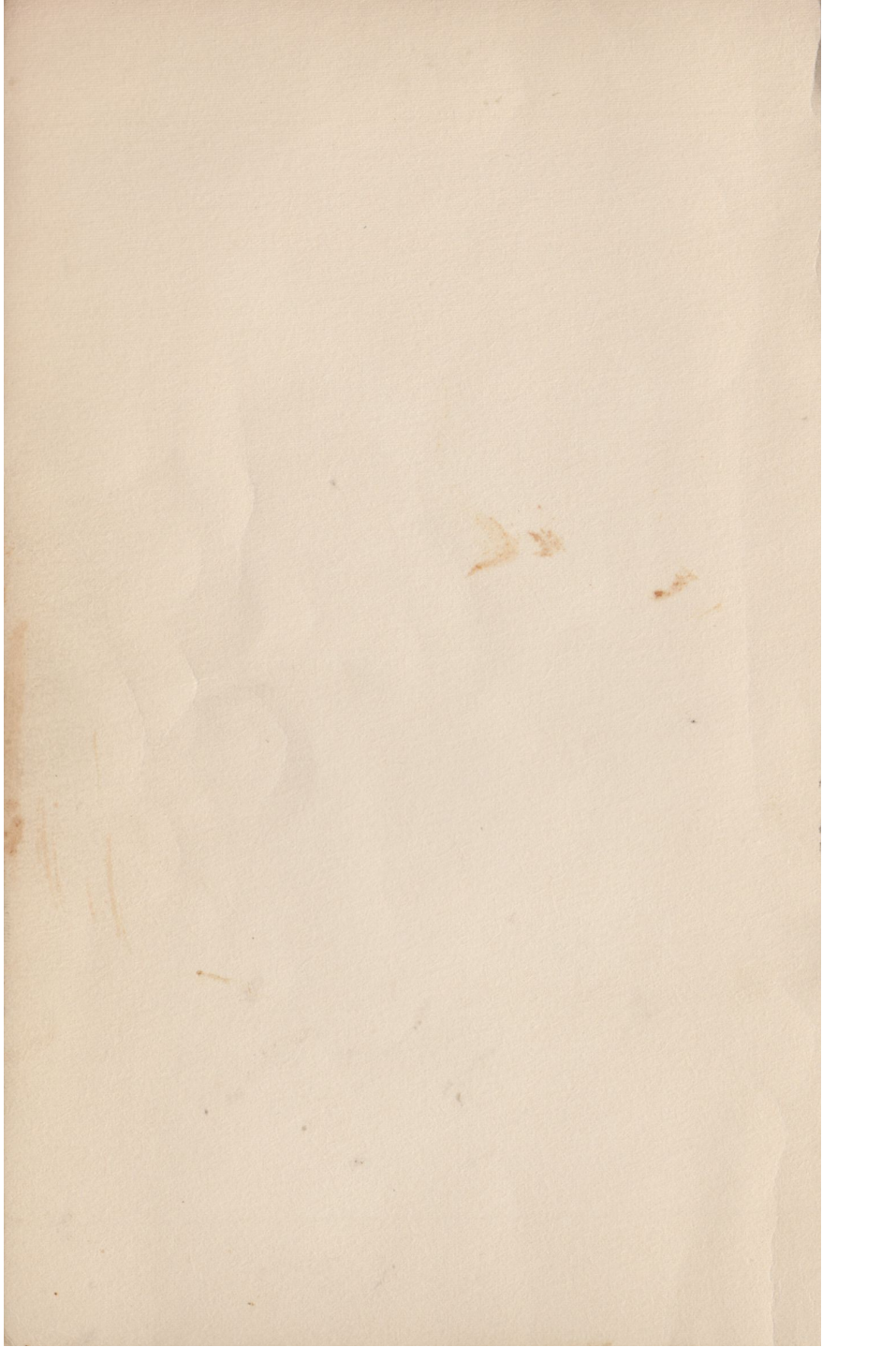


HANTSPORT

THE
SMALLEST TOWN

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HANTSPORT THE SMALLEST TOWN

WYOMING THE SMALLEST TOWN

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Mrs L. B. Harnie

Mrs L. B. Harnie

HANTSPORT
THE
SMALLEST TOWN

By

HATTIE CHITTICK

WRITTEN FOR THE HANTSPORT WOMEN'S INSTITUTE

HANTSPORT
THE
SMALL TOWN

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WRITTEN FOR THE HANTSPORT WOMEN'S CLUB

Hantsport is the smallest incorporated town in Canada.

Incorporated April 25, 1895.

The seal of the Town of Hantsport bears the picture of an old sailing ship.

First Mayors:

W. A. PORTER (1895-96)

DR. C. I. MARGESON (1896-97)

W. S. WHITMAN (1897-1902)

T. A. MASTERS (1902-03)

D. L. FAULKNER (1903-06)

George Ferguson has been Town Clerk for thirty years.

These facts of early days in Hantsport have been gathered from the descendants of the first settlers. They have been handed down through the years. My grateful thanks go to Mrs. Albert Armstrong of Falmouth for the loan of old scrap-books of her mother, the late Mrs. J. H. Pullen. Also to:

MRS. REGINA MASTERS
MISS GEORGIE DAVISON
MRS. CHARLES LAWRENCE
MRS. ALEX MURRAY
MISS ADELINE RILEY
MRS. CLARENCE RILEY
MRS. RALPH RILEY
MRS. JOHN ROLPH

MISS ELLA SMITH
MRS. ADRIA PHILLIPS
THE LATE DAVID CHITTICK
CAPT. CHARLES DAVISON
EZRA COFFIN
DAVID PULSIFER
J. E. BORDEN
THE LATE HARRY LAWRENCE

HATTIE CHITTICK

Hantsport, Nova Scotia
1940.

CACAQUIT

A small brook, springing from no one knows where and coming from the northwest down over the hills and valleys, gathers in width, depth and beauty, as it flows through the Mic-Mac Settlement, Greenfield, Bishop-town, Masters' Mill, and across Ox Bow Marsh, into the Avon River. It was named "Cacaquit" by the Indians; meaning "Swift Running Water." The French, and later the Loyalists, called it Half-way River.

In 1844, the fast growing settlement on its banks was given the name Hantsport.

EARLY SETTLERS

THERE is but one Hantsport in all the wide world. When the Indian giant, old Glooscap, stood on Blomidon, centuries ago, and looked up and down the Avon River (then not named) surely the view before him pleased him so that he smiled, although we are told an Indian never smiles. In his splendor he was satisfied with the wild unbroken beauty of the winding river, its banks, and all the smaller rivers flowing into it. In the seventeenth century, when the Red men slowly faded from the pages of Nova Scotian history, we find that they had made a long drawn out stand to hold this "Happy Hunting Ground" of theirs. Old trails and Indian villages can still be found and Indian names also: Cogmagun, Chebucto, Piziquid, Cobequid, Checoggin, Sissiboo, Panuke, Shet-le-nog, and the throne of Glooscap's glory, Blomidon, as well as many other Indian names all over the Province. The trail at the head of the Avon River, "Indian Orchard", was all the highway there was through this part of Nova Scotia until 1604, when the French took Acadie (Nova Scotia). For one hundred years French and English fought for possession. In 1710 the territory fell to the English. It was called Nova Scotia, and England's flag of Freedom still floats above us. The French inhabitants were allowed to stay in their homes, that they had made in the wilderness, with their dykelands and their apple orchards. Their hostility to the English and their refusal to take the oath of allegiance, however, finally led to their expulsion. In September, 1755, the order of expulsion was given and many fertile farms were left vacant.

About four years after the expulsion, Governor Lawrence brought settlers from New England to settle the lands left desolate by the departure of the Acadians. By 1760 the "Pre-Loyalists" as these are called, to distinguish them from the Loyalists

who came later, were pouring into the province. Many of these came to the Falmouth district and settled. Among these are the names of John Davison (1760) and Timothy Davison, whose grandson, Asa, later came to what is now Hantsport in the first quarter of the eighteenth century.

In the last part of the eighteenth century, however, we have one, Edward Barker (1789), after his discharge from the army in Rhode Island, coming to Falmouth. Colonel Dennison sold 330 acres of his grant to Edward Barker, who cleared enough land and built himself a log house on what is now the lawn of J. W. Churchill's home on the main highway through Hantsport. It was there that Hantsport was born, in 1786, though it had no name except "Halfway River", as it was halfway between Windsor and Horton.

COPY OF THE FIRST DEED THAT EVER CAME TO HANTSPORT
FROM PETER SHAY OF FALMOUTH TO
EDWARD BARKER, JUNE 18TH, 1789.

Know all men by these presents that I Peter Shay of Falmouth in the county of Hants and Province of Nova Scotia, Sheriff of said Hants County, by virtue of my office and agreeable to the Law of the Province and for and in consideration of the sum of twenty pounds Currency of said Province to me in hand paid by Edward Barker of Falmouth aforesaid, I have this day sold at public auction and made over unto the said Edward Barker two pieces or parcels of land described in the allotment or division of lands in the township of Falmouth by lots numbered two and three situated and lying on the north side of the river Cacaquit or Halfway River (so called) and are bounded southerly by lot number four, on the west by the line twixt the township of Falmouth and Horton, on the north by lot number one, and on the east by the river Cacaquit, and a part of a ten acre marsh lot containing in the whole two hundred acres more or less, which two hundred were taken to satisfy on execution at the

suit of Mrs. Martha Whifield against the estate of the late Henry Denson, Esq., of said Falmouth, deceased, the time allowed by Law for redemption of the said being expired, to have and to hold the said two hundred acres of upland with the appertinances thereon and thereto appertaining unto the said Edward Barker, his heirs and assigns forever.

In witness thereof I have set my hand and seal at Falmouth the Eighteenth day of June. In the Twenty-Ninth year of the Reign of Our Sovereign Lord, George the Third, King, etc., etc., and in the year of our Lord One Thousand Seven Hundred and Eighty-Nine.

Sealed and delivered in the presence of

John Shay

W. H. Shay

Peter Shay (L.S.)

Later in the same year, a Mr. Bacon built a home and had a grist mill at the head of Halfway River. He stayed only a short time and then moved to Windsor township, after selling his property to Samuel Dickie, the ancestor of all the Hantsport Dickies. The following year, a John Lockhart built a home on the bank of the Avon River. It was painted red and was always called "The old Red House". It was two miles from the stage coach road, as there was no road through Hantsport until -1806. Until then the post road followed the foot of "the Bog" by Stephen Aitken's home at Lower Falmouth, and crossed the Halfway River at Samuel Dickie's, then joined the Post Road at the Mic-Mac settlement. In 1822 the road was made from Holmes' Hill down through Hantsport. John Lockhart sold "The Red House" to Asa Davison of Falmouth. When he moved, his household goods were on a cart; he walked beside it, and ahead of him was the little boy driving the family flock of geese. They walked all the way from Falmouth to the "Cross roads" and down over what is now the Bishopville road to their new home on the bank. The mother and the baby were there on the load of

belongings. That little six year old boy grew to be one of Hantsport's master mariners. We all remember him as "Uncle Neddie". Six sons and three daughters were born to Asa and Rhoda Davison: Chipman, William, Edward, John, Guerdon, Joseph, Ann (married Ezra Churchill), Mary Jane (married Abel Coalfleet), Rebecca (married Daniel Huntley).

In 1939 can be seen the homesteads of all those sons and daughters with the exception of one, the home of Daniel Huntley which was burned.

Four of the six sons were sea captains. Their descendants, and those of Robert Davison, also of Falmouth, who had also moved to Holmes's Hill, and the family of Asa, son of Oliver, were all sea faring people. From those three homes were given to Hantsport thirty-four master mariners of the name of Davison.

The next man to make a home in Hantsport was Captain Thomas Earle, who settled on the Bluff Road. Then came Aaron and James Crowell, and Mr. Fannen, a Norwegian who lived near them. What was once Fannen's Creek is now "Stony Culvert"; and Earle's Creek and Crowell's Sand Bar are still household words. Mr. Earle married Mary Lawrence. A direct descendant today in Hantsport is Mrs. Ralph Riley, who was May Earle. Her son Earle was given the family name of Earle. Part of the old cellar of the Crowell brothers' home can still be seen near the river bank.

In 1822, three families came from Yarmouth. Benjamin Trefry, Lipton Faulkner and Peleg Holmes. Mrs. Faulkner's first husband was Nathaniel Churchill. She had two children, Eliza Ann and Ezra, afterward Senator Churchill. The house at Willow Bridge was burned in 1938. Benjamin Trefry's grandson, Benjamin, still lives on the old homestead. Peleg Holmes' property, or part of it, is now owned by J. H. Hancock. His son, Elisha, moved up on the hill that now bears his name. He had four sons and two daughters. He divided his land among them and they all settled there giving Holmes Hill its name.

Naming the families from Earle's Creek through Hantsport,

in 1835, are the following from the old family records: Captain Thomas Earle, Mr. Fannen, Benjamin Trefry, S. Beckwith, Aaron and James Crowell, Peleg Holmes, Lipton Faulkner, Francis Lawrence, Michael Mitchner, Edward Barker, E. Holmes, Samuel Dickie, Robert Davison, Samuel Elder and James Toye.

"Halfway River" was changed to the name of Hantsport in 1844. About 1860, or thereabouts, other families came: The Shaws, Comstocks, Martins, Frizzles, Dormans, Rileys, Harveys, Bordens, Huntleys, Newcombes, Masters, Yeatons, Colbys, Simmonds, McColloughs, Pearson, Fergusons, Balcomes, McCabes, Toyes, Coalfleets, Rathburn and others.

In 1849 another street was opened and named William Street after William Davison magistrate and customs officer at that time. Then another street was opened soon after and was called Prince Street (although not given that name until 1860). The first house built on it was built by Jackson Barker. The house is still standing.

The pioneer Post Office was a box on a tree on the side of the old post road, two miles out of the settlement. If letters were important the sender waited there for the stage coach to come along, on its way from Halifax to Yarmouth. Much shipping mail was sent and received this way. There is nothing new about "Rural Delivery."

The first real Post Office was kept by Nathan Harris. Other postmasters and postmistresses, after William Davison and Nathan Harris, were: Mr. and Mr. Albert Riley, who ably filled that office for thirty years, Miss Allie Shaw, Miss Nettie Burgess, Miss Elta Riley, Miss Maude White and Miss Gertrude Folker. The present postmaster is Hugh Rolph, and Miss Helen Patton is his assistant.

The first store was a candy store kept by Mrs. Fuller. Later a dry goods store was kept by Mrs. Harris Martin.

The first hotel was kept by Edward Davison, and another boarding house and hotel was kept by "Aunt Sally" Dorman.

The first blacksmith shop was at the corner of William and

Main Street and was kept by William Fitch, later by Rufus Comstock.

The first school was in the home of Robert Davison on Holmes' Hill (near the Bishopville Road). It was kept by Mrs. Randall. The second school was taught by Mr. DeBanner. Nearly on top of the Hill, it was used as a church, school, and hall. It was burned and another was built. It was later made into a dwelling and moved into Hantsport—just opposite the Railroad Station. It is now occupied by Mrs. Clara Forsyth and son, John.

In 1858, the present school was built and later enlarged.

An old building just west of Willow Bridge, with stag horns on the front of it, that has been there for over seventy years, was once a school kept by a Mr. Kirk. Some of the pupils were Benjamin and Thomas Trefry, Miss Maria Parker, David North, George L. Holmes, and others. Still another school was in a small building, now on the Hancock property (formerly Dr. I. C. Margeson's).

In 1850, a private school was kept by Margaret Mitchner McCollough, in the home of her father, Michael Mitchner. She also taught music and had a lending library of nine books. One memorable day is often talked of among the old generation—the day of a school picnic. After the roll call in the morning, the children formed in a line, two and two, with a wreath of roses about their necks and a posy in their hair. Hand in hand they marched down to the pasture on the River Bank (just opposite the Francis home) with their teacher and her friend and assistant, Miss N. Davison. What a wonderful time! After lunch, they sang to accordion music. Never was such a school picnic known in Hantsport.

The first twins born in Hantsport were the twin daughters of Mr. and Mrs. George Parker, Maggie (Mrs. Brison) and the late Maria Parker, who died in 1939.

Temperance meetings were held in Hantsport in 1850; singing classes, too. The musical talent of Hantsport has ever been

prominent. Carnivals and old dances have been recalled and talked of all down through the years. One Charity Ball was held in the gay nineties in Paterson's Hall. The grand march was led by Mrs. Edward Allison and Captain Alonzo Hunter. A traveller happened in the hall. He had travelled far but he said he had never seen such perfect dancing. The rhythm was faultless. One of the dancers that night was Miss Ella Smith.

SHIPS AND MARINERS

There is no positive proof of the year, or the name of the first builder of ships on this side of the Avon. Only this:—Olivia Dickie (afterwards Mrs. Joe Davison) remembers as a young girl (she was born in 1823) of walking through the thick bushes along a path that is now Main Street, and down to the Creek behind Captain Morris' barn to see a schooner launched, name not known. That corresponds exactly with old records of the years before 1835, when Peleg Holmes and others who had settled on that road were building coastal vessels for the West Indies' trade. May it be remembered that the Kings County line is at Willow Bridge, and although we speak of Hantsport, some of these houses and ships built were really in Kings County and some old deeds in those families are found to be called "Lower Horton". It is impossible to get names of builders or of these vessels' owners.

James Nunn of Yarmouth, who came to Hantsport and married the daughter of Elisha Holmes, built a vessel at the head of the tide, back of the cemetery. It was called "Flotilla". Hibbert Mitchner was master. There has been a Hibbert Mitchner in Hantsport for over one hundred years. The second ship built there was the "Margaret Doer"; John Toye, master. It was lost on Sable Island on her maiden voyage. Years after, in the shifting sands, it floated and drifted ashore at Guysboro, well preserved by sand and salt water. In the early thirties, Guerdon Davison (son of Asa) and Ezra Churchill began shipbuilding.

They built the first one back of "River Bank", called the "Eliza Ann". Before it was finished Guerdon Davison died. E. Churchill finished it, and his other ninety-eight were built at their yards, where Minas Basin Pulp and Power Co. is now. Many families moved into Hantsport, and from 1840 to 1890 shipping boomed. At one time it was listed fifth among the world's ship-building centres.

There were five shoemakers who had steady employment. Some of the names were: Edward Shaw, Simeon Mitchner, David Fitch, Joseph Pulsifer and others.

In connection with the shipyards of Churchill's and North's were their sail lofts, blacksmith's shop, block mills, and there were two "charcoal pits." One was in the field near Tannery Road and one near the old Brickyard Pond. The charcoal was used in "welding".

In these yards and shops were heard hammer, broad axe and maul. What master pieces were built and sailed to all parts of the world!

It is almost impossible to get a full list of shipyard employees, but among the long list were:

John Davison, master shipbuilder	David Dodge
James Rupert	John McCabe
Edgar Smith	Nix
Warren Fielding	Rod Mitchner
David North	Robert States
Hiram Parker	Charles Davison
Horatio Parker	Thomas Riley
Henry Rhodes	George Ferguson
Baibridge	Charles Trefry
Cogley	Tom Trefry
Whipple	David Pulsifer
Edgar Brison	John Rolph
Nelson Pearson	Jesse Beazley
McLaughlin	E. White
Thomas Cobham	E. Sweet
Robert Bauckman	Elbe Norman
John Tully	John Neville

Matt Tully
John Morris
William Chittick
Robert Burns
David Chittick
John Chittick
Jacob Harvie
Tom Harvey
Acker
Harry Burgess
Stockwell Alley
Joe Lyons
Joe Martin
William Pearson
Fred Wallace
Nicholas Harvey
John Reid
William Salter

S. Pelton
Tom Trahey
Mark Rathburn
Colby
Joe Borden
Benjamin Tupper
Ezra Coffin
Alexander Gullen
John I. Dickie
Edson Harvie
George Gould
Henry Cox
Jim Barker
Willie West
Tom Morgan
J. E. Borden
George Blenus
Elmore Faulkner

THE SHIPS BUILT AT THE YARDS OF E. CHURCHILL
AND SONS' WERE:

Wanderer, 1844
Billow, 1851
Neander, 1852
Arabian, 1852
Burmah, 1852
Wild Horse, 1854
Morning Star, 1858
J. E. Lochart, 1859
Ann Eliza, 1859
Mary Morton, 1860
Marlborough, 1863
Emulous, 1866
Hannah Morris, 1866
Evergreen, 1867
Freedom, 1868
Montreal, 1868
Beethoven, 1870
Bremen
Blue Bird, 1870
Kings County, 1851
Alice Cooper, 1872

Glaine
British America
Queen of Scots
J. Steele
Antwerp
Scott's Bay
Maria Ferguson
Walltern
Africa
Brazil
Cuba
Falmouth
Persia
Lily
Genoa
C. C. Van Horn
Pinafore
Scotia
Avon
Atlantic
Mayflower

Lizzie Ross, 1873
Forest, 1873
Rhine, 1874
Catherine Morris, 1875
Rebecca W., 1881
Austria, 1884
Bristol, 1878
Plymouth, 1878
Scotland
Hamburg
Swansea
Ontario
Chebucto

Grecian Bend
Gertie
Rio
Caledonia
Orient
Melinda
Harfan, 1891
R. H. Lowe
Str. Hiawatha, 1882
Acadia
Avon
Chester
Evangeline

STORIES OF SEA FARING DAYS OF LONG AGO

Y The ship "Austria", Captain Dexter of Cheverie, was lost on her maiden voyage with all hands. The ship was never heard of again.

The loss of the barque "Fearless", Abner Eldridge, master. Wife and little daughter, Winnie, and all hands lost in a hurricane in 1871, on a voyage from Cuba to Key West, Florida.

X The loss of the ship "Marlboro", built in 1863, Charles Cochrane, master; George Masters, mate. Lost in 1897 on a voyage from Saint John, N. B., to England with a cargo of timber. The seams burst, caused by the swelling of the timber. Captain Cochrane died from exposure before they were rescued by the German Lloyd liner "Saale". The mate and seamen Fanen were the only survivors of ten, after eight steamers passed them.

X Captain Charles Lawrence rescued a crew in mid-ocean, under great difficulties. He manned the life boat himself, and took charge. He was presented with a gold watch by the British government. The presentation was made by Queen Victoria's daughter, Princess Alice.

Some years later, Captain Lawrence, while master of the "Chebucto", was wrecked in a heavy fog off Chebucto Head, Halifax. He was misled by the fog-bell which had been changed

during his absence. Captain Lawrence was on his way home to be married and was bringing a chest of silver to his bride-to-be, Miss Lily Davison. The chest of silver still lies in the ocean off Chebucto Head, but in spite of this fact and that the youthful captain had staked his fortune on the ship, he and his bride were married and he lived to take many more ships across the ocean.

✧ Captain Asa Davison of the ship "Admiral Schley" was lashed to the bridge for seventy-two hours in a hurricane. One of the passengers was Rufus Sprague, a New York lawyer. As a result of the terrific experience his hair turned white over night.

✧ Captain Albert Lawrence sailed the ship "Bristol" for twenty-five years. He was ready to retire, when war broke out. He offered his services, and carried food stuffs and ammunition through mine-infested waters overseas. Some years before that his ship foundered in mid-Atlantic. Word came to Hantsport, "Lost with all hands." Just within a few moments from the time the message came, a second message came to Mrs. Lawrence "All Saved." Captain Lawrence cabled himself from a port in England.

✧ Captain Charles Davison, who had the unique position of building ships as well as sailing them, had his master's papers while in his early twenties. While in command of the ship "La Gloire" out of Saint John, N. B. for Bristol, England, he was wrecked in mid-Atlantic. They were four days in open boats before they were picked up by a German sailing ship and landed at "Bremer Haven."

Captain William McCollough, born at Walton, but a resident of Hantsport until his death at the age of 94, never lost a man or ship. After his deep sea sailing, he commanded the tug "Chester" on the Avon River, and later was harbour master for forty-three years.

✧ The barque "Persia", lost at Point Lookout, Long Beach, Long Island. The crew was brought ashore by Breeches buoy.

✧ The barque "Forest King", built by J. B. North; George L. Holmes, master. In the crew were three Bert Davisons: Burton,

son of Asa; Albert, son of Gould; Albert, son of Exmouth. The ship loaded lumber at West Bay, Cumberland County, for England, then went to South Africa, then to India and back to England. After four years she sailed up the Avon, where loved ones waited for the three Bert Davisons.

SHIPS BUILT BY J. B. NORTH

Brigantine Clyde, 1853	Barque Brimaga, 1873
Brig Herald, 1884	Barque Senator, 1874
Brig Freetrade, 1855	Barque President, 1875
Brig Persia, 1859	Barque Lizzie Currie, 1875
Brig Schooner Tigris, 1860	Barque Avonport, 1876
Barque A. L. Small, 1861	Ship Forest King, 1877
Schooner Oriental, 1862	Barque Minden, 1879
Barque Guiana, 1864	Barque Avonmore, 1881
Brigantine Sussex, 1864	Schooner Pearl, 1881
Barque Bessie North, 1866	Schooner Blanche, 1882
Brigantine Essex, 1866	Ship Wallace, 1882
Barque Omoa, 1866	Schooner Galena, 1883
Schooner Acorn, 1866	Schooner, E. R. Smith, 1883
Brigantine Cura Coa, 1867	Ship Landsdowne, 1884
Barque Canada, 1867	Schooner Carpincho, 1885
Barque Fenwick, 1867	Barque Avonia, 1886
Barque LeBaron, 1869	Brigantine G. B. Lochart, 1887
Brigantine Stafford, 1869	Barque Grenada, 1888
Schooner Impulse, 1869	Ship Loadiana, 1889
Barque V. L. Stafford, 1870	Bkt. L. W. Norton, 1890
Brigantine Venture, 1871	Bkt. Glenora, 1890
Barque J. W. Holmes, 1871	Bkt. Levisa, 1891
Barque Kestral, 1871	Bkt. Luarca, 1891
Bkt Cura Coa, 1872	Schooner Gypsum Empress, 1892
Barque Billy Simpson, 1872	Schooner Gypsum Prince, 1892
Brigantine Magenta, 1873	Brig Cura Coa, 1894
Barque Romance, 1873	Schooner Clemencia, 1904

List given by courtesy of David North.

MASTER MARINERS OF HANTSPORT

Allen, Woodbury	Carmichael, John	Faulkner, Joseph
Allen, C. O.	Cochrane, James	Folker, William
Allen, George	Davison, Gould	Folker, George
Andrews, John	Davison, Guerdon	Folker, Fred
Barker, Edward	Davison, Asa, Sr.	Fielding, Wesley
Barker, Jackson	Davison, Michael	Fielding, Nelson
Barker, George	Davison, Wilmer	Fielding, Louis
Barker, Kendal	Davison, Burton	Fielding, Maynard
Barker, William, Sr.	Davison, Welton	Graham, John
Barker, William, Jr.	Davison, Harold	Geitzler, Charles
Beckwith, George	Davison, Amos	Geitzler, Lee
Beckwith, Nicholas	Davison, Asa, Jr.	Hunter, James
Beckwith, Abel	Davison, Robert, Sr.	Hunter, Fraser
Beckwith, Andrew, Sr.	Davison, Leander	Hunter, Charles
Beckwith, Andrew, Jr.	Davison, Hiram	Hunter, Alonzo
Beckwith, Warren	Davison, Joseph	Holmes, Peleg
Bezanson, Pleman	Davison, Edward	Holmes, John W.
Bezanson, Wellington	Davison, Cyrus	Holmes, George L.
Burns, Fred	Davison, Walter	Holmes, Dewilton
Barkhouse, Charles	Davison, Fred	Holmes, DeLos
Brown, Fred	Davison, Chipman	Holmes, Whitman
Burton, Joseph	Davison, Asa F.	Houghton, Alonzo
Caldwell, Andrew	Davison, Guerdon, Jr.	Jackson, Edmund
Campbell, Arthur	Davison, Frank	King, George
Chisholm, Herbert	Davison, Thomas	Lawrence, Charles
Coalfleet, Abel	Davison, Hibbert	Lawrence, Albert
Coalfleet, Robert	Davison, Theodore	Lawrence, Robert
Coalfleet, George	Davison, Charles	Lawrence, Henry
Coalfleet, Clarence	Davison, Wellesley	Lawrence, Warren
Coalfleet, Asa	Davison, Andrew	Lawrence, James
Coalfleet, John	Dodge, Frank	Lawrence, Frank
Coalfleet, Hiram	Dorman, Frank	Layton, Noble
Coffill, James, Sr.	Dorman, Joseph	Layton, George
Coffil, Freeman	Earle, Thomas	Lochart, Joseph
Coffill, Harris	Earle, Robert	Lochart, John
Coffill, James, Jr.	Elder, Peter	Lochart, Nathan
Coffill, Leander	Elder, John	Lochart, Ephraim
Coffin, John	Elder, Charles	Lochart, Albert
Clair, Thomas	Faulkner, DeLancy	Lochart, Fred
Clair, Charles	Faulkner, Rupert	Lochart, George
Lynch, Frank	MacDonald, John	Smith, David, Jr.

Lynch, John	MacDonald, Andrew	Smith, Edward, Sr.
Masters, Ezekiel	MacDonald, John	Smith, John T.
Masters, Thomas	(son of Fred K.)	Smith, Edward, Jr.
Masters, Theopholis C.	McKenzie, Freeman	Smith, Arthur
Masters, Enoch	MacKinlay, Thomas W.	Smith, Oscar
Masters, Caswell	MacKinlay, William	Smith, James
Masters, George	Mason, Benjamin	Smith, Fred K.
Masters, Samuel	O'Donnell, John	Smith, Stephen
Masters, George	Patten, Edward	Smith, Joshua
Masters, Robert	Porter, Harding	Smith, John
Munro, William	Porter, Lochart	Salter, Rupert
Munro, Daniel	Phalen, James	Stevens, Alexander
Mitchner, Michael	Rood, Asa	Scott, James
Mitchner, Hibbert	Rathburn,	Scott, William
Mitchner, Simeon	Shaw, Stephen	Scott, David
Mitchner, John	Shaw, Elkanah	Trefry, Benjamin, Sr.
Mitchner, Silas H.	Shaw, Mark	Trefry, Thomas
Mitchner, Harvey	Shaw, Edward	Trefry, Benjamin, Jr.
Mitchner, Barton	Shaw, Charles	Trefry, Silas
Mitchner, Alonzo	Shaw, George	Toye, John, Sr.
Mitchner, Rufus	Shaw, Harris	Toye, John, Jr.
Manson, William	Shaw, Byron	Toye, William
Martin, Joseph	Shaw, Benjamin	Toye, Joseph
Martin, Milton	Sheridon, Thomas	Wipple, James
MacBurnie, William	Sheridan, Henry	Wipple, Leander
MacDonald, Fred K.	Sheridan, Samuel	Young, Brenton
MacDonald, Thomas	Smith, David, Sr.	

Mrs. Enoch Dexter of Cheverie, while on a voyage with her husband and in port at London, England, said one day three ships picked up pilots in the English Channel "all from the same pilot boat." All three were Captain Dexters from Cheverie, and the four brothers were all in London at the same time.

A FAMOUS LAWSUIT

The ship "Forest", built by E. Churchill and Sons at Hantsport, 1873, while on a voyage from Liverpool, England, to Australia, collided with the ship "Avalanche" in the English Channel in a dense fog.

The "Avalanche" sank at once. One lone survivor came to

the surface. The "Forest" turned completely over. Some of the crew held on to the wreckage and were later saved by a British boat. The "Avalanche" owners sued E. Churchill and Sons for one million dollars. They could not even think of it, but English bankers (one particular bank) cabled Hantsport and told Churchill's that they would back them. The lawsuit was the talk of the whole shipping world. The one mere thread of evidence for E. Churchill's was the appearance at the last moment of the "lone survivor" of the "Avalanche", who swore that the lights of the "Forest" could be seen in the dim fog, at close range, and that her fog-horn was blowing constantly.

The owners of the "Forest" ordered that she be blown up but only splinters flew about, so the British Admiralty sent a gun boat to tow it off the English coast and shell it. Sailors, Admiralty, and owners were proud of such a well-built ship. John Davison was the builder.

✧ The loss of the "Happy Home", Hiram Coalfleet, master. His wife (Esther Shaw), little daughter, Mary, and ship were lost on "Tusket Ledges" off Yarmouth in February, in a raging blizzard. The Captain, his wife, and crew were all lashed to the rigging except the cook and the mate Davison, who kept little Mary alive till daybreak by wrapping her under his coat. She died just as life boats put out from shore in the morning. The Captain's wife died from exposure and all the rest of the crew except the Captain and the mate. The cook went crazy and jumped overboard, or jumped from the rigging, in spite of all the mate could do to save him. The Captain and mate both died some years later from the awful experience.

✧ The barque "Senator" was built at J. B. North's yards at Hants Border in 1875. Harding Porter was master; Charles Moffitt, mate. Captain Porter's wife (a daughter of Oliver Lochart) and two little girls, Annie and Gertie, were with him on a voyage from Philadelphia to a Pacific port. The cargo of coal was found to be on fire. After battling the flames for days, the barque had to be abandoned. There were eighteen souls in

two boats. In taking observations, they found that the nearest land was Cape Pillar (near Cape Horn, South America). After seven days in open boats, from lack of provisions, cold, storms and exposure, Mrs. Porter died. She was buried beneath lava rock in the Strait of Magellan at a point of land called Point Famine. The crew lived on mussels for days, wherever they could land. At Freshwater Bay they found a Chilean settlement. They sent a messenger to Punta Arenas. The Governor and British Consul sent a launch for the shipwrecked crew, and showed them kindness and attention. They were afterward sent to England.

Seven years later in 1872, Captain Porter was master of the four master, square-rigged "Kings County" built at Kingsport, N. S. George Otterson, mate. Annie and Gertie now quite grown, accompanied their father and his second wife (Miss Shaw). It was her first trip to sea (her honeymoon trip). Fourteen days out from Antwerp, bound for New York, smallpox broke out. Little Gertie died and some of the sailors. They were all buried at sea. Mrs. Porter nursed the sick and cheered the stricken. She never seemed to tire in her efforts, and was just one more mariner's wife of Hantsport to be the noble wife of a gallant captain. It was thirty-five days before the "Kings County" dropped anchor at Quarantine Station, Staten Island.

Mate Otterson (now Captain) called to see Mrs. Porter in Halifax in 1939, fifty-seven years after that never to be forgotten voyage.

Of the barque "Senator" only one survives, Mrs. John J. (Annie) Chisholm, Avon Street, Hantsport.

Captain Chipman Davison of the barque "Ann Eliza" had his niece, Annie Coalfleet, with him and while in Genoa, Italy, both died of yellow fever. They were buried in the same grave. His wife, Anna, navigated the ship home. John Andrews was mate. She later became Mrs. John Andrews.

Exmouth Davison, son of Asa, was drowned in the Bay of Fundy. His headless body was washed ashore at Pt. Pudsey, Apple River, Cumberland County. His mother identified the

body by the way his socks were darned, the grey yarn drawn through the white yarn.

Captain Robert Earle, of the barque "Herald", with his wife and children were on a voyage from Newfoundland to England. Some days out from Newfoundland, Baby Earle (Freda Gertrude, aged eighteen months) died and was buried at sea, October 15, 1887. We read of "Wooden Ships and Iron Men", why not a word of praise and courage for the wives of these mariners? Here was one: Mrs. Earle saw her baby lovingly and tenderly committed to the deep, with its mystery, its moods, its ever-changing beauty, its power, its restlessness, yet its peace. No wonder so many are drawn to its life and the wonders of the rolling deep.

"The endless roll and boom of waves,
That beat and break on shore, are gone.
The deep toned lullaby
Sings on, and on, and on."

Ida Borden became the wife of Axel Anderson. The wedding was performed on board the ship "Mahukona", George Masters, master. Miss Borden was his niece and he wished the ceremony to be performed before the ship sailed from a port on the Pacific.

Many lovely treasures have been brought home to Hantsport by her sailor sons. Pictures, dishes, furniture and the collection of shells from foreign shores in the home of Captain Robert Lawrence were the admiration of many.

In 1861, Captain Amos Rathburn was master of the brigantine "J. W. Harris", a Hantsport built ship. He lived at Horton Landing and on this voyage he brought home two stone lions, beautifully carved, and after the pattern of the British lions at Waterloo. He gave them to his son, Mark Rathburn, who then lived at Avondale but later moved to Hants Border. The entrance to the picturesque Rathburn home was especially built for the lions on each side of the doorway, and they were never moved

in all the years until the dwelling was burned in 1934. They now adorn the entrance of the new home of Captain Amos Rathburn's granddaughter, Mrs. Nathan Coldwell, at Hants Border.

Many years ago, a fleet of coal laden barges or ships, sailing from Newcastle-on-Tyne, England, for Nova Scotia, was wrecked and all hands lost. One piece of wreckage washed ashore and found by some fishermen was a cabin with a baby boy in it. There was no name of either the ship or the baby. Edward Barker of Hantsport went to Halifax and got the baby and adopted it. He was named for the coal-laden fleet, Peter Coalfleet; and he was the ancestor of all the Hantsport families of that name. He grew up and married and had three sons. The children of these sons were:

<u>ROBERT</u>	<u>ABEL</u>	<u>ANTHONY</u>
Hiram	Annie	Robert
Abel	Ellen	John
Asa	Edward	Peter
William	George	Owen (drowned)
James	Clarence	
Oliver	Arthur (died at sea)	
Mary Jane		

* In 1868 William Folker was master of the barque "J. R. Hea". While outward bound from an English port, one thousand miles east of Cape Clear, Ireland, he sighted the French fishing brig "Nautownier" of St. Malo, France. The captain had washed overboard. The mainmast was gone. Her boats were gone and she was sinking. The crew was crowded around the broken mainmast. The "Tricolor" was still flying. Captain Folker made three trips in a raging sea. He rescued thirty-three men and landed them at an Atlantic port. The French Government, under Emperor Napoleon III, presented Captain Folker with a gold medal, engraved binoculars and a certificate for bravery. The certificate was signed by the Emperor. The medal, binoculars

and certificate are the valued and priceless possession of his son, Captain Fred Folker. Captain Folker also has a glass case which encloses the "rescue" itself. The mountainous waves are made of plaster hardened and painted sea green. The barque has hove to the sinking wreck. The sailors are in a huddled group near the broken mainmast waiting to be rescued. The life boat is seen halfway between the two ships. This was made by Captain William Folker, himself, while on one of his long voyages. The piece of work is a marvel with its stirring sea story.

Captain Folker's sea faring career was a colorful one. During the Civil War he was engaged in running the blockade between an English port and the Southern States. He was master of the barque "Herald", owned by J. B. North of Hants Border. On a voyage from Beauford, South Carolina, with a cargo of naval stores, pitch and turpentine, etc., he was captured by the United States frigate "S. Lawrence". A prize crew was put aboard and took Captain Folker and his ship into Hampton Roads, Virginia. He was a prisoner there till the end of the war and was there when the Battle of Bull Run was fought. Captain Folker was master for thirty-three years and owned seven ships altogether. His old home on the banks of the Avon is now occupied by his sons Ted and Captain Fred, with the latter's wife and son, Fred Junior.

Ted is famous for his ship's models.

Captain Fred, like his father, went to sea at an early age. He has been master of twelve ships, and was for many years in the employ of the New York and Porto Rico S. S. Co. His last ship, before he retired, was the passenger ship "Coamo". Just seventy years after his father was presented with a medal, from the Government of France, Captain Fred was presented with a medal from the Dominican Republic. The Port of Trugillo City had just built a new harbor which was dredged to a depth of thirty-six feet. Before that, passengers had to be brought ashore in small boats. On August 18, 1936, the "Coamo", Captain Folker at the helm, was the first to steam into the new harbor and assure

the Dominican Republic "that it could be done". He was presented with a medal of the Order of "Juan Pablo Duarte" Grade of Knight, the highest order of that Republic.

The Captain retired in 1939, and his "Sea Voyage" home is hospitality itself. It is also proof that the love for the old seafaring days is not gone. Just step inside his home and what catches the eye is the Captain's "Cabin." Everything as ship-shape as the Master's cabin of a first-class passenger ship. The berth is there and the window is a brass port hole. The light is enclosed in a ship's lantern. The compass, the sextant, the chronometer, the spy glass, the binoculars, and the treasures and trophies from all parts of the Globe are there. As the writer of these valued sea stories stood within this cabin, the Captain's words seemed very true—it needed but to hear the beating of the waves to take one on the sea voyage of other days.

Silas Trefry with his wife Emma Lawrence, and their two children on the barque "Edwin Reid" on a voyage from New York to Hong Kong in 184-. Mark Shaw, ship chandler of New York, was manager for the ship. Captain Trefry was "spoken" three days out and never heard of again.

✕ Captain Benjamin Trefry while master of the "Lord of Avon" owned by William Balcom of Hantsport, loaded lumber at Windsor for Buenos Aires, South America. On the trip out he lost the fore topmast and put into Blanca, River La Plate. On the trip home three of the crew developed typhus fever. Ernest Palmeter of Grand Pré was buried at sea. They put into Rio and Norman McDonald of Mt. Denson died and was buried there. Captain "Ben" never lost a ship in his more than thirty years as master.

✕ Captain George Beckwith was born at Hantsport, April 1, 1865. That same year the family moved to Brooklyn, New York. In 1877, when he was twelve years old, he shipped as cabin boy on board the "Forest King" of Windsor, N. S. By 1886 George Beckwith had filled every position on a square rigger except captain. In 1902 he commanded J. J. Astor's yacht "Noma". In

1910 he was made Port Warden at Brooklyn, New York. During the Spanish American War he held a commission as lieutenant in the U. S. Navy, serving on the "St. Louis". To him was accorded the dangerous task of cutting two cables leading out of Guantanamo Bay, Cuba, to Spain. This he successfully did. He was governor of "Sailor's Snug Harbor", Staten Island, New York, and as six hundred or more leather skinned old veterans of the sea speak of him, he was to them a "mighty fine skipper". He died suddenly at his home on Snug Harbor Grounds, Staten Island, aged 60.

MISCELLANY

VISIT FROM THE PRINCE OF WALES

On July 14th, 1860, this message came to E. Churchill, ship-owner of Hantsport: "Meet Lord Mulgrave at Hantsport, twelve o'clock, to arrange for Prince's embarkation. 12 Pd. 14."

B. A. FRASER.

August 7, 1860, to E. Churchill, Hantsport, message: "Lord Mulgrave, five or six gentleman servants, horses, carriages, will be at Hantsport 9:30 this evening."

J. ALLISON, Sheriff.

Nova Scotia Electric Telegraph, Granville St., Halifax.

So Hantsport was honored by a short stay from the Prince of Wales, afterward King Edward VII. He came from Windsor. His carriage was a high built one with nine steps leading up to the seat, with only a covering on top over the rear seat. To prevent the wheels from working loose, each hub had three nuts on it. The fine span of horses was driven by the late John Woolaver. On top of Holmes' Hill, the Prince asked the driver to stop, while he viewed the fine landscape—fields, hills, and rivers, and away to the westward where Blomidon rose and where the

ship "Styx" lay at anchor, awaiting the Prince, to take him to Saint John. As the carriage stopped, the Prince heard a boy's voice singing in his honor. So fine was his voice, that it attracted the Prince who complimented him on it. The boy was Patton Dickie, the great grandfather of Miss Flora Spencer, Windsor's fine contralto. In honor of the occasion, Hantsport was bedecked in its best. A fine arch, with a ship's model on top, and words of welcome greeted the heir to Britain's throne. Warren Beckwith was master of ceremonies and well he did it too. The carpet that led from the Prince's carriage to the wharf was loaned by Mrs. Phoebe Davison. A piece of it is a cherished heirloom of Mrs. Adria Phillips, a granddaughter of Mrs. Davison. The ship's model is in the Comstock family. One little chap who got lost that day was found very near the Royal visitor. He was Captain Charlie Davison and he was in his nightgown. A little girl climbed up on the step of the carriage and was greeted with "Well, little freckle-face". The little girl was Ellen Coalfleet, afterwards Mrs. James Lawrence.

A loyal crowd watched the Prince embark at the foot of Prince Street (named for him) to board the "Styx", which was piloted down the river and into the Bay by Chipman Davison. We thank Frank Beazley for views of the ship and its escort, taken from the original views. We appreciated it very much.

New Railway

In 1869 the Windsor and Annapolis Railway was completed. Until then there was no track between Windsor and Horton. Stage coaches carried passengers and baggage between those two places. The last of the rails were landed from a vessel, the "Sunny South". The rails were landed at the Abiteaux. The first train went through Hantsport on Christmas Day, 1869. The driver was Peter Robinson. The trainmen were Alex Gullen, Joe Edwards and John Clarke. Joe Edwards was the man who carried the surveyor on his shoulders at low tide, at Windsor, to mark the place for the abutments for the railway bridge. As a

tribute to Joe, he never ceased building bridges of friendship while life lasted.

There was no station at Hantsport or Mt. Denson, but, in courtesy to one of their employees on the newly finished railway, the train stopped that Christmas Day for two passengers at Mt. Denson Crossing. They were Samuel Schurman and his bride, Miss Marianne Shaw.

Black Fish Cholera

In 1888, the Avon River banks and the sand bar were covered with large black fish. The tide left them stranded, and it was thought that if they were cut up they could be used as fish fertilizer for the orchards. A few weeks later, what was known as "black fish cholera" broke out. Nearly every one of the three hundred homes in Hantsport was afflicted; forty-six deaths resulted. Rev. James McLean was untiring in his work among the sick and dying. Although in poor health himself, he never seemed to tire in doing for others and comforting the sorrowing. Dr. C. I. Margeson was the doctor in Hantsport. He stood by its people faithfully and well. When he died in Vancouver on Christmas Day, 1934, many a family in this town mourned a good friend. Among those who were afflicted, and who died, was John Borden, undertaker.

The health authorities ordered all traces of the fish destroyed with quick lime. Judson Pulsifer carried out this work with teams and lime given by J. W. Churchill. Some were hauled to Simmonds Hill and some just east of the Mt. Denson Bridge, where they were buried in deep trenches. One trench had twelve barrels of lime poured in on top of the fish which were then covered with earth. The mounds can still be seen in 1939. Mr. Pulsifer had no fears of the disease and, even with the great risk, he escaped the dread illness.

Hantsport bore her sorrow bravely and silently, as it did so many other sorrows. Its sea tragedies alone will fill books.

OLD LANDMARKS

THE LONE OAK

Hantsport, May 22nd, 1940—The march of time moves on more swiftly than some think. But this week a few in Hantsport almost regretted that newer industries make it necessary to cut down "the old Oak Tree." A huge oak at the foot of William Street measuring 19 feet in circumference, was "left standing alone" when all other trees about it were cut down to build homes for the first settlers. It was on the property of Hantsport's third settler, Asa Davison. Afterward it become the property of his son Joseph. Some years ago in a storm one part of the tree was split and laid itself down to earth. The other part still towered above all other trees until saw and axe laid it low on May 15th inst. The rings counted were 197. Two great granddaughters of Asa Davison now residing in Hantsport, looked at the Lone Oak as it lay on the ground with a little sigh of farewell.—H.C.C.

In Memoriam

"The Lone Oak" verses which we insert were written by Mrs. John Davison many years ago, and are as follows—

The Indian youth and the Indian maid,
Have sat beneath its generous shade.
Indian mothers and Indian Sires
Have made beneath its shade their fires.

Much of sadness this oak hath seen
Looked on the stricken, from boughs of green.
When the mourners walked down the quiet lane
Behind their dead, in grief and pain.

Much of joy it hath witnessed too
Glad was the sailor in suit of blue
As he came from his ship on the pebbly beach
With the joy in his heart bubbling over in speech
For home again has the sailor come
Even the oak was glad, though its lips were dumb.

The Willow Bridge

In the early days of Hantsport the pioneers always had a big drawback to contend with. The bridge at the brook, on the road through the town near Hants Border, was always washed away in every freshet or big rain. Men got together and talked and planned. Finally these three men—Asa Davison, Sr., William, his son, and Ezra Mitchner—planted willow trees on the upper side of the bridge. They grew huge in size and filled the purpose that they were put there for. After many years they were struck with blight, and had to be cut down when the highway was taken through the town in 1934.

(The often told story of the little boy, who planted a switch on the bank while waiting for the cows to drink, is also a fact. The switch took root and just made one more willow.)

Becky States

We can hardly say landmark, but no other name seems to be as fitting for the smiling old faithful "Aunt Becky States". Aunt Becky has worked daily for four and five generations of the same families. She has seen many changes, from the small settlement to a good-sized town. Granddaughter of a southern slave, she is typical of her race: willing, honest, faithful and ever smiling. She carries her hundred years, and over, lightly. And when Aunt Becky "dresses up" fashion catalogues are nowhere!

Comfortable in her old days in her cabin on the Mt. Denson road, liked by all and friend to many, she still has her daily walk into Hantsport. And all doors stand wide open to her dusky countenance.

Burying Grounds, Old and New

The first burials in Hantsport were near North's old shipyard—the "Crowell's" private burying ground. In a field near Tannery Brook are buried some of the Lawrences. It was among the white birches, and called the "Happy Hunting Ground".

Still another private burying ground was in the field on the Saul Lawrence property on the Bluff Road. This one alone can still be seen, while the first two named were removed later to River Bank Cemetery.

River Bank

A piece of land from Willow Bridge to Holmes' Hill was owned by Michael Mitchner and Edward Barker. The late Ezra Churchill bought it, and in turn sold it to James Nunn, a ship wright. He sold it to Dr. Brown of Wolfville who was Hantsport's doctor at that time. For a time no deed was drawn up. Later when it was drawn up, Dr. Brown discovered he owned part of the cemetery. The people subscribed a sum, bought it, and got a deed from Dr. Brown. An additional piece of land was given by J. W. and George Churchill. Each subscriber marked their own lots, wherever they wished, which explains why the lots are so uneven in the old part of the cemetery.

Cemetery Gates

One passes within these fine gates, erected in loving memory of those who have gone before, both of old Hantsport and new. A gift of John W. Churchill, the posts are made of the masts of the brig, "Genoa". They are of red pine, with seven feet underground; the gate hinges and bolts were made by Rufus Comstock; the round bars were "turned" by "Ted" Folker; the painting was done by Thomas Smith; the domes of the galvanized iron made by Andrew Patterson; altogether they were built by Rod Mitchner. Passing inside, and along the paths in this peaceful spot we read the epitaph:

William McCollough Burton Davison

Master mariners

Private Kenneth Mitchner

Great War Veteran

1914-1918

A little further on the right:

John Davison
Master Ship-builder

Rev. William Burton
Preacher 8320 Sermons

Rev. John McLean
Rev. F. E. Balcombe

Well loved pastors of old Hantsport

On a little rise to the right:

Alexander Davison
Mate of ship "Happy Home"

His brother, Exmouth Davison.

Three or four generations of the Rathburn family

Farther along the same path
The Churchill lot.

"In loving memory of
Laura, wife of Robert Lawrence, and twin babies."
All three died of black fish cholera.

Allan Masters LeRoy Lawrence
Buried somewhere in France and Belgium.

A small American flag marks the grave of Nelson Patten,
U.S.A. soldier.

Within an iron fence is the only one left of the old time
monuments to the Dead: Asa Davison and wife Rhoda. (Whose
home was "The Red House".)

Near them: Baby Mitchner, son of Captain Hibbert Mitch-
ner, who was the first buried in River Bank. (Ezra Churchill
Mitchner).

There are many memorials inside these gates of loved ones
buried far from their "Home Port".

Captain Max Cochrane, buried at sea in the Pacific Ocean.
Also his little daughter, Virginia, who died some years later and
was taken to the Pacific Ocean, too.

Francis Dodge, war veteran, 1914-1918.

George Davis, war veteran, buried in River Bank, 1919.

Roland Reid, somewhere in Belgium.

Alfred Churchill, somewhere in France.

Along another path:

Silas T. Rand.

William Hyson, Great War veteran.

A. Dewitt Foster, who was burned to death in the Queen Hotel fire at Halifax, March 2, 1939.

Many tombstones mark the resting place of those who died far away and were brought home to be buried in "River Bank." Hours could be spent in this "God's Acre".

OLD HOUSES OF HANTSPORT

HOUSE	NOW OCCUPIED BY
Asa Davison of Red House	torn down in 1869
Asa Davison, 2nd	Mrs. Regina Masters
Edward Davison	Caleb Burgess
Nicholas Beckwith	Wilfred Trefry
Abel Coalfleet	Leonard Masters
DeWilton Holmes	John Reid
Jimmie Frizzle	William Tracy
Theo Davison	Joe Martin
Joseph Davison	Minas Basin Pulp Co.
Chipman Davison }	
William Davison, built in 1825	B. T. Smith
Ann Davison Churchill	William Pearson
Francis Lawrence	Mrs. Perry
Mark Rathburn	David Pulsifer
DeWilton Holmes	Maria Parker
Caleb Homes	Part of George Frizzle's house.

OLD STORES AND NEW

F. W. Chipman	J. H. Newcombe
Thomas Dickie, Tinsmith	Joseph Pulsifer, Shoe Store
Scott Craven, Harness Store	W. A. Porter
G. W. C. Davison	Charles Davison
Joseph Fish	Caleb Burgess and Captain John
David Pulsifer, Sr., Candy Store	Toye, Livery stable
on Holmes Hill (1889)	Edward Cahoon, Livery stable
J. B. North	1940
Silas Mitchner	
Aubrey Faulkner	L. B. Harvie
Harry and Guerdon Davison	George Currie
Freeman Coffill	William Gunn
A. W. Patterson	George H. Yeaton
W. A. Sterling	Walter Williams, Drugstore
George Woodworth	Miss Kewley
David Bent	Chester Tattrie
Albert Riley	C. S. Chesley

TRAGEDIES OF HANTSPORT

Mrs. Senator Churchill was killed by a runaway horse. She was driving to Windsor to meet her husband. Going down a long hill, on the "Bog Road", a bolt came out of the whiffle-tree and struck the horse's heels. It took fright. Mrs. Churchill thought if she could turn it into the "Mic-Mac" road (which was uphill) she could stop it; but in turning the carriage upset and threw her out, striking her head on a rock. She was found not long afterward, but died a few hours later. As Senator Churchill got off the train at Windsor, the horse covered in foam and still wearing a few pieces of harness galloped through the town. He had the horse shot that night. The stone was made into a monument for Mrs. Churchill, and still marks the place on the "Bog Road".

The spot is well kept and many who pass by stop to look at the lonely spot with its tragic memories.

The death of Simeon Mitchner occurred in 1850 on a vessel at a port on the Great Lakes. He died from the effects of mistaken medicine.

The drowning of Lester Long while bathing in the Avon River.

The death of Harry Rolph, while at work in the shipyards, on a vessel that was being built for Foley Brothers of Halifax to carry foodstuffs overseas in 1915. He had worked only three days, when he was struck by a "ship's knee". The up and down planer struck a knot and sent the knee with terrific force across the mill, killing him instantly. He had just changed places with Cecil Pulsifer, who was injured also but not seriously. So Mr. and Mrs. Rolph gave two sons in the Great War for John, Jr., was killed overseas. Hugh and Arthur returned.

Captain Noble Layton, while walking on the railroad from Mt. Denson, stepped off the track when the train came along. As he went to get on the track again, a trolley that was following close behind the train, struck him killing him almost instantly.

PROMINENT PERSONS OF HANTSPORT

Silas T. Rand, Mic-Mac missionary. He could speak twelve languages and recite the Lord's Prayer in seven.

James Elder, historian and teacher.

Theodore H. Rand, professor, poet and historian.

William Hall, negro, winner of the "Victoria Cross"—the first one ever won by a Canadian.

Benjamin Jackson, negro, won distinguished medal and was pensioned by the United States government for bravery on a gun-boat at the Battle of the Nile.

George Beckwith, master mariner, was later made Superintendent of "Sailors' Snug Harbour" at Staten Island, U.S.A.

Frank Davison, writer, son of Hiram Coalfleet Davison. He used the pen name of "Pierre Coalfleet". He was one of the secretaries at the League of Nations.

Ezra Churchill, shipowner. He died while a Senator at Ottawa. He built ninety-nine ships and sold eighty-nine in ten years.

J. B. North built fifty-four ships at his yards at Hants Border. Died and is buried in River Bank Cemetery.

INDUSTRIES, OLD AND NEW

Between 1850 and 1860, a stone quarry was operated on the property of the late David Dorman and Thomas Beckwith. It is still spoken of as the "Old Stone Quarry".

The old tannery owned by Flinn & Best, then North & Stevens, was turned into a cooper shop and was owned for a time by David Pulsifer. Later it was sold to Haverstocks, then to J. H. Hancock; and the present owner is D. W. Murray who uses it for a cooper shop.

The Masters' Mill was at the head of Halfway River. There was also one in the creek at North's shipyard. Mark Rathburn and J. B. North had a block mill. Another mill was at Churc-

hill's yards. The old Post Office building (now the theatre) was once Daniel Faulkner's block mill.

The old brick yard owned by Robert Shaw was removed to Avonport. A fertilizer plant on the same site afterwards was owned by Harry Salter. It is now the Old Brickyard Pond, and the "ice pond".

The old foundry was owned by J. E. Mumford, between the years 1860-1870.

The water power was brought into Hantsport in 1905. The first sod was turned at the corner of Main and William Streets for the water piping.

Electric power was installed in 1914.

The Minas Basin Pulp Co. was incorporated in 1927. The first pulp was ground on February 18, 1929.

Canadian Keyes & Fiber Co., Ltd.—makers of paper plates.

D. W. Murray's Hantsport Fruit Basket Co. turns out three million small berry boxes and pieces of fabricated material annually from April to November.

Chesley's Artificial Limb Factory.

Yeaton's Candy Factory. George H. Yeaton, founder. He started with fifty cents worth of sugar. The sons, Clarence and John still manage this successful business.

CHURCHES

The first church was the Baptist built on Holmes Hill. It was school, church and hall. It had twenty-five members. In seven years the membership was seventy-six. The building was burned. The present building is 129 years old. The timbers of the original church were brought from New Hampshire on a sailing vessel. Repairs have been made at different times. In 1888 Churchill & Sons repaired it and removed the box pews. The choir, which was then in the gallery, was moved to the opposite end of the church beside the organ. A pipe organ was installed by the young people in 1898.

Some of the organists of other days were:

Miss Lalia Riley
 Miss Lily Davison (Mrs. Charles
 Lawrence)
 Mr. George Comstock
 Miss Nettie McLeod (Mrs. J. L.
 Ralston)
 Mrs. J. H. Pullen (Clara Churchill)
 Miss Eva Margeson (Mrs. Wells
 Davison)
 Miss Mary Davison (Mrs. Cyrus
 Mitchner)
 Miss Leonore Shaw (Mrs. H. Bishop)
 Miss Joy Lawrence (Mrs. J. K. Redden)
 Mrs. George Holmes
 B. C. Silver

Choir members of others days:

Blanche Holmes	Mrs. Williard Mailman	Cyrus Mitchner
Regina Davison	Fannie Cox	Hibbert Mitchner
Ann Davison	Ollie Toy	Walter Hutchinson
Lily Davison	Julia Shaw	Roy Hutchinson
Laura Eaton	Morey Pearson	N. J. Lochart
Ella Eaton	Lena Frizzle	Wade Davison
Mrs. C. I. Margeson	Odessa Frizzle	S. A. Marchant
Miss Allie Shaw	Nora Lawrence	Bert Frizzle
Nettie McLeod	Marguerite Lawrence	Ernest Shaw
Mary Davison	Mrs. R. McLatchy	Wilfred Holmes
Adria Coalfleet	Mrs. H. L. Smith	George Holmes
Millie Lawrence	Miss Alice McDonald	Charles Pulsifer
Lela Lochart	Mrs. Terry North	Harry Margeson
Verne Lochart	Emma Davison	Frank Lawrence
Jean Pentz	W. A. Porter	Albert Lawrence
Bertha Pentz	J. W. Churchill	Budd Lyon
Edith Pentz	Wiley Churchill	Walter Pentz
Grace Burgess	George Miller	Frank Pentz
Eva Mitchner	George Blenus	Jedediah Newcombe
Leona Mitchner	Dr. Ford	George Smith
Eva North	J. E. Borden	and others
Fannie Woolaver	J. H. Newcombe	

Present Pastor: Rev. C. A. Wright.

Regular pastors, and student pastors from Acadia have filled the pulpit from time to time. The longest stay of any pastor was eight years. The shortest six months.

The fine old picturesque building is the same as when built; that is, the exterior has not been remodelled. It has been said that the steeple is the only one of its kind in Canada and was built by John Borden. The weather vane, N.S.E.W., still points to the four corners of the earth and sea, where so many of its members have been scattered.

Methodist

The Methodist Church was built in 1865. Mr. Elder was the builder. It is to be regretted that the writer has been unable to get any past records of this Church but from the memory of its members, for which we thank them. They have kept to the "Faith of their Fathers." Their Church came first. Too much praise cannot be given to their choirs. One old pastor on leaving (Rev. J. M. Fisher) said, "It wouldn't be so hard to go, if I could take my choir with me."

Some of the singers were:

Annie Clements, choir leader

Mabel Rolph	Hugh Rolph	Jessie Parker
Ethel Yeaton	Harry Rolph	Regina Davison
Edna Whitman	and others	May Earle
J. H. Newcombe	Allie Campbell	Cora Whitman
W. S. Whitman	Ethel Newcombe	Annie Rolph
Clarence Smith	Cammie Whalley	Pearl Rolph
Fred Lake	Lena Churchill	
Allan Masters	Nita Churchill	

Present pastor: Rev. E. Styles

Organist: Mrs. St. C. Jones

Edward Barker, the first settler of Hantsport, was a staunch supporter of the Methodist Church, and his descendants are still loyal worshippers. Five generations of them have worshipped there

and are still worshipping there. The organist for many years is a direct descendant: Ethel Yeaton (Mrs. St. C. Jones).

Presbyterian

The Presbyterian Church was built in 1897. The congregation consisted of twelve families. Some of the families were:

Mr. and Mrs. John Rolph	Mr. and Mrs. Harry Sweet
Mr. and Mrs. Albert Lawrence	Mr. and Mrs. Hanna
Mr. and Mrs. Alexander Gunn	Mr. and Mrs. Burton Davison
Mr. and Mrs. Angus Gunn	John McCabe
Mr. and Mrs. Donald Chisholm	and others

Rev. Henry Dickie of the Windsor Church (Presbyterian) gave the first five hundred dollars toward this church at Hantsport. Angus and Alex Gunn, stone masons, gave their time free and built the foundation. John Rolph, millwright for T. C. Masters, and Mr. Masters himself, gave much of their time and lumber. A remark often heard around the mill, when men came to have their logs sawed, was "Throw off a stick for the new church as you go by"; and every man did.

This church was united with the Methodist Church in 1925. The property was sold and the services are now held in the Methodist Church.

Anglican

The Anglican Church was built in 1890. The first service was on November 27, 1890. Few names are left of the families that worshipped there in the neat, attractive church on the main street of the town; but their memory is still cherished, and the worshippers of today are reminded at every service of those first members.

The Cross on the altar was given by J. W. Lawrence, in memory of his wife, Ellen.

The Bishop's Chair and altar chairs were the gift of J. E. Mumford, in memory of his parents and sister.

The Flag, Honor Roll and Offertory Plates were the gift of Mrs. Alice Burns.

Two paintings were given by Dod Lyons.

Church Carriage was given by Miss Ella Smith, in memory of her aunt, Mrs. Fish.

The Bible was given by Miss Sangster of Falmouth, who worshipped here for some time.

The Bell was brought from England.

Members of the choir were:

Captain McCullough	Miss Ella Smith
J. W. Lawrence	Miss Annie Andrews
Mr. and Mrs. Joseph Fish	and others
Mr. and Mrs. Kelsey Francis	

The first marriage performed was Annie Andrews of Hantsport and Otis Smith of Scotch Village.

Present pastors (1940):

Rev. J. S. Sherron of Falmouth	Rev. Morris Taylor (retired)
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HANTSPORT'S GREAT WAR VETERANS

As the years go by so swiftly, we bid farewell to the Hantsport of other days with its shipping and its old traditions. Hantsport, quiet and peaceful, with its friendliness, its hospitality, its music, mirth, merriment and talent. Just like the sailors of old we leave you now and go down with the tide, but the tide and memories always come back.

In 1914 another Hantsport sprang into life, to answer the call of the Mother Land. One hundred and thirty young men of Hantsport enlisted. Eleven were killed on the field of battle; Donald Shields was killed the morning of November 11, 1918; Allan Masters on November 9, 1918.

Barker, George	Beazley, Frank
Barron, Welton	Beazley, Grover
Benjamin, Clarence	Burgess, Earl
Benjamin, Leslie	

Burns, Robert F.	Wounded
Burns, George H.	
Burton, Fred	Died after the war
Churchill, Cecil	
Churchill, Claire	Killed in action
Churchill, Earl	
Churchill, Alfred	Killed in action
Churchill, Randolph	Wounded
Coffin, George B.	
Cohoon, Harold E.	Gassed
Cohoon, Fred	Wounded
Cohoon, Harry	Died after the war
Colby, Charles	Wounded and died
Coldwell, Gordon	Wounded
Coldwell, Levi	Wounded
Coldwell, Lewis	Wounded
Comstock, Walter	Wounded
Comstock, Harrie	Died after the war
Comstock, Karl	Wounded
Comstock, William	
Craig, Harry	Wounded
Crowell, Fred	U. S. A. unit
Dickie, Russel	Wounded
Dickson, Percy	
Dickson, Charles	Killed in action
Dickson, William	
Dalton, Judson	Died after the war
Davison, Albert	
Davison, Max	
Davison, Frank	
Davison, Clyde	Died after the war
Davison, Robert	
Davison, Laurie	Died overseas
Davis, George	Wounded and died after the war
Dodge, Frank	Killed in action
Dorman, Lloyd	Killed in action
Eiley, Robert	Wounded and decorated
Ellis, Nathan	
Garrison, Arthur	
Gill, Arthur	
Gunn, William	
Gunn, George	Wounded
Gunn, Alexander	

Harding, Berton	
Harvie, Jacob	
Hamilton, Rev. B. R.	
Houghton, Maurice	Wounded and died
Harvie, L. B.	Wounded and decorated
Hyson, William	Wounded and died
Jefferson, Reginald	
Johnson, Walter	Died of wounds
Johnson, Dennis	Wounded
Lake, Rupert	Wounded
Lawrence, Albert	Wounded and gassed
Lawrence, Ralph	Died after the war
Lawrence, J. R.	
Lawrence, LeRoy	Killed in action
Lawrence, Harry	Died after the war
Lightfoot, Martin	
Lynch, George	
Macumber, Charles	Killed in action
MacDonald, Albert	
McEwan, John	
McNeil, Malcolm	Wounded
Malcolm, Reginald	
Margeson, Raymond	Wounded and shocked
Masters, Welton	
Masters, Allan	Killed in action
Masters, Lloyd	
Mitchner, Kenneth	Prisoner and died after the war
Morley, John	
Murray, Alexander	Prisoner of war
Newcombe, George	
Newcombe, Jedidiah	Died after the war
North, Cyril	
Patterson, Everett	
Patterson, Irvin	
Patterson, Richard	
Proverbs, Laurie	Killed in action
Pentz, Arthur	Died overseas
Perry, Wesley	
Pollard, Dr. J. E.	Died after the war
Pollard, Allan	Wounded and gassed
Pulsifer, Karl	Wounded
Rafuse, Willis	Died of wounds (Decorated)
Reid, Wiley	

Pulsifer, Walter 44 *Wounded*

Reid, Roland	Died of wounds (Decorated)
Riley, Harry	
Rolph, Arthur	
Rolph, John	Killed and Decorated
Rolph, Hugh	Wounded
Robertson, George	
Schurman, Harry	
Shields, Donald	Killed November 11, 1918
Silver, Frank	Killed in action
Sims, Wesley	
Smith, Arthur	
Smith, Frank	Wounded
Smith, Maurice	
Smith, Stephen	Died of wounds
Stoddard, Clarence	Wounded and decorated
Stoddard, Fred	Killed in action
Sullivan, Edward	
Sullivan, Frank	Wounded
Sullivan, George	
Sweet, Clifford	
Taylor, Ernest	Wounded
Taylor, Percy	
Trefry, Wilfred	
Tracey, John	
Tracey, William	Wounded
Wallace, Isaiah	Gassed. Died after the war
Walsh, Lawson	
Walsh, Fred	Died after the war
Welch, Thomas	Wounded
Walker, Eric	Wounded
Whitman, Rupert	Died after the war
Wolfe, Harold	
Zinck, John	
Zwicker, Isaac	Died after the war

HONORED DEAD

Burton, Fred
 Cohoon, Harry
 Colby, Charles
 Comstock, Harrie
 Churchill, Claire
 Churchill, Alfred

BURIED IN

Hantsport
 Hantsport
 Boston
 California
 France
 France

Davison, Clyde	Hantsport
Dalton, Judson	Hantsport
Davison, Laurie	France
Davis, George	Hantsport
Dickson, Charles	France
Dodge, Frank	France
Gregg, George	Overseas
Haliburton, Gordon	Overseas
Hyson, William	Hantsport
Johnson, Walter	France
Laurence, LeRoy	France
Lightfoot, George	Hantsport
Mitchner, Kenneth	Hantsport
Masters, Allan	France
Macumber, Charles	France
MacKay, Don	Hantsport
Newcombe, Jedidiah	Hantsport
Pulsifer, Carl	U. S. A.
Millett, James	France
Pollard, Dr. J. E.	Hantsport
Pollard, Eric	Overseas
Pentz, Arthur	France
Patterson	France
Reid, Roland	France
Rolph, John	France
Rafuse, Willis	France
Silver, Frank	France
Whitman, Rupert	Hantsport
Zwicker, Isaac	Hantsport

