

The Travels of A Fredericton Editor A Century Ago

Mr. Gorham Continues His Story of the Travels
Of Edmund Ward In 1838

R. P. Gorham, B.Sc., continues in this issue his interesting sketch of the travels of Edmund Ward.

R. P. Gorham, B.Sc., of this city, who is one of the leading authorities on matters of local as well as of Maritime history is furnishing The Daily Mail with a series of historical sketches dealing with past events in this locality. The sketch which we publish today contains an account of the travels a century ago of the Editor of a Fredericton newspaper, Edmund Ward. Ward describes in this issue conditions on the Nashwaak and on the Miramichi. Many residents of this section will be interested in these sketches.

In the previous installment of this travelogue, Mr. Edmund Ward, Editor of the Sentinel and New Brunswick General Advertiser, had described his journey from Kouchibouguac or Raymondtown to Richibucto in July, 1839 and mentioned that a Queen's Vessel was then engaged in taking soundings and charting the waters in that vicinity. Here is another interesting bit of local history for some one to study. What vessel was this and how complete was the survey? Are there any old charts available in the region? The mapping of a land region is considered an important bit of local history and old maps show many old time names and interesting bits of information. Is the same true of charts? Our understanding of a chart is that it is a map of the coastline of a region, marking the headlands, channels, shoals and sailing routes. To those who use the sea these must be important. In almost any magazine we read of ships and sailors and nearly always charts are mentioned. How many inland folks know anything about them or how they are made? New Brunswick has a long coastline and there must be many charts which show what it is like but the writer must confess that in years of study of old papers and old records about New Brunswick he has never seen a

chart, old or new. How many others are there who only know of charts from newspaper and magazine stories? We have read of 'Admiralty Charts' for years and have somehow gained the impression that for those who travel by sea they are road maps on which depends the safety of life and property and that they are standards of exactness and care. The very name Admiralty Chart, to some of us inlanders at least, carries that sense of security and 'just rightness' associated with the British Navy. But just the other day we read of an Admiralty Chart of a much used harbour being thrown out of court and a land engineer set the task of measuring angles and distances over water. Now where do we stand? What is a chart? Have any of our children who are growing up by the sea and will possibly make their living on the sea ever seen a chart? Would a chart of the sea shore of New Brunswick be an interesting thing for the school children to see or not? Somehow I have a feeling that my education has been neglected in that I have never seen a chart or even heard a Radio Broadcaster tell anything about how they are made. There must be someone who knows about them. Why not have a common every day article in the newspaper about what a chart is just to add to our education. New Brunswick men have been building ships and sailing the seas for a long time. There must be old charts in some of the homes of retired sea captains. Could not one be obtained for the local museum so some of us could see a chart? Perhaps some one has an old and useless one he can send me. I do not care how old it is, the older it is the more interesting it probably will be.

Now here is a hint for some local historian at Richibucto. In 1826 there was a King's ship active in that region; perhaps making observations for charts. It was H.M.S. Grasshopper. I know you will think I am bluffing about a sea going grasshopper, but I am not. My authority is the

New Brunswick Royal Gazette of October 24, 1826 where it distinctly states the H.M.S. Grasshopper, Captain Canning in charge and bearing Bishop John Inglis of Nova Scotia, arrived in the Miramichi on October the third. The bishop was accompanied by his chaplain, Rev. Edward Wix. On landing the bishop was met by Rev. Samuel Bacon, rector of Chatham, they proceeded to St. Paul's Church which the bishop consecrated. The bishop preached from the 2nd chapter of Habakkuk, 20th verse. The bishop then embarked and the Grasshopper took him to Charlotte town for a like ceremony. This may be of interest to someone in connection with church history.

At Charlottetown the bishop was sworn in as a member of the council of the province and took his seat. From thence he sailed to Nova Scotia, where he was also a member of council. He was in Fredericton in July and was sworn in as a member of council and took his seat, according to Hamney, in his History of New Brunswick. Therefore it would seem there was a near approach of maritime union in 1826, for the executive councils of the three provinces had one member in common. But I must say it suggests an ancient fable or something from Gilbert and Sullivan to read of a gaitered bishop moving from council meeting to council meeting on a sea going grasshopper. It is too bad Editor Ward did not tell us more about little incidents of the times, the things which make history so interesting.

But we have forgotten Mr. Ward. Let us see what he had to say about Richibucto:

"As at Chatham and Newcastle there was scarcely any shipping at this place. Five miles up the river there is an extensive establishment owned by Mr. Jardine, and which we regret time did not permit us to visit. A number of persons are employed by that gentleman, and a large body of Indians who are encamped in the neighbourhood derive the means of a comfortable subsistence from the employment which he affords. The soil in the neighbourhood of Richibucto is of a fertilizing quality and will amply repay the labours of the husbandman. A large quantity of grain which has been sown promises to yield an abundant crop."

Well, it would seem that Editor Ward did not see much to interest him at Richibucto, but perhaps the stage coach passed the village by as do many automobiles at present. Still, his description was a little better than that of Mr. Fisher, in the first History of New Brunswick, issued in 1825. His description of Rich-

bucto was very concise if not flattering. "There is nothing of consequence to merit a description."

Abraham Gesner seems to have been the first of the early writers to really show appreciation of the place. He was there a few years later than Ward and he described it not as Richibucto but as Liverpool: "Liverpool, the shiretown of the county, is situated in the parish of Richibucto, on the western side of the river of that name and four miles above its mouth. It contains about one hundred dwelling houses, a Court House, Gaol, and several mercantile establishments. A Presbyterian Church stands on the bank of the river, a mile and a half from the principal village, which is built upon a low and level tract that scarcely commands a view of the harbour. The whole population of the parish, including the inhabitants of the town, in 1840 was only 2,008.

The exports of Liverpool are mainly lumber and fish, and shipbuilding is pursued to a considerable extent. The fisheries on the shore are not carried on with spirit, notwithstanding they are capable of affording an ample return. Agriculture has received more attention and a number of farms are well cultivated. On the east side of the harbour there is a settlement of Acadians, consisting of upwards of seventy families, who have a handsome Chapel and Mission House. The desire to settle in compact villages and to cultivate small farms, is as manifest in this village as in others occupied by the French people generally.

About three miles farther up the river there is the respectable mercantile establishment owned by the Messrs. Jardine, also the Custom House, Grammar School and a cluster of dwelling houses with ship and lumber yards. The river on this side is skirted by farms whose proprietors appear to be in comfortable circumstances.

The main road from Shediac to Miramichi crosses the river by ferry from the town and the upper village. From the latter place new roads have been opened to Buctouche, fifteen miles, and to a few flourishing new settlements in the rear. Among these is the Galloway village, containing forty families. About twelve miles farther up stream is the termination of a road that was surveyed a few years ago from thence to the Petitcodiac. It was proposed by Colonel Cockburn to open a communication through the forest from the Richibucto across the Buctouche, Cocagne and Shediac Rivers, and thereby prepare the way for a little colony of British settlers, but it

is to be regretted that the enterprise failed."

Now we see why Editor Ward missed all the beautiful scenery of Richibucto by passing through on the stage between the village and the town. There is a bridge at the upper village now and automobiles pass through what was once Jardine's, later Kingston and is now Rexton and still pass by Richibucto. But seek, and ye shall find one of the beauty spots of the province in the old time Liverpool of New Brunswick.

But does everybody know of that old name for the shiretown of Kent County?

The Act of legislation which in 1826 set Kent County off from Northumberland said in clause No. 6:

"And be it further enacted that the town of Liverpool in the said county of Kent and the said town of Bathurst in the said county of Gloucester shall be forever hereafter the shiretowns of the said counties respectively."

Well, that would seem definite enough, forever is generally taken to mean a very long time but the people of Kent County decided to put a limit to it by an appeal to the Legislature to have the name changed. There were eight or ten Liverpools scattered about the world, one of them a mountain range, one a prairie three of them rivers and several sea ports. As Gesner mentions, they were snipping vast quantities of lumber from the Richibucto and had visions of developing a distinctive port of their own. Why be a poor relative of great Liverpool in England when they could have a really distinctive name of their own? Forever was limited, in Kent County, to six years. In 1832, a special act of the legislature was passed changing the name of both parish and shiretown from Liverpool to Richibucto. But there were some who clung to the name for years later so we find Gesner writing in 1840 of the "Town of Liverpool in the Parish of Richibucto." He was only a visitor there on government business so that must still have been the name in common use.

By the way, have you discovered what became of that lost section of Carleton Parish which was once part of New-Castle?

Gesner has some additional information concerning those Indians who Ward, who passed through on the stage coach, said derived a comfortable subsistence from employment under Mr. Jardine. Gesner wrote of the Indians as living on a tract reserved for them at the mouth of the Melus River and:

"Being unable to maintain themselves by fishing and hunting, many

L. O. D. E. Overseas Scholarships Are Announced Today

Extracts From Minutes of National
Executive Committee Meeting
Held At Head Office on
February 2

TORONTO, Feb. 9.—The names of the successful candidates for the L. O. D. E. War Memorial Scholarships (Overseas) for 1938-39 were announced by Mrs. J. D. Detwiler, National Educational Secretary, at a meeting held at the headquarters of the Imperial Order Daughters of the Empire at which Mrs. W. G. Lumbers, National President, presided. Seven scholarships were awarded, each of the value of \$1,400, and enable the holders to carry on their studies for one year in any University in Great Britain. The awards were made to: British Columbia: George Kane, graduate of the University of British Columbia; Alberta: Phyllis Mary Brewster, graduate of the University of

of the males have put on the dress of the lumberman and employ themselves as labourers in the common industry of the country."

Many ships came to the port of Liverpool and Richibucto in the days when square pine timber was shipped in quantity and traces of them may be seen on the beaches as at Chatham and Newcastle. Bits of chalk from the cliffs of the English channel, flint nodules that were embedded in the chalk, fragments of iron ore not native to that sandstone country and which very probably came from Sweden or Norway, broken bits of coral that may have come from Australia or the Indian Ocean, broken south Pacific shells, all the varied materials which formed the ballast of the lumber ships of long ago, now washed and scattered along the shores. On the banks too, are some interesting plants, the seeds of which possibly came in the ballast and found new homes in New Brunswick. Our visits to Richibucto have been all too brief in the past, but sufficient to see that there are many things of interest there and that one could spend a happy week or more with history, botany, geology, animal life, amid very pleasant surroundings. Like Editor Ward we have too often passed by. We have neglected his story in this installment through following out interesting side lines. The next will deal with his travels to The Bend.

Alberta: Saskatchewan: David Munnell, re-appointed; Manitoba: Fred M. C. Goodspeed, re-appointed; Ontario: Thomas Allen, Graduate of Queen's, Kingston; Quebec: David Macqueen, re-appointed; New Brunswick: Gordon M. Black, re-appointed; Nova Scotia: George A. Ferguson, re-appointed; Prince Edward Island: No award made yet.

The re-appointments have been made for scholars who have had already one year's study in overseas universities.

The Organizing Secretary reported the formation of three new Chapters in the Order—two primary Chapters, the 'Sir Edward Beatty' in Montreal and the 'Columbia' in Vancouver; and a junior Chapter, the 'Elizabeth McDougall' of Stauffer, Alberta.

Six new additions were also reported by the National Director of L.O.D.E. Girl Guides: One in Walkerton, Ont., and one in Hanna, Alberta. In Hanna also a Ranger Company was formed and a Brownie Pack. Brownie Packs were also formed in Preston and in Grimsby, Ont.

Three new members were added to the Order's Committee on the Constitution: Mrs. J. D. Detwiler of London and Mrs. Velyien Henderson and Mrs. Homer Bunnell of Toronto.

As the anniversary of the founding of the Order (February 13th) falls on Sunday this year, it will be observed by the Chapters as a day of prayer for peace, and in this connection the following special prayer is being sent to all Chapters of the Order:

"Almighty God, our Heavenly Father, on this anniversary we thank Thee for the courage and patriotism of those loyal women through whose vision the Imperial Order Daughters of the Empire was founded.

We pray that Thou wilt send forth Thy quickening power so that each member of the Order may have the strength and courage, by personal service and sacrifice, to meet the challenge of our day.

Through their earnest prayer and supplication strengthen, we beseech Thee, the hands of the rulers and governors of the nation and guide them in their direction of policy and action.

Grant that peace and the spirit of brotherhood may prevail throughout the world and so hasten the coming of Thy Kingdom through the Prince of Peace, Jesus Christ, our Lord."

Out-of-town members attending the meeting were: Mrs. William Morrison, Hamilton; Mrs. J. L. Lang, Galt; Miss A. B. Dwyer, St. Catharines; Mrs. D. H. Andrews, Sudbury; Mrs. J. E. Ruby, Smith's Falls; Mrs. J. D. Detwiler, London; and Mrs. Ryland New, Oakville.

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know winter was
here."



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tomers tell us about
our jobs.

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and experience mean
in building.

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