance to Mr. and Mrs. James E. Lawlor
 October 19, 1876 – Arthur Edward to Mr. and Mrs. Thomas Gentles
 August 19, 1874 – Alexander Dick to John and Jane Colter
 July 1, 1876 – John Lewis to John and Jane Colter
 July 1, 1876 – Eva May to John and Jane Colter
 August 24, 1877 – Robert M. to James and E. Cameron
 May 25, 1877 – Nettie Jane to Eliza Landesburg
 October 13, 1877 – Elizabeth Jane to William and Julia McLure
 September 1877 – Henry to William and Elizabeth Waddell
 December 13, 1877 – Nathaniel Prior to John and Isabella Chisholm
 April 1877 – George to James and Elizabeth Dempster
 April 6, 1879 – Richard to William and Julia McClins?
 December 1879 – Emily Jessie to Edward and Jessie Thorne
 February 19, 1879 – Leander Francis to Leander and Caroline Mumford
 October 1878 – Scott Tremain to William and C. Lyall
 October 1878 – Gertrude to William and C. Lyall
 August 29, 1880 – John Watson to Frederick and Chris Hoskins
 June 2, 1880 – George Garthland to William and () Lyall
 January 20, 1881 – Peter to Peter and Sarah Campbell
 October 28, 1881 – Catherine to Alexander and Ann McLeod
 May 24, 1876 – Ethel Jean to James and Louisa Gentles

June 10, 1878 – Charlotte Margaret Etta to Amos and Charlotte Wambolt
 April 25, 1880 – David Twining to James and Elizabeth Dempster
 June 17, 1877 – Robert Sutherland to Robert and Jane Campbell
 December 11, 1879 – Florence E. to Robert and Jane Campbell
 July 12, 1878 – Emily Bertha to William and Catherine Landesbury
 September 7, 1878 – Annie Elizabeth to Henry and Jane Wilson
 May 29, 1871 – Elizabeth G. to John and Catherine Allen
 October 5, 1872 – Jane Nicholson to John and Catherine Allen
 October 30, 1874 – Olga Frances to John and Catherine Allen
 October 25, 1876 – John Edward to John and Catherine Allen
 August 10, 1881 – William G. to William and Julia McClure
 January 1880 – Charles to John and Christiana Allen
 May 12, 1884 – Mabel May to Joseph and Sarah Withers
 April 1884 – David G. to James and Louisa Gentles
 January 9, 1884 – George Washington to Henry and Jane Ames
 November 21, 1884 – Andrew John to John and Margaret Crook
 November 14, 1882 – () Ernest to E. and Janet A. Downie
 April 18, 1885 – Adam Lawrence to E. and Janet A. Downie
 November 6, 1884 – James Grant to James and () Stenhouse
 April 24, 1885 – James Duncan to David and Margaret Orr
 September 13, 1885 – David to Samuel and Barbara Orr
 August 25, 1885 – Mabel Jane to James and Isabella Marvin
 May 5, 1885 – Clara May to Robert and Mary McKay
 July 26, 1881 – Kenneth to Noel and Jessie Foster
 March 23, 1883 – Roy Fletcher to Noel and Jessie Foster
 June 5, 1886 – James Robert to Robert and Mary McClure
 June 5, 1886 – Frederick to Alfred and Jessie Logan
 January 9, 1886 – Dorothy Helen to George and Helen Stairs
 October 12, 1885 – Hector King to Peter and Kate Morrison
 May 13, 1886 – Harold Walter to Alfred and Margaret Elliott
 December 25, 1885 – Barbara Jane to William Isabella Conrod
 February 14, 1886 – Isabella May to John and Elizabeth Hattie
 July 25, 1886 – Herdman Stanley to Alexander and Jane McQuarrie
 February 27, 1886 – Edward L. to Edward and Jessie Thorne
 November 22, 1886 – Alexander to James and Margaret Murphy
 October 2, 1886 – George to John and Margaret Crook
 October 11, 1887 – George William to George Stairs
 August 23, 1888 – Corinne Graham to George and Florence Roome
 August 5, 1891 – Samuel to George and Jane McOnie
 January 2, 1894 – John James to James and Annie Colbert
 March 29, 1894 – John William to John and Susannah Robertson
 January 16, 1894 – Mary Jane to Joseph and Susan Graves
 October 22, 1893 – Douglas Christian to Christian and Agnes Nelson
 February 13, 1894 – Twins: Margaret Anna and Emma Gladys to Richard and Mrs.
 E. E. Wambolt

May 1, 1892 – Richard Edward to George and Florence Roome
 May 13, 1894 – Robert Murray to George and Florence Roome
 October 2, 1889 – Richard Weldon to H. S. Congdon and wife Sarah Jane
 May 26, 1891 – Clinton Artz to H. S. Congdon and wife Sarah Jane
 October 11, 1895 – Errol Spencer to Thomas and Mary Notting
 November 5, 1894 – Hattie Maud to William and Lucy Crowell
 May 8, 1884 – Jennie Florence to Andrew and Elizabeth Stringle
 March 26, 1886 – George Andrew to Andrew and Elizabeth Stringle
 December 6, 1887 – Alice Maud to Andrew and Elizabeth Stringle
 June 15, 1890 – Ada Muriel to Andrew and Elizabeth Stringle
 July 15, 1892 – Susannah Robinson to Andrew and Elizabeth Stringle
 June 25, 1894 – Annie Campbell to Andrew and Elizabeth Stringle
 December 30, 1897 – Clifford Anderson to () Hion and Lavinia Hion
 Unknown – Frank Gordon to Charles and Ella Wilson – baptized on May 3, 1899
 June 2, 1899 – Bertie to John and Hannah Tufts
 June 23, 1900 – Hazel H. to Alex and Amelia Bryson
 September 5, 1896 – Lawrence Joseph to Joseph and Sarah Williams
 September 17, 1874 – Carrie Evelyn to Charles and Augusta Barnes
 March 16, 1883 – Frank Alexander to John and Blanche Shelborne
 March 20, 1897 – Alice Evelyn to James and Carrie McCulloch
 October 5, 1899 – Willard Fraser to James and Carrie McCulloch
 January 2, 1892 – Celia Constance to Edward and () Keeler
 April 21, 1893 – Violet Olivia to Edward and () Keeler
 May 24, 1895 – Edna Pearl to Edward and () Keeler
 January 31, 1896 – Edith Jane to Edward and () Keeler
 November 5, 1899 – Myrtle Golda to Edward and () Keeler
 September 25, 1896 – Cecilia Isabella to John and Mary Graham
 July 16, 1898 – James Alexander to John and Mary Graham
 October 28, 1892 – Harold Kingsley to Mr. and Mrs. C. P. McLennan
 September 29, 1895 – Dorothy Muriel to Mr. and Mrs. C. P. McLennan
 November 26, 1896 – Rebecca Catherine to Mr. and Mrs. Alexander McQuarrie
 November 18, 1898 – Frederick Cunningham to Mr. and Mrs. Alexander McQuarrie
 May 13, 1898 – Norma Bentley to Mr. and Mrs. William Gentles
 December 2, 1899 – Clyde Ausley to Mr. and Mrs. Samuel Thompson
 October 20, 1891 – Catherine to Mrs. and Mrs. J. H. Austen

Register of Births and Baptisms – St. James United Church – at present location
 was opened January 29, 1871 – Evening service held in the basement.

June 28, 1890 – Ada May to William and Lucy Crowell
 September 22, 1891 – Hugh Robert to Albert and Isabel Grant
 October 7, 1891 – Violet May to Samuel George and Jane Leonard
 February 24, 1889 – Margaret Helen to William and Mrs. Smith
 October 5, 1891 – Marian to William and Mrs. Smith
 December 24, 1891 – Kenneth Douglas to James and Euphemia Cameron

December 3, 1891 – John Cuthbert to George and Helen Stairs
 November 21, 1889 – Margaret Eunice to H. A. and Eunice Nicholson
 October 12, 1890 – Edgar Stanley to John and Laura Dillman
 December 16, 1891 – Gladys May to John and Laura Dillman
 April 8, 1892 – Harry Redman to Richard and Emma Hawbolt
 May 16, 1892 – Alice May to John Mitchel Robertson and Susannah Robertson
 February 19, 1891 – Henry Lambert to John and Emma Anderson
 November 27, 1891 – Lalia Florence to Donald and Alma Fraser
 July 13, 1893 – Isaac Leo to Isaac and Jena Roach
 August 13, 1893 – Lottie Edwina to C. and Martha Drysdale
 September 14, 1889 – Harriet Rubella to C. and Martha Drysdale
 April 12, 1893 – Elsie Ruth to Henry and Oren Mosely
 October 5, 1893 – Florence Selina to John and Susannah Tufts
 August 19, 1893 – Gladys May to David and Agnes Wilson
 June 12, 1893 – Clifford Morris to William and Lucy Crowell
 September 28, 1893 – Roy Douglas to William H. and Mary Warren
 March 28, 1893 – Sadie Kathleen to William and Francis Moseley
 December 6, 1893 – Gladys May to Joseph and Sara Ann Williams
 March 11, 1893 – Eva May to Charles and Mary Wright
 June 2, 1891 – Ella A. to Charles and Mary Wright
 June 16, 1893 – Vera Jean to John and Laura Dillman
 June 21, 1892 – John Eric to W. Noel and Jessie Forbes
 February 20, 1891 – Ernest Morrison to Albert and Isabel Grant
 November 7, 1893 – Leslie to Samuel and Mary Fullerton
 November 7, 1893 – Elizabeth to Samuel and Mary Fullerton
 June 3, 1894 – James Robert to John and Jane Craig
 June 3, 1894 – Thomas to Edwin and () Whelpley
 December 14, 1886 – Effie Victoria to John and Christina Allen
 December 20, 1893 – Lois Mary to John and Christina Allen
 March 8, 1894 – William Harold to Samuel and Minnie Simpson
 January 24, 1887 – Leander Charles to John and Alice Lenerton
 January 16, 1888 – Ethel Florence to John and Alice Lenerton
 February 25, 1889 – Beatrice R. to John and Alice Lenerton
 May 12, 1894 – Hilda May to Walter and Margaret Dillman
 November 29, 1890 – George Alfred to John and Lillian McCallum
 January 7, 1893 – Harriet Lillian to John and Lillian McCallum
 February 14, 1892 – Clara May to Henry and Margaret Ann Watson
 April 9, 1894 – James Marshall to Henry and Margaret Ann Watson
 November 10, 1894 – Archibald Leith to James and Susan Burgess
 January 7, 1895 – Henry Vincent to Stanley and Margaret Weir
 June 19 – Albert James to William and Lucy Ann Shaffelburg
 June 12, 1895 – Elvie May to Walter and Cecilia Mosher
 February 10, 1882 – Annie to William and Judith McClure
 August 8, 1884 – Phoebe to William and Judith McClure
 January 17, 1886 – Bessie to William and Judith McClure

February 22, 1887 – Henry Ross to William and Judith McClure
 September 11, 1894 – Ralph Robertson to David and Naomie Seder
 January 21, 1889 – Edna Irene to Andrew and Jessie Forsythe
 December 12, 1894 – Walter Edgar to Andrew and Jessie Forsythe
 December 25, 1894 – Janet Maud to David and Agnes Wilson
 January 12, 1894 – Thomas William to William and Jane Gentles
 December 6, 1889 – Una Mary to William and Jane Gentles
 June 21, 1895 – Jessie Isabella to John and Isabella Moir
 February 17, 1895 – Jean Lillian to James and Lavinnia Anderson
 June 24, 1895 – Bessie S. to Malcolm and Emma McMillan
 December 12, 1894 – Violet Rita to Simeon and Alice Hutt
 October 21, 1894 – Percy George to Charles and Mary Wright
 October 26, 1892 – William C. to Adam and Minnie Bryson
 April 24, 1895 – Charles Earl to Adam and Minnie Bryson
 June 27, 1890 – William Pallister to Isaac and Barbara Yeadon
 November 18, 1891 – George to Isaac and Barbara Yeadon
 September 24, 1893 – Annabel to Isaac and Barbara Yeadon
 November 28, 1894 – Mary to Isaac and Barbara Yeadon
 October 22, 1895 – Clara Marion to John and Hannah Tufts
 July 31, 1895 – William Hiram to Christian and Agnes Nelson
 November 8, 1895 – Sadie Mabel to William Henry Warren and Mary Warren
 February 5, 1896 – Alan to James and Euphemia Cameron
 January 30, 1896 – C. Graham to George and Florence Graham
 June 13, 1895 – Bessie Louise to Charles and Mary Hopson
 July 15, 1896 – Henry William to Robert and Mary McKay
 April 14, 1896 – Charles Thomas to John and Jane Craig
 June 25, 1896 – Edith Matilda to Simeon and Alice Hutt
 November 6, 1896 – Evelyn Oren to Henry and Oren Moseley
 September 20, 1896 – Henry Arthur to Robert and () Moseley
 February 7, 1897 – William Edward to John and Lilian McCallum
 March 16, 1895 – Joseph Harvey to John and Lilian McCallum
 November 3, 1896 – Donald Alexander to John and Alma Forsythe
 February 9, 1891 – Clyde Robert to Francis and Jean Bell
 January 12, 1893 – Frank Russell to Francis and Jean Bell
 September 26, 1895 – Alexis Lyle to Frederick William and Annie Ormon
 December 15, 1896 – Myrtle Annetta to Edwin and () Whelpley
 January 14, 1897 – Edgmont Francis to Edgmont and Isabella Evans
 October 17, 1895 – George Alex to Alex and ()
 April 18, 1897 – Annie Pearl to Alex and () Bryson
 December 28, 1894 – Arthur Howard to James Henry Tait and wife Flora
 October 27, 1896 – Janet Maud to James Henry Tait and wife Flora
 October 27, 1896 – Margaret Grace to James Henry Tait and wife Flora
 March 3, 1897 – Jessie Mona to Robert J. and Rhoda Matheson
 August 19, 1897 – Mary Catherine to Simeon and Alice Hutt
 April 27, 1897 – James Stewart to John and Isabella Moir

August 11, 1896 – Charles William to Malcolm and Emma McMillan
 October 15, 1897 – Alice Jane to Malcolm and Emma McMillan
 September 14, 1897 – M. Caroline to Charles and Ida Ritchie
 February 1, 1898 – Gladys Mary to Henry and () George
 October 28, 1897 – Harriet Margaretta to James and Annie Colbert
 April 12, 1898 – Frederick Arthur to Samuel and Minnie Simpson
 June 7, 1898 – Nina Mary to Charles and Mary Faulkner
 June 15, 1898 – Olive May to Charles and Myra Conrod
 July 2, 1898 – Stanley Wilbur to William and Evangeline Crook
 July 2, 1898 – Richard Havelock to Richard and Emma Wambolt
 July 27, 1893 – Annie Gertrude to Raymond and Florence Webber
 May 25, 1896 – Roy Thomas to Raymond and Florence Webber
 September 13, 1898 – Rita Winnifred to Raymond and Florence Webber
 August 17, 1895 – Margaret Ruth to Henry and Margaret Watson
 October 4, 1897 – Bertha May to Alfred and Eliza Colbert
 January 31, 1898 – Annie Edna to R. J. and Rhoda Matheson
 October 21, 1898 – Arthur to David and Ada Harrison
 November 11, 1898 – George Ross to Robert and Annie Gibson
 October 27, 1898 – Frederick to John and Isabella Lion
 October 1, 1896 – Sydney Melvin to Charles and Mary Wright
 September 28, 1898 – Clarice Agnes to Charles and Mary Wright
 June 14, 1899 – Leone Marvin to Amos and Meridith Spike
 February 10, 1899 – George to Thomas and Mary Notting
 October 29, 1897 – Joseph Harris to Thomas and Mary Notting
 November 24, 1899 – Henry Stanley to Rufus and Mary Colter
 April 4, 1899 – Harold to John and Isabella Moir
 May 8, 1897 – Frederick Bernard to Frederick and Annie Ormon
 September 5, 1899 – Mary Evelyn to Malcolm and Emma McMillan
 April 10, 1896 – Margaret Elizabeth to David and Bertha Wilson
 August 9, 1897 – Florence to David and Bertha Wilson
 August 9, 1897 – Ella to David and Bertha Wilson
 December 19, 1899 – Bertha Alice to David and Bertha Wilson
 August 8, 1899 – Ruth to Alex and Janet Morrison
 January 16, 1895 – Carl Walden to John and Laura Dillman Jr.
 April 25, 1896 – Robbie Allan to John and Laura Dillman Jr.
 October 12, 1897 – John Layton to John and Laura Dillman Jr.
 November 4, 1897 – Cecil Roy to John and Laura Dillman Jr.
 July 7, 1894 – Roy Wilfred to Alton and Bertha Dillman
 July 9, 1897 – Guy to Alton and Bertha Dillman
 December 30, 1895 – Clyde Frederick to Alton and Bertha Dillman
 September 12, 1897 – Aileen Louisa to Walter and Margaret Dillman
 July 14, 1900 – Elvie Janet to Walter and Margaret Dillman
 June 26, 1899 – Florence to Harrison and Florence Kent
 September 8, 1900 – Blanche Corinne to Harrison and Florence Kent
 January 26, 1899 – Amelia Howard to Alex and Amelia Bryson

October 29, 1898 – Henry Clifford to James and Cora Tait
May 25, 1896 – Harris to Harris and Sarah Congdon
March 22, 1899 – Harold Roland to John and Lillian McCallum
May 27, 1897 – Evelyn Mary to Charles and Mary Hopson
February 28, 1899 – Marion Louise to John and A. Forsyth
March 26, 1900 – Ian Keith to John and A. Forsyth
December 22, 1898 – Marion Irene to Edgemont and Isabel Evans
March 19, 1899 – Robert James to Robert and Rhoda Matheson
September 13, 1900 – Sarah C. to Robert and Rhoda Matheson
August 11, 1898 – Robert Nelson to Wilford and Marion Graham
February 7, 1892 – William John to John and Jane Craig
February 26, 1892 – Lester Frederick to Thomas and Sara Dillman
November 5, 1891 – Rubin Peter to Christian and Agnes Nelson
May 30, 1892 – Mabel Gertrude to John and Hannah Tufts
December 1892 – Emma Amelia to John and Emma Anderson
December 1, 1892 – William Stewart to John and Isabella Moir
January 9, 1893 – Hazel to John and Annie Brace
December 27, 1892 – Catherine Jessie to Albert and Elizabeth Grant
February 22, 1893 – John William to James and Lavinia Moir
July 18, 1892 – Sarah Lavinia to James and Annie Colbert
November 23, 1892 – Charles Gordon to Charles and Mary Faulkner
July 27, 1892 – Leila May to Simon and Alice Hutt
Unknown – Eliza to William and Elizabeth Beckwith
November 10, 1897 – Dorothy to Henry and Margaret Watson

Adults Baptised

September 17, 1878 – Mary Alexandra to Alex and Caroline McKay
October 22, 1877 – Katie to Alex and Caroline McKay
July 1, 1894 – Clara Elizabeth Coleman
July 1, 1894 – Clara May to Leonard and () Leadly

