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RECORD OF THE MORTON FAMILY

Family Tree of One of Kings County's Oldest Families Down to Sixth Generation.—Settled on Banks of the Kennebecasis Shortly After the War of Independence, 1776.

(Contributed)

As I start to write this "Family Tree" or a record of the Morton family, it is with the hope that it may bring as much joy to the reader, as it gives the writer, and as I feel it to be a duty I owe to those who may see it, and more so to those who had a part in it, or are as branches of this tree, but have long since gone on to the Great Beyond.

Now let me say that there are many of the last three generations that I never saw, and have only a faint knowledge of them, as many moved away from the old home and I never knew where they went to, but I shall try to give as best I can some mention of them. Any that I do not make as to their history I shall just make three dashes, thus — — —, but would be glad to hear from anyone who might be able to inform me of them.

Now I hope the reader will not think that that part of the world was just meant for and settled by the Mortons. Oh, no; there were many of whom I might tell, viz: McLeod, McCready, Freeze, Pugsley, Wallace, and others, but I will leave them for some of their own name. And as I am a Morton, I shall plant that tree, and write of its branches.

Captain George Augustus Morton (or George 1st, as he is in this list), was an English officer in the War of Independence, 1776, and after the war was over, rather than stay on the American side, went over into New Brunswick, took up a homestead, on the banks of the Kennebecasis River, built a house, married a wife, and raised a large family, 7 sons and 1 daughter, viz: Samuel, Elkanah, George Augustus (or George 2nd, as we will call him), Nelson, Roland Alexander, Alexander Roland (twins), John and Sarah. Pardon me for saying that you would have to look some time before you could find seven brothers to excel them in height, looks, build, and manly show of the six-foot class, straight, and of the military movement.

1. Samuel, married Katy Haywood. She had five sons and four daughters, viz:

1. George E., married Ann McLeod. She had a family of 3: (1) John, never married; (2) Ida, married — — —; (3) Willie, married — — —. 2. Michael, married Eliza McCready. She had a family of four: (1) Samuel — — —; (2) Fred — — —; (3) Agalia — — —; (4) Hattie — — —. (I should have said that Samuel when he left his father to do for himself, got a farm some five miles east, or farther up the river, and was a successful farmer. He was a Deacon in the Baptist Church, and let me here add, that the Mortons all were good singers. This family was a choir of themselves. When Michael left for himself he took up a homestead in a place called Mechanic Settlement, 8 or 9 miles from his old home, a good farmer, lived to a good old age like his father.)

3. Edwin, with his two brothers took up farms, near each other but it had a heavy forest of hardwood, to be got rid of and that meant lots of hard work, so Edwin sold out to his brothers, and went over to Ontario, married a Miss Hutchinson, being a carpenter worked at his trade, bought a farm, built a house, in which he died, leaving no family. (I should of said George E. also sold out and moved down to the William McCready farm, near the station, where he died.)

4. Sarah, married Samuel Freeze; they had a family of three: (1) Henry, he married Lydia Morton, second cousin; (2) Harry, is a sea captain — — —; (3) Frank. She died in early teen age; (4) Samuel — — —.

5. Jane, married Oliver Scott, a farmer, they had a family of four sons and two daughters: (1) Melbourne, married Louise Freeze, she had one daughter; (2) William O., married — — —; (3) Bell, married Philip Grossett, had some family, 3. He was a paper finisher in the paper mill at Springdale, then went to Miss Peck, St. John, N.B., paper mill, as foreman; (4) Albert, married Ida Wallace, no family; (5) Ann, married a man named Harmed, a farmer — — —; (6) John, married a Miss McLeod, no family, living in St. John — — —.

6. William, never married, once took a trip to Ontario to one of his brothers, Edwin, otherwise made his home at the old home with his brother Sam, where he died.

7. James, married Martha Pennington, a school teacher, he lived till he died at North River, they left no family.

8. Fannie, she married her cousin George, son of Nelson Morton. She was his third wife, the mother of three sons: (1) Bliss, married — — —; (2) Bertie, married — — —; (3) Talbot, married — — —.

9. Abbie, married her cousin George, was wife No. 2; left no family.

10. Samuel, married Marian Pennington, sister of Martha. She died leaving no family. Samuel married a second wife, Annie Anderson, they had some family, three I think; he had the

old homestead, a nice farm, sold out, went to Fredericton, N.B., ran a hotel, sold out, and last I heard he was in Sackville, N.B. A good singer and a good violinist; led the choir in the old home church.

2. Elkanah, married Polly Ogleby, and owned a farm side by side of his brother Samuel; good natured, good farmer, of the 210 pound class, but no family; she died. He married again to Miss Phoebe Pugsley; they died leaving no family.

3. George Augustus, or George 2nd, when a young man went and learned the carpenter trade and farming after serving his time he bought a farm, near the old homestead, lived there for some time, then got one three miles east of the other; during this time he got married to Mary Sippel; they had some five or six children. At this time when they moved on their new farm the house was not finished, and in early spring it was cold, the children got bad colds, were sick, but lived through it all; they lost their third child, a little girl, Agnes. She was hooked in the eye by a young cow; the little girl put her head through the fence to drive the cow away, the cow caught her with her horn, drew her through the fence. The father heard the scream and rushed out to find his child on the other side of the fence, her eye-ball outside on the cheek. She lived seven days and died, it being in July; the doctor said there was no chance, though they had an old army doctor. They had a family of twelve, four sons and eight daughters. All except two lived to ripe old age; at the time of writing three are living, the youngest of them is past 80, the next 82, and the third past 92. The father lived to be 75. He was like the others, an active man, a Deacon of the Free Will Baptist church, a fine singer, and led the singing in the church when there, until well up in years, when he gave up to his youngest son; he was made a Captain of the 2nd Battalion of Kings County Militia. While writing I hold his commission parchment in my hand, date of appointment being 30th day of May, 1856, under Lieutenant-Governor Arthur Gordon. I have been in the training field under his orders of command. He also was supervisor of a section of the Great Road (so called, from Hampton Ferry to Humphrey's Mill); in the spring he would go over it, see what state the road was in, make an estimate of cost of repairs, then report to the Government at Fredericton; as soon as the roads had dried up, and were fit to be worked, he would advertise the place for sale, stating what repairs were required, and let the work to the lowest bid. He held this office for 20 years. He was the boss framer on the Trout Creek bridge built by Isaac Forsha, also what was called the Roach bridge, also the one at Hampton Ferry. In 1855-56, Mr. Forsha had that contract. His wife, Mary Sippel, was a sister of Mrs. George Good of Millstream, also of Rev. Ezekiel Sippel of Wakefield, above Woodstock, on the Saint John river. Their family was as follows:

1. Ezekiel, at 21 left home for himself, went to Augusta, Maine, and worked in the shipyard for a number of years, was a good workman, steady, as well as saving to build a house, married a wife, her name was Nance — — — do not mind her full name—they had a family of one, Mary, who became the wife of Captain Gilmour, he called out of Everett, Wash. She lives there yet, he is dead some years now. Ezekiel, at the time of the big gold rush left Maine and went to California, prospecting, and was successful, made his pile. He wrote home to his father, and intended leaving San Francisco on a certain date, but when he got to that port he found that all the tickets the authorities would allow them to sell had been sold, and he had to stay and see what was after that called "the old tub," the Central American, an old boat, renamed, painted up, and which proved to be a mere floating coffin, sail away. For it had not been half-way down to the Isthmus when it met bad weather, a terrible storm, there being but one or two left to tell the sad tale. You may picture that old home when the father, a few days later, picked up the paper and read out the headlines, "Central American goes down with all on board, while on her way down to the Isthmus." It gave the story about the boat, an old one. Well, Ezekiel went back to the mines, and was foolish enough to invest in a mine that looked good; but was what the miners used to say was "salted." He sunk all he had. He went to work at his trade, building mills, and again made good. He left the gold-fields, went to Los Angeles, bought a farm. He married his cousin, Phoebe Sippel. They had a family of three: (1) Herma, married — — —; (2) Wallace, married — — —; (3) Kenneth, married — — —; all are living, but — — —.

2. Sarah, married John Sproul, farmer, he left the farm and ran a

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IT PAYS TO HAVE GOOD ROADS

Statistics Furnished by Bulletin Entitled "The Canadian Highway and Its Development," Issued by the Department of Railways and Canals, Furnishes Interesting Facts.

Many millions have been spent on road improvement in Canada, and taxpayers doubtless sometimes ask: Does it pay? We have a broad and sparsely settled country, and the wisdom of raising transportation standards on a large scale may seem doubtful to some people. It is not easy to settle by dependable statistics this intricate question, but there is now available the result of a Canada-wide inquiry. It is published in a bulletin entitled "The Canadian Highway and Its Development," just issued by the Department of Railways and Canals, Highways Branch. The conclusions are based on a questionnaire sent by the Bureau of Statistics to hundreds of correspondents in all parts of the Dominion.

Improved roads of the best types are as yet far from universal; hence the results vary according to conditions. It has been found that the average difference in the cost of haulage over the unimproved and the improved earth road is 3 cents per ton per mile. The difference in cost between a poor gravel and good gravel road is 1 cent, while as between good gravel on the one hand and macadam or cement concrete on the other, it is 10 cents. For all types the average cost of haulage by wagon is 30 cents, and by truck 27 cents. Whether by wagon or truck, the highest cost of haulage per ton-mile is over poor gravel, 40 cents, while the lowest is by truck over improved earth of the West and cement concrete of the East, or 24 cents.

The difference in cost between wagon and truck is less than might be expected, and the question occurs: Is allowance made for the time gained by the motor-truck method? A farmer, twenty miles from market, used to take all day for one round trip. A farmer of today, with a truck, could make three trips on a good highway in one day—and make no longer day

than his predecessor with a team. Over a five-year period the farm crops of Canada averaged more than 24,000,000 tons annually. Taking a gain of ten cents per ton-mile from a macadam or cement-concrete highway, as compared with an unimproved earth road, the estimated gain is \$20,924,845 per year. A farmer, with 100 acres under cultivation, would save \$22.95 per year by having an improved road. And all this gain says nothing of the gain in speed and pleasure.

UPPER SPRINGFIELD

Jan. 4—John W. Mitchell has returned to his work in Myers Settlement.

Mrs. Harley Keirstead, of Millstream is visiting with Mrs. W. S. Beals.

Mrs. George Brown and daughter Jean were guests of Mrs. J. W. Mitchell on Thursday last.

Mrs. Ezra Long and Mrs. Frank Sprague, Collina, spent Thursday with Mrs. Joe Sharp.

Mrs. W. H. Harding and daughter Marjorie were Sunday guests of Mrs. G. S. Ford.

Mr. Foster McFarlane spent Sunday with Wm. F. McFarlane.

The valuable horse recently bought from L. C. King by Harry Fairweather has been exchanged for a more valuable one from Charles Stewart, of Collina.

L. C. King spent Saturday in Berwick.

Miss Blanche Coy spent the week-end with her cousin, Miss Helen Sprague, Collina.

Mr. and Mrs. L. C. King spent Sunday with Mr. and Mrs. Arthur Raymond.

Will Mabey was calling on Joe Sharp, Sunday.

POTATO INDUSTRY IMPORTANT ONE

Progress of Commercial Potato Growing.—A Greater Volume Goes to Cuba Than All Other Countries Combined.—Large Quantities Shipped to the United States.

According to preliminary estimates, Canada harvested some 42,344,000 swt. of potatoes from 542,760 acres in the 1925 season. A shortage of 111,000,000 bushels in the United States crop compared with 1924, as well as a decline in the Canadian acreage in 1925 has already resulted in increased profits for potato growers, particularly in Prince Edward Island, and producers throughout Canada as a whole will realize much more for their short crop of 1925 than they did for the large crop of 1924.

The progress of commercial potato growing and export in Canada, says the P. E. I. Farmer, has been a fairly rapid one, developing from a growing recognition of the high quality of the Canadian production for seed and table purposes. The Canadian potato, which twenty years ago had achieved no distinction, is now favorably known on many world markets, and is constantly widening this reception.

In 1905 total Canadian potato shipments amounted to 713,664 bushels and in 1910 to 1,923,595 bushels. In the last three fiscal years shipments were as follows: 1923, 2,798,842 bushels valued at \$1,887,075; 1924, 3,030,328 bushels valued at \$2,856,742; and 1925, 3,957,657 bushels valued at \$2,992,290.

The two important potato-growing areas of Canada are situated on either end of the continent, in Maritime Provinces and British Columbia. The former has long established its product, both table and seed, in a sound manner on many world markets and the demand is assured. The latter is starting out to achieve the same distinction with seed along the Pacific coast and is making marked progress. From the standpoint of export, the Maritime Provinces constitute the really significant area.

P. E. Island potatoes first won renown for their hardy qualities and moved all over the Dominion for seed

purposes. They penetrated into the Eastern States where even famed potato regions acknowledged the superiority of our product. Gradually they have expanded the scope of their market until today they are moving in quantities to the United States, Bermuda, British Guiana, Barbados, Jamaica, Trinidad and Tobago and other British West Indies, Cuba, Hawaii and other countries. A greater volume moves to Cuba than all other countries combined though large quantities are moving to the United States.

A new market is expected to open up next year in Brazil, where, according to the Canadian Trade Commissioner, there is likelihood of the sale of considerable quantities. Before the war, Brazil imported something over a million bushels of potatoes—principally from France, Portugal, Argentina and Germany—but adverse exchange conditions in the post-war period have tended to the decline of imports, with the possibility of Canada furnishing the difference.

British Columbia is devoting great attention to potato growing at the present time, and is fast becoming established as one of the chief potato-producing centres of the Pacific Northwest. Climatic and soil condition in the province are favorable and British Columbia claims, from Government compiled statistics, that it is capable of producing more potatoes to the acre than any other province in Canada, or any State in the Union. At present the province is concentrating on the production of pure seed, but its status as a commercial producer belongs largely to the future.

GREAT SALMON RIVER

Jan. 4—The heavy snow storm recently has been the first of our winter on the shore, about 18 inches of snow falling in one storm. Lumbermen have returned from the Christmas and New Year holidays and resumed cutting and hauling operations on the river.

Mrs. and Mr. George Wood and family who spent the Christmas holidays with relatives in Saint John, returned home last week.

Mr. and Mrs. W. W. Wallace returned on Sunday last after spending the holiday with friends in Sussex and vicinity.

Rev. A. E. Dickinson held service in the hall Sunday morning.

Mr. L. Murray, crown land scaler, with his assistant, spent the week-end here.

Rev. Gordon Stevens of Saint John was the guest of Mr. and Mrs. R. B. Crossman several days last week. Rev. Mr. Stevens is taking charge of Minto district of the United Church of Canada.

An epidemic of cold or la grippe is prevalent in the neighborhood, but no one has been thus far seriously ill.

Miss Audrey Seeley, of Saint Martins, spent the Christmas holidays with her uncle, W. D. Seeley.

Mr. and Mrs. Justin McCarthy and family spent several days visiting in Saint John, returning home on Tuesday.

Mr. and Mrs. Wallace Alexander of the Mary Pitcher Lake camp, spent the Christmas holiday with Miss Edith and Mr. Harry Crawford.

Mr. Kaare Smith was the week-end guest of friends in Saint Martins.

Ulster L. O. L. held their annual election of officers in the hall Saturday evening. After the lodge meeting the members were very pleasantly entertained by Mr. and Mrs. G. C. Wood, at their home here.

Miss Orval Black of the village, left on Saturday to take charge of the Bay View school for the coming term. Miss Arvilla Mosher, of Sussex, is again taking charge of the Salmon River school.

ADVERTISING AN INVESTMENT

Sometimes we hear the statement made by a merchant that he would like to advertise but cannot afford the cost. Our answer is that advertising is not an expense but an investment. If wisely done it is an investment which is bound to give sure and speedy results. When a merchant finds his advertising bills a burden it is a sure proof that there is something wrong with his system, and he should investigate. Advertising properly done means increased business and its consequent result—money to pay bills.

Advertising is of advantage, when properly done, to the customer as well as to the merchant. The most important feature of modern business is the turnover and the wise merchant who increases this by generous advertising without increasing his overhead in any other particular is able to give his customers the advantage of more generous buying and hence a lower cost for his goods. The thrifty buyer will do well to patronize the merchants who advertise generously and skillfully, as by so doing he will buy to much better advantage.

A girl isn't necessarily timid because she jumps at a proposal.

Banff Stages Big Winter Classic



A world-championship Dog Derby to the "Top of the World and Back" will be run for the first time in the history of dog-mushing at the Banff Winter Carnival this year, according to plans now being made by the Carnival committee under President Standish. The course from Calgary to the Great Divide and back to Banff will be the longest dog race in the world and will exceed the famous Pas Derby by 23 miles. The Strongheart Trophy and one thousand dollars will go to the winner. From Calgary, the starting point, the dog teams will travel to a height of 6,300 feet over a distance of 133 miles. This point is the Great Divide, the backbone of the North American continent, which in the Canadian Rockies separates Alberta from British Columbia. The contestants will then return to Banff via Lake Louise, completing the distance of 173 miles. The course lies over the most rugged scenery in America and will be the most unique run ever made by dog and sled. This world-championship dog derby will be made an annual event at the Banff Winter Carnival from now on. Among the famous mushers who have already signed up for the race are Ike Mills with his team of famous all-black; Harry Knight, the 19-year-old boy who has twice already won the Strongheart Trophy and will have to win it only this year to come into possession of it; Jim Boyce, Fred Pepper, George Child and others of less note. The end of the race will be celebrated by a big buffalo barbecue at Lake Minnewanka, seven miles from Banff.

A special train will run from Calgary to Banff to allow those who saw the teams start to view the finish.

The Banff Winter Carnival, which has now become one of the big Canadian winter classics, will extend over two weeks this year, from February 3 to the 17th.

Another feature of this year's events will be the ski-jumping contests over the new, enlarged hill, which will be participated in by Nels Nelson, the Canadian Pacific Railway brakeman who holds the world's championship in both the amateur and professional classes.

To enable the winter visitors to Banff to see something of the scenery, Bill Potts, famous Rocky Mountain guide, will bring in twenty horses to be used to pull ski-jorers and tobogganers to scenic points in the surrounding mountains.

Other features of the ice carnival will be the ladies' hockey championships and skating contests for all classes; swimming contests in the famous hot sulphur pools; ski and ski-joring races and the packing and saddle contests by the famous Rocky Mountain guides of West Canada. Dog teams will be used to taxi the visitors instead of the familiar Banff summer automobile. These teams will be provided by the Brewster Transport Company. The city of Calgary having this year discontinued their own carnival to join forces with the Banff classic. It is expected that the coming Banff Carnival will be the biggest in the history of the Rockies.