



September 2009

Volume 34, No.3
ISSN 0384 7335

The Griffin

A PUBLICATION OF HERITAGE TRUST OF NOVA SCOTIA
HERITAGE TRUST OF NOVA SCOTIA is a charitable organization. All donations are tax creditable.

French Village Train Station *by Peter Delefes*



Above, French Village Train Station, Upper Tantallon, as it is today. Below, as the station appeared in 1910. (Courtesy Jay Underwood.)



Editor's Note:

One in a series of articles that looks at some successful adaptive re-use projects involving historic buildings in the Halifax Regional Municipality. In this issue of the Griffin we are focussing on the former French Village Train Station in Upper Tantallon.

Of the hundreds of train stations built in the Maritimes from 1858-1988, in over fifty styles, only about eighty survive. Many of these no longer serve as train stations but have found other uses. One of these landmark buildings is the French Village Train Station in Upper Tantallon. Located on Highway 3 near the Peggy's Cove turn-off, it is readily identifiable from its traditional railway station design, from the name, French Village, in large letters on each end of the building, and from the old caboose attached to the former station, recently transformed into the Train Station Bike and Bean.

Marilou Levangie and Dana Gallant, the proprietors of the Train Station Bike and Bean, purchased the building in 2008 from the previous owner, Janice Woolham, who had run it for twenty-three years as The Train Station Gift Shop. When Janice bought the building in 1985, she says, it was in terrible shape. The windows were broken, there was no heating or plumbing and the roof had gaping holes, letting in the elements. She renovated the building, being careful to retain as many of the character-defining architectural elements as possible. She then acquired the 1966 caboose from CN and hired CN workers to lay the section of track where it now resides.

Marilou and Dana operate a café and bike shop on the premises, where patrons can purchase coffee and tea and enjoy light meals. In the section of the station that once served as the freight room, bicycles can be rented and bikes, accessories, and sports clothing may be purchased. Bike repairs are carried out in the caboose.

The French Village Train Station was built in 1904 by the Halifax and Southwestern Railway, a division of the
Continued overleaf

Station: *Continued from page 1*

Canadian Northern Railway, a private consortium that was absorbed into the CNR in the 1920s. It is not clear who its architect was, although a strong possibility is Ralph Benjamin Pratt, who came to Canada from England in 1892 and became the top architect for the Canadian Northern Railroad. He designed many of the stations for the line. The French Village Station is a modification of the Liverpool, N.S. station attributed to Pratt.

While train station design across Canada encompassed various styles including the Chateau Style, the Beaux-Arts Style, the Tudor Style and the simple House Style, many of the smaller, rural stations, such as the French Village Station, are recognizable by their wood frame design, their steep pitched awning roofs surrounding the building and their decorative brackets. The French Village Station is an asymmetric building with a large second storey gabled dormer in a pyramidal roof, which sits atop the pitched roof.

In her book, *As the Last Leaf Fell - From Montbéliard to the Head of St. Margaret's Bay: An Illustrated History*, Barbara Peart chronicles the decline of the French Village station as an active railway building. The last passenger train stopped running in October 1969, and in January 1990, the last freight train travelled between Halifax and Yarmouth. The train continued to run for another couple of years from Halifax to the Anil hardwood plant in East Chester. The rails were dismantled in the spring of 1996 to make way for the St. Margaret's Bay area Rails to Trails, a 33 km. multi-use trail from near the Hubley exit on Highway 103 (Exit 4) to Hubbards (Exit 6).

Elaine Cavicchi and her husband, Willard Cavicchi, live in the house adjacent to the old station. Mrs. Cavicchi grew up in the house built by her father, Burton Slaughterwhite, a section foreman

with the CNR from 1916-1949. As a young girl, Elaine had many opportunities to visit the station where a succession of station agents and their families lived. In the late 1940s she and her mother would take the train into Halifax to do their shopping.

When the building served as a train station, the rooms were configured differently than they are today. The station agents and their families lived in the building, occupying rooms on the main floor on the highway side of the building. The Bike and Bean's staff work area, today, was the kitchen which extended into a living room. From the living room there was a set of stairs up to the three bedrooms on the second floor. Passengers entered the station from the railway side where there was a small waiting room with benches and a coal stove to provide warmth in the winter. Next to the waiting room was the station agent's office with a small window into the waiting room, where passengers could purchase their tickets or conduct their business with the agent. From the agent's office he had a clear view up and down the tracks. Adjacent to this office was the freight room where the agent received passenger luggage and freight. There were no bathrooms for the passengers in the waiting room. Further up the tracks, to the south of the building, there was a two-door outhouse.

Although some of the interior walls have been rearranged, many of the interior features of the station are still in place. The original wainscoting on the walls, the old wooden floors in the passenger waiting room and the agent's office and the window and door mouldings preserve a feel of the old station. A copy of the train's schedule hangs on the wall and indicates that the train left Halifax at 7:00 am and arrived at French Village at 7:48 am, then continued along the south shore, arriving at Yarmouth at 6:40 pm.

Elaine and Willard Cavicchi remember some of the station



The Griffin

A quarterly newsletter
published by
HERITAGE TRUST OF
NOVA SCOTIA

Unless otherwise indicated,
the opinions expressed in
these pages are those of the
contributors and do not
necessarily reflect the
views of
HERITAGE TRUST OF
NOVA SCOTIA.

Editorial Committee:

Joan Dawson, Peter Delefos,
Linda Forbes, Janet Morris,
Nancy O'Brien

Contributors to this issue:

Joan Dawson, Peter Delefos,
Jocelyn Gillis, Jens Jensen,
Bruce MacNab,
Janet Morris, Bill Plaskett,
Jeffrey Reed, Roy Rhyno,
Mary Schaefer, Garry Shutlak,
Maynard Stevens,
Robert Whitelaw, Don Wyllie

We welcome submissions.
Deadline for the next issue:
October 15, 2009

Please send your
submissions to
HERITAGE TRUST OF
NOVA SCOTIA, P.O. Box 36111,
Spring Garden RPO,
Halifax, N.S. B3J 3S9

E-mail material to
heritage.trust@ns.sympatico.ca
website: www.htns.ca
Tel: 902 423-4807



Station: Continued from page 2

agents who worked at the French Village station. Among them were Dewey Isnor, Clarence Croft, Murdoch MacLean, Max Mitchell and Gary Howlett. Murdoch MacLean was station agent from 1956-1964. He is now retired and resides in Truro. His duties as agent included recording the passage of the trains, which he did by way of Morse code to the dispatcher's office in Halifax. He handled all the express shipments in and out of the station, sold tickets to passengers and also sold money orders to customers. He was responsible for the lever-operated signals indicating the track was clear for incoming trains. In his day, there was a passenger service, daily, from Halifax to Yarmouth, leaving Halifax in the morning and returning in the evening. As well, there was a freight train every second day.

Paul Boutilier who runs Boutilier's Lawn and Garden Shop, a short distance up the road from the station, remembers, as a young boy in the late 1960s, the many children who lived in the area of the old station. He says that for a short period of time, a group of them, under the influence of a few older boys, would come running out of their houses as the train was approaching the station and pelt the passenger cars with stones. They would then run off into the woods. After this had occurred on a couple of occasions, CN decided to take action. The next time the train neared the station and the stones started to fly, the train stopped and several CN police jumped out and rounded up the young miscreants. The

An old Canadian National Railway schedule. The waiting room with its ticket window.



police visited the local school to caution the students against such dangerous behavior. Paul says the stone throwing incidents stopped after that.

The Cavicchis and Irma Boutilier, Paul's mother, remember the 'pack peddlers' who used to arrive at the French Village Station in the 1940s and 50s and travel up and down the St. Margaret's Bay Rd., on foot, visiting people's homes to sell their wares. They were also referred to as the 'Syrian Peddlers' as some of them were of Lebanese or Syrian background. One of the better known peddlers was Anthony Arab. The peddlers would carry their goods in a huge pack on their backs. On entering a house they would open up the pack on the floor to reveal a plethora of goods including items of women's apparel, men's work clothing, sewing materials, soaps, toothpastes and other useful items. The

peddlers were always welcomed, as they were well-known in the community and the wide variety of goods they carried provided a real shopping experience and convenience for many who didn't have cars and seldom ventured into the city.

The French Village Train Station was, and continues to be, an iconic structure in Upper Tantallon. From 1904 until the early 1990s it served as an important hub for travellers and freight and, as such, it has an affectionate spot in the hearts and minds of older people in the community. In its new use as the Bike and Bean it serves the public as a welcoming place for travellers, whether by car, bicycle or on foot. The new owners are keen on preserving the historic elements of the building and on enhancing the attractiveness of the old station and its surroundings. Thus, the French Village Train Station is assured a continued presence in the community.

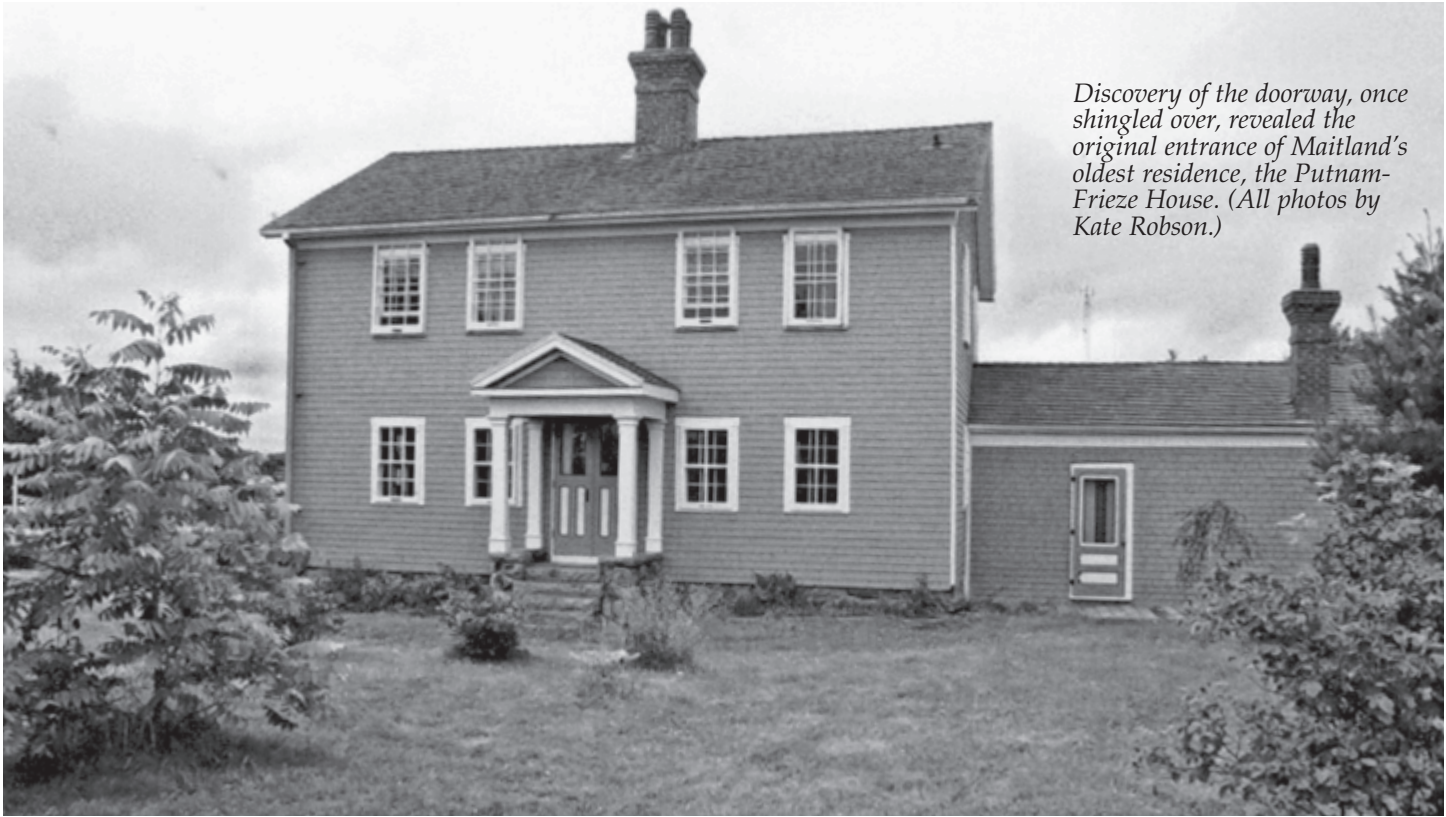
"The will to preserve these buildings has been demonstrated time and again by ordinary people who recognize the value of the complex historical and cultural meaning embodied in 'their' railway station." Peter M. Latta in Old Railway Stations of the Maritimes.

Looking for Noteworthy Restorations

Annual HTNS Built Heritage Award
— residential & commercial —
submissions due mid-October.

See www.htns.ca/Awards/Application Form

Please help us recognize special restoration efforts by individuals, businesses, communities or government.



Discovery of the doorway, once shingled over, revealed the original entrance of Maitland's oldest residence, the Putnam-Frieze House. (All photos by Kate Robson.)

The Putnam-Frieze House, Maitland *by Roy Rhyno*

The Putnam-Frieze House, the oldest in Maitland and possibly in East Hants, was built *ca.* 1785-90. William Putnam and his step-father, Luke Upham, received a large grant on January 30, 1777 in what is now the village of Maitland, the first Heritage Conservation District of Nova Scotia. William Putnam built a mill in another area around 1792 and he may have sold this house to William Frieze, who came to Maitland in 1796. So the name Putnam-Frieze.

The large house stood in the centre of the village. Its front door faced the mouth of the Shubenacadie River and Cobequid Bay, and was the only structure on what is now Maple Street. In 1993, abandoned since 1960, when Dorothy MacKenzie left it, it was slated to be demolished by the then-owner. I asked Merrill and June Miller if that was an inevitable fate. The reply was that they wanted to have it removed and tearing it down seemed to be the only option. "But what," I said, "if it could be moved intact?" I approached an experienced mover, Phil Leil Enterprises

Ltd., about the possibility of this move happening. Once I received assurance from him that this was possible, on August 10, 1993, it was moved across the marsh and down Highway 215 to the top of the hill above *Springhurst*, a provincially registered property. Dr. Brian Cuthbertson, head of Heritage in the Department of Tourism and Culture at the time, told me I must keep the integrity of the house and so I dutifully had it facing and overlooking Cobequid Bay.

So where to begin?

First, all the original stone was brought over and it became the facing over the cement basement foundation. A chimney, modelled on the size of the original, was built by Albert Hannah, a superb stonemason, who did all the stone and brick work. This loyal Scots-man, who had been here for over forty years, could not resist implanting a small Scottish flag on the top of this very "English" house, as he so named it, and knew full well I could never get up to remove it. In time, the high winds sweeping down the Bay removed it...but it was great fun

for him!

Two fireplaces were built back-to-back, including all the cranes and rods used in those early days to hang iron cooking pots, as well as a bake oven, so necessary in the 1790s. So, four chimneys emerged in the centre of the roof, each one with an English-made chimney pot, rescued from old chimneys in Halifax. The roof, as was the original, was shingled with wood shakes and wooden gutters were custom made.

Now to the interior restoration. For help, I turned to Allan Duffus, the architect from Halifax, who gave me careful assessment of what was original and this helped to keep me in line. Eighty-five percent of his fee was absorbed by a Provincial Grant.

Much had been altered over the years and Dr. Cuthbertson said in effect, "Don't think, Roy, that we will be registering this 18th century house. We have a fair number in the Province that have few alterations." "But Brian," I replied, "since I am moving the oldest house in Maitland, and one of circa 1790 vintage, to a Provincially Registered property,

House: *Continued from page 4*

does that not make it worthy of registration?" The house had been built by the original grantee of English descent and was still essentially intact, so therefore deserved a place in our history.

Dr. Cuthbertson took my request to the Heritage Council and thus it became a Provincially Registered House.

A long 'ell' was originally attached to the house at one gable end. It was detached and brought over on a trailer, following the main house across the marsh and along the Shore Road. It became the Carriage House. From the shingling on that gable end, it was obvious that the original 'ell' was small, but both had covered up two windows. I had Mennonite carpenters build an ell so that both windows were no longer hidden. A slate floor was laid, and it became the summer kitchen of years before.

The first room in the main house [to be repaired] was the original kitchen with a large open hearth. The ceiling plaster was removed with its furring, revealing six bark-covered beams and also a ship's knee. The beams were de-barked, cleaned and stained, as were the 12-14 inch boards above. Some sections of the original plaster had been broken or damaged which in turn revealed the hand-split lathes holding the plaster intact. The wide floor boards were sanded



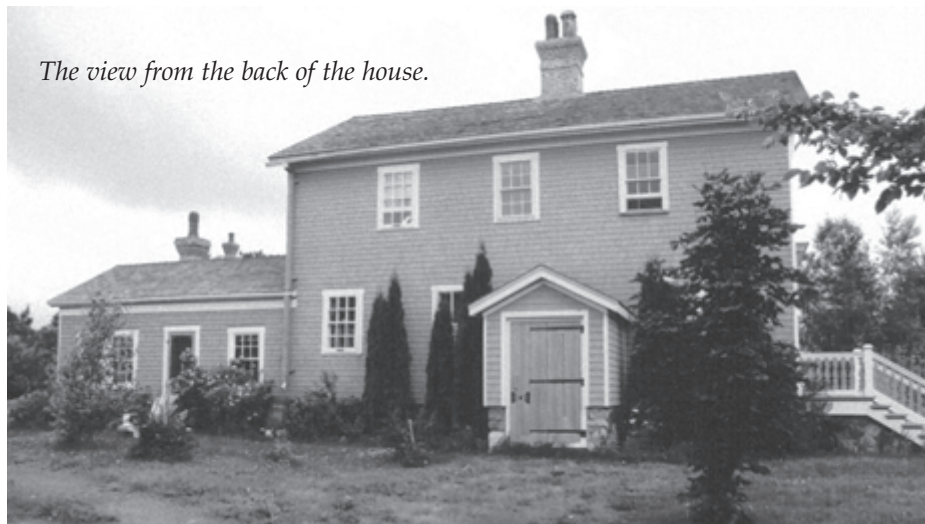
Note the Greek revival doorway leading into the main part of the house from the side. Approached from this angle it could be mistaken for a main entrance.

and stained. All the old wood-work and windows had been painted with lead-oil paint. Removing this paint was no easy task to the carpenter, Jason Murphy, who came to Maitland and began his restoration work five years earlier. (Upstairs, Lawrence Robinson, a Master Carpenter, was doing the same thing. He had done a lot of preliminary work on this house and has spent years working and keeping *Springhurst*, the ca.1870 house, in fine shape.)

In this room there was a door (one of four) which led to a small room where a set of drawers had been built against an outside wall. When these drawers were

removed, another secret was revealed. It was evident that a door frame had once been there and behold, we had found the front entrance to the old house. Shingles on the outside had completely hidden it from view. To my delight, another door frame was found and this one led into the parlour room. A door found in the attic exactly fitted this opening and matched all the other 'Christian' doors in the house. To those of you who acquire an old house and begin your restoration, you will understand the joy that comes when the house reveals itself to you, and the work and design of those early master carpenters. It is then you see and feel the 'flow' of the house created by the original builder. In visiting many old 'ante bellum' houses of Natchez, Mississippi, I always looked for the 'flow' of these houses, which seemed to be the mark of those early builders.

Now to a new puzzle. Off the kitchen and parlour rooms was a long corridor, the length of the house. The stairs to the second level were placed between two small rooms at either end. Mr. Duffus, Mr. Murphy and Mr. Robinson all doubted that these were the original



The view from the back of the house.

House: *Continued from page 5*

stairs. Plaster, a chair rail and design did not quite fit the 18th century house. Had the Frieze family early in the 19 century changed them? In the kitchen, a door on one side of the fireplace led to a small area (larger than a closet, smaller than a pantry); directly above it was an area of the same dimensions. Could it be that a narrow winding staircase once existed? Upstairs, a hidden door suggested that this may be the case. Perhaps it is a mystery still to be resolved.

However, back to the corridor. At one end was a small room (perhaps a 'birthing' room) which had a small door leading outside at the gable end. The peculiar thing was that the outside was definitely a Greek Revival entrance. What was it doing on the Colonial House? At one time, a few yards from this gable end, only a cowpath existed. Then, in the mid 1800s, a street was built leading up to Church Street and Goose Lane. It is my belief that the Frieze family wanted this main door to be facing the fine new street. Most of the carpenters of that era were building Greek Revival houses so, instead of windows, they built a new door facing the new street and boarded up and shingled over the original

front entrance.

At the other end of the corridor was another small room which was inaccessible when I moved the house. Upon examination, we found another small, slender door frame and reopened it and lo' a pantry emerged!

So much was revealed to us downstairs, what awaited us on the upper level? At the top of the stairs was a duplicate of the corridor below. Two rooms (originally bedrooms) at each end and a further two rooms, totalling four bedrooms, each of them containing a corner post. (The Putnam-Frieze house *ca.*1785 is of a post and beam construction.) In the smaller bedroom we left a small panel revealing the split lathe behind the plaster; at the other end, we turned the bedroom into a bathroom with a "tin-tub", a washstand and a linen/towel cupboard (made from old boards and doors found in the house).

One of the large bedrooms revealed more secrets. Chief [among them] was the uncovering of a third window obscured outside by shingles. This brought light to the original five bay Colonial front that had for so long eluded us. Upstairs, two windows overlook Cobequid Bay. Three different plaster areas reveal the windows and two doors in this room. One of the doorways has

been restored.

Part of the provincial grant also included the services of Anita Jackson, a landscape architect employed by the Department of Culture and Tourism. She examined the land and suggested landscape features suitable for a property between 1790 and 1830, which was of great assistance in planting trees, hedges, and orchards and in creating pathways. I have planted over 100 trees and bushes using her sketches as a guide. Elsewhere on the grounds of this house are various outbuildings. One of these is the old ell, now a carriage house of which I have said nothing about its restoration....another story for another time.

The old well now boasts a roof supported by beams I acquired from the Sheridan house *ca.*1830, which was demolished in the early 1990s. The design came from a visit to a shipbuilding museum in PEI. Aside from two other sheds, also restored, we have built a 'privy' which was a standard feature of the day. The top of this structure is a restored belfry from a nearby church, complete with crosses at each end and carved features. Lawrence, who has done the construction of this building, has also installed a ship's bell, which can announce one's arrival and departure from the premises. A London-born friend of mine, who has long since departed, had a home in Gays River called *Elmbrae*. He had named his privy $\sigma\pi\theta$. "Why?" I asked. He told me it was a Greek word meaning "the place". How appropriate, I thought. So I have named this structure $\sigma\pi\theta$ in memory of our good friendship.

In conclusion, if anyone had the courage to read the above, then I can only say that the task of restoration is not an easy one, either financially or physically, but do not be discouraged, because the spiritual rewards and the pleasure and joy resulting from your efforts make it all worthwhile. ☺



A quirkily designed outhouse made from a restored belfry.

Soon to be Gone: End of the Roy Building *by Garry D. Shutlak*

James E. Roy began contemplating a large modern office building on Barrington and Granville Streets in 1895. With his architect, H.S. Tremaine, he travelled to various American cities studying modern structures and finally, in 1897, he decided to build the \$100,000 three-storey building of brick and pressed stone. The building was 120 feet long on Barrington street and extended through to Granville Street; there were three shops at street level. The building was designed to be, ultimately, five storeys on each street. Among the first tenants were Public Works Canada (Mr C.E. Dodwell, engineer), insurance companies, physicians, barristers, and agents. The shops were occupied by the Halifax Piano & Organ Company; Levy & Michaels, wholesale and retail jewellers; W.L. Lane & Co., booksellers & stationers; and L. Higgins & Co., wholesale boots and shoes. As years passed, the tenants changed. Among the more notable were architects A.R. Cobb, W.M. Brown and F.M. Burton, and artist and principal of the Victoria College of Art & Design, Henry M. Rosenberg. On January 7, 1919, the most disastrous fire in a decade would completely gut the structure and cause damages estimated at over \$400,000. The major losers were Mr. Roy, F.W. Woolworth Co.'s 5,10 and 15 cent store, Winter Brothers' Ladies' and Gents' Furnishings (where the fire started) and Office Specialty, Imperial Tobacco and Willis Piano and Organ Company, located on Granville Street.

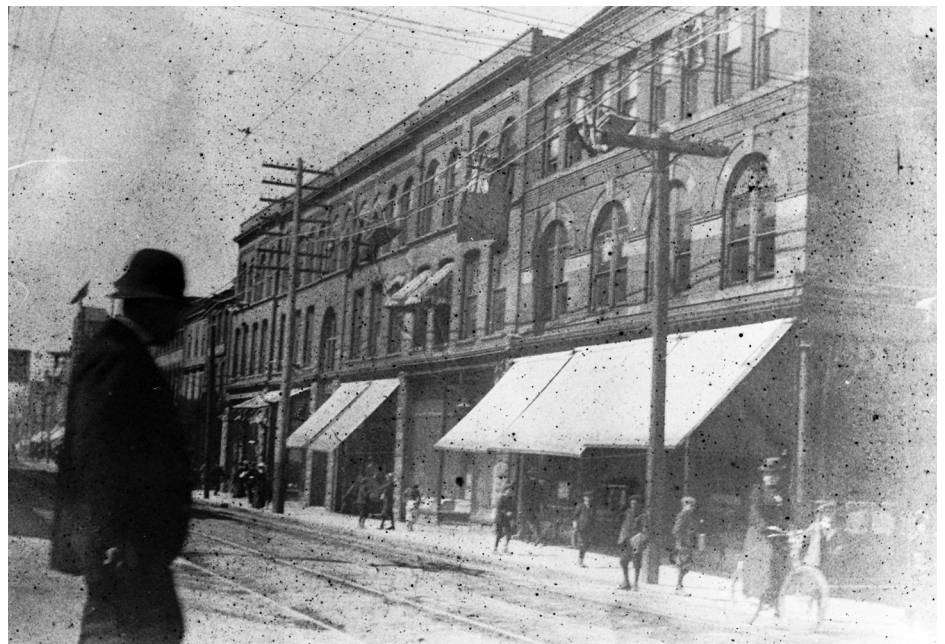
When the smoke cleared and the debris was removed, all that remained of the Roy Building were the outer brick walls, the roof and floors having collapsed in on one another. Mr. Roy asked his neighbour and fellow Bedford resident, architect Andrew R. Cobb, to rebuild the structure. Mr. Cobb quickly set to work,

hiring William P. Leger to assist in the office and Clifford St. Clair Wilson as structural engineer for the building, which would retain the existing walls and cladding, with a fourth storey added to the structure. Mr. Cobb was given only a couple of months to redesign the building and then had to sue Mr. Roy for his fees. Mr Cobb won the court case, but

did not supervise the construction of the new building.

After the First World War, Mr. Roy brought his son into partnership and the business was incorporated as a limited company. In 1928, they decided to add an additional two storeys and renovate the building, using only Nova Scotian products.

Continued on page 14



The Roy Building, straddling Barrington and Granville streets, was a fulcrum of Halifax's once bustling downtown business and retail district. Above, a woman, barely visible, walks her bicycle to the corner of the Roy Building block; below, a more congested but similar view from the early part of the last century. (Courtesy of the NSARM.)



HTNS Religious Buildings Committee Report

The Religious Buildings Committee, an ad hoc committee of Heritage Trust, has as its goal the preservation of heritage religious buildings. It is intended to play a consultative role with respect to the Communities and HRM Committees of HTNS. Its membership includes Roger Cann, Pam Collins, Brian Cuthbertson, Graeme Duffus, Art Irwin, Homer Noble, Philip Pacey, Elizabeth Ryan, Mary Schaefer (chair), David Sutherland, S. Swaminathan.

Terms of Reference: "The purpose of this ad hoc committee

is to deal with province-wide policies to promote the protection of religious buildings. The committee, through various outreach activities, will investigate the policies in place in religious denominations, both within and outside the province, and will work to educate religious bodies, stakeholders and the public on the important role that religious buildings play in our cultural landscape. The committee will also investigate challenges faced by churches and adaptive-use solutions for church buildings.

The committee may be consulted by the Communities Committee and the HRM Committee, which have responsibility regarding individual religious buildings and inventories."

Its work can be summarized as 1. developing and promoting protocols for the conservation and/or re-use of religious buildings of heritage status as described in the Terms of Reference; 2. responding to the conservation or loss of particular religious buildings with special reference to the protocols; 3. education of church leadership and the public generally on the values embodied in heritage structures by sharing information on provincial, national and international developments in the field.

Religious Buildings has been meeting at the Dalhousie Faculty Club on the fourth Monday of each month, with the day now changed to Tuesdays to better accommodate work schedules. Participation of members has been affected this year by out-of-province engagements and ill health as well as by stormy weather. However, membership has been increased through invitations to the Interfaith Council of Halifax and to individuals, adding expertise and denominational and interfaith representation.

At each meeting anecdotal reports on religious buildings at risk are shared by members. The group has begun acquainting itself with some denominational protocols for church buildings (most of which concern liturgical requirements rather than addressing heritage issues). Its next meeting, scheduled for September 29, will be a brain-storming session regarding ways to carry out public education.

*Respectfully submitted for the Religious Buildings Committee,
Mary M. Schaefer (Chair)* ☞

Survey of Industrial Archaeology of Nova Scotia aims to collect data

Industrial Heritage Nova Scotia (IHNS) has recently launched a new initiative that will allow anyone interested in the province's industrial past to make a personal contribution to its preservation. The Survey of the Industrial Archaeology of Nova Scotia (SIANS) aims to collect data on as many old industrial sites as possible. While most major sites are well known, countless others are overlooked because we are unaware of them. You can help raise awareness by sending in information about sites that you know about. Your input is critical to the project's success.

The SIANS database will give us a better understanding of the historical and engineering importance of individual sites, and of the development of particular industries in Nova Scotia. It will enable people to find and visit sites more easily, and it will, we hope, become a useful tool in arguing for the preservation of threatened industrial heritage.

Sites of interest like old mills, creameries and manufacturing plants dot the landscape of Nova Scotia and form an important part of our lives. The Sydney Tar Ponds are an example of an

industrial landscape, as is the Starr Manufacturing Plant in Dartmouth. There, the arrangement of workers' housing and their place of employment formed a unique cityscape, now sadly torn down. In contrast, the Lunenburg waterfront is an industrial landscape which has escaped destruction and is now a world heritage site and a major tourist attraction. But other sites important to our heritage are virtually unknown or recorded.

You do not need to be an expert to contribute to SIANS. It's as simple as identifying a site's location, providing a short description of what it was and what remains of it, accompanied, if you like, by a photograph (or photographs). As more sites are added to the database, awareness of the range of the province's industrial heritage will grow accordingly. Who knows? Maybe the site that you contribute will become an important part of Nova Scotia's industrial archaeology.

To find out more about SIANS, visit www.industrialheritagens.ca and click on the SIANS link. We welcome your participation. DW ☞

The Great Influenza Pandemic of 1918-1919: The Nova Scotia Experience

The talk at the Museum of Natural History on May 21, 2009 by Dr. Allan Marble happens to be rather timely. This early 20th century event was the greatest pandemic visited on mankind in history, and today we are facing a possible pandemic of a similar H1N1 virus, called "Swine flu". So there were some important lessons to be learned, as well as some important history.

Where the "Spanish Influenza" started is still controversial, though it probably started in Kansas. A Dr. L. Miner noticed dozens of his strongest patients were "...being struck down by influenza as if they had been shot", and he sent a report to the U.S. Public Health officials. The Kansas town happened to be near the second largest Army Camp in the USA, with 56,000 soldiers living in overcrowded and unheated conditions. On March 4, 1918 the influenza was apparent, and in early April the soldiers embarked on a journey to France. The influenza attacked the French and British armies by April 18, 1918. By June the British soldiers were returning from Europe and introduced it into Britain. A German Commander postponed, and then cancelled, a major offensive attack because of the disease in the German ranks. By July it had struck Italy, Holland, Norway, Sweden, Portugal and Spain – and then it was named.

On September 1, 1918 the first recorded death in Nova Scotia occurred, and by September 14, nine fatalities at Belle Côte, Inverness County were recorded. On Sept.11 a death is recorded in Beechville, near Halifax, and on the 23rd a death is recorded in Yarmouth. By the 26th the ships *Niobe* and *Donegal* and the French cable ship *Edouard Jeramec* in Halifax Harbour were infected.

At the time medical science

September 2009

knew nothing about viruses, and the sick were treated for a bacterial disease. Dr. Welch was in Boston where the disease had struck 2500 soldiers, and he called on Oswald Avery, a one-time Haligonian now working at the Rockefeller Institute, to find a vaccine. (Oswald Avery almost got the Nobel Prize in 1944 for work leading to the discovery of DNA, but as his research was published in a secondary journal, he was passed over.)

The Nova Scotia response was the work of three doctors: Mayor Arthur Hawkins, Dr. William Hattie, the Public Health Officer (whose house on Argyle Street is loved by Haligonians today and which is under threat by HRMbyDesign), and Dr. Norman McKay, the Chair of the Board of Health and Quarantine Officer for the Port of Halifax. On October 1, Mayor Hawkins, who happened to be a physician and whose personality was such that he brooked no nonsense, tried to tell Ottawa that victims should not be placed in the Cogswell Street Military Hospital along with other ill people. The hospital was situated in the area of the present Staples Store on Gottingen Street. On October 2, Mayor Hawkins sent three doctors to Boston to assess the situation there and report. They recommended that victims be isolated and newspapers be used to disseminate information. Dr. Hattie issued a statement describing symptoms and treatment. Dr. MacKay recommended that schools, churches and theatres be closed, a very controversial decision. The theatres were closed for six weeks; the clergy conducted services outside. On October 7, classes at Dalhousie and the Nova Scotia Technical College ceased and the first listing in the newspapers of cases was reported, though not names. On October 8, the City bought a

vaccine to prevent infection, though contents of the vaccine were a closely-guarded secret. In mid-October there was a great leap in deaths recorded; in October, November and December, 1918 almost 500 people died. A second wave of deaths occurred in 1919-1920 when about 250 more people died in Halifax. In the United States there were three waves of death. The death toll in Nova Scotia was 1769 recorded deaths in a population of 514,998, (of which 898 were in towns and cities), or 3.47 per 1,000 of the population, which count included returning soldiers and sailors who were non-resident. In Nova Scotia the death rate was relatively low (the rate was 6.12 in Quebec, 7.42 in Saskatchewan, 6.3 in Alberta and 6.02 in Massachusetts). The low death rate may be attributable to the actions of these three doctors, who didn't even know what they were dealing with. Nine of ten people infected survived.

The pattern of death saw people die in as little as eight hours, or greater than seven days. The influenza was almost always accompanied by pneumonia, and cause of death could be named as either pneumonia, influenza or "the grippe". There was no occupational link. Ten nurses died in Nova Scotia, but a much greater percentage died in the USA. Two doctors succumbed to the illness. They wore masks but it was subsequently proven that the masks were of no account due to the small size of the virus. The pattern was an inflammation of the upper respiratory tract. The age graph showed that most deaths were in the 18-40 age group, with no distinction based on sex. Amazingly, the elderly were less likely to die of the illness; it is possible that they had acquired a degree of immunity. It has been postulated

Continued on page 22

Page 9

President's Report: Your Support Needed in Days Ahead



Peter Delefes, HTNS president.

I am honoured to have been elected, at the Annual General Meeting in June, to serve as your President for the coming term. As many of you will know, I was President of the Trust from 2000-2003. Since then, I have served two terms as Past-President so I am well acquainted with the mandate of the Trust and look forward to working with the Board and the membership to carry on the important task of preserving and promoting the built heritage of this province. The Heritage Trust of Nova Scotia was established 50 years ago, in 1959. You will be hearing more about the celebratory activities we are planning in the fall to commemorate the 50th anniversary of our founding.

These past few years have been challenging ones with the Trust in the forefront of the struggle to prevent dreadful developments such as the Twisted Sisters and the Waterside Development at Historic Properties in downtown Halifax. During the past three years we have tried to maintain the excellent policies in the Municipal Development Strategy and the Regional Plan, which have been under assault by the HRMbyDesign Plan. Many of you turned out at public hearings to

work on these issues. Others have provided moral support and financial assistance and volunteered to sit on various committees of the Board. Your participation has enabled the Board of the Trust to carry out its work. We will need your on-going support in the coming year.

At the Annual General Meeting I expressed, on your behalf, special appreciation to Philip Pacey who has just completed his three-year term as President of the Trust. We have been fortunate to have had some of Phil's ability and energy and commitment leading us through the challenges of the last couple of years. He has set the bar high for future presidents of this organization. I am truly daunted, being the one to follow in his footsteps. Through his diligence and commitment in pursuit of the public good he has raised the stature of the Heritage Trust and been an inspiration to me and to others to continue the significant

work of our organization.

Thankfully, Phil will stay on the Board as Past-President and has agreed to continue to chair the HRM Committee which, among other responsibilities, will monitor the implementation of HRMbyDesign.

Our talented Board members working through a variety of committees will continue efforts to extend the reach of the Trust across the Province and to develop new and exciting programs to engage Nova Scotians in the important task of preserving and enhancing our built heritage infrastructure for future generations. Please feel free to contact me (pdelefes@eastlink.ca) if there are matters which the Trust should be aware of or if you have ideas and suggestions which may further our important work.

Peter Delefes
President,
Heritage Trust of Nova Scotia ☞

Heritage Trust of Nova Scotia Illustrated Public Lectures Fall 2009

September 17 at 7:30 pm

Nova Scotia Gothic
Peter Coffman

October 15 at 7:30 pm

Imperoyal Village: the Wonder Town
The Rev. Dr. John Hartley

November 19

50th Anniversary Celebration
Guest speaker: Anthony Tung

*Meetings are normally held at 7:30 pm in the Auditorium,
Museum of Natural History, Summer Street and Bell Road, Halifax.*

Interpreting Pre-Deportation Era Acadian Houses

The final lecture of the season was given after the Annual General meeting by Jonathan Fowler, who teaches archaeology at St. Mary's and has worked on many digs at Acadian sites, particularly at Grand Pré. His theme was the interpretation of Acadian houses built before the Deportation: their design, and how people lived in them. He reminded us that it takes only a few generations for people's lifestyles to change unrecognisably.

What were the houses like? Jonathan began by tracing the romantic view of Acadian village life given by Longfellow's *Evangeline* to the account of the early 18th century French traveller Dièreville, who also gave a glowing account of Acadian society. He compared 20th century artists' conceptions of rural Acadia to earlier travellers' images. But even Franquelin's 1668 map with images of houses at Port Royal is not a reliable interpretation, and subsequent maps show the location but not the details of the houses. There is no real contemporary image of an Acadian house.

Most early writers describing these houses referred to them as "low" structures: one storey buildings built of wood and *bousillage* or *torchis*, a mixture of mud or manure with straw or marsh grass, with massive chimneys. (Samples of this substance, and of the local basalt rock that was also used for construction, were passed round.) Writers from Europe were very disparaging of the Acadian dwellings, describing dark, smoke-filled houses with a few simple sticks of furniture – though many peasants in the Old World must have lived in equally primitive circumstances.

Not all the Acadian houses have disappeared. The DeGannes house in Annapolis Royal, probably the oldest in the province, the Sinclair Inn and several other structures survive in that town,

some with later additions. Those that are buried can often be identified by aerial photography which shows the crop-marks indicating their location. Archaeological excavation has taken place at sites such as Melanson, Belleisle, New Minas, Beaubassin, Grand Pré and Falmouth. This has revealed the outlines of buildings, showing the location of the walls, chimney, bake-oven (usually outside, behind the chimney) and cellar. The houses were typically about 30'x 20', oriented east to west. Sometimes the walls were on a stone foundation, but often were just built on a wooden sill that has since rotted. The cellars of many of them remain. The walls were wooden, either *piquet* style with *bousillage* filling the chinks, or framed, with *bousillage* infill. The roofs were usually thatched.

Jonathan then spoke of the human life that went on in these houses. Archaeological evidence shows that most of them consisted of one un-partitioned room, the *salle commune*, with a hearth at one end and beds built into the wall. Boys sometimes slept in the attic. Large families lived, raised children, cooked, ate and slept in these one-room homes, and in winter spent a lot of time there. Villages were often small, consisting of a group of houses inhabited by members of an extended family. Life was therefore dominated by family ties.

To outsiders, and particularly to British eyes, the Acadian way of life in these "miserable cottages" seemed very primitive. The fertile dyke land provided subsistence without the necessity of spreading manure, so dungheaps were common, and after a while the barn was simply moved elsewhere. The Acadians had a fair amount of leisure time, and as French Catholics they were considered idle and barbarous by the Protestant elite of colonial Nova

Scotia. Jonathan postulated that this view may have been at the root of the ethnic violence of 1755. In any case, the New Englanders of that time would have had a far different view of the Acadian society from the bucolic scenes depicted by Longfellow in years to come.

A lively discussion period completed the evening, and the audience was invited to examine some of the artifacts from excavations of Acadian houses. JD ☞

Port Medway Cemetery Update

Just to keep you up to date, in June we completed the first phase of our major restoration program with Heather Lawson, gravestone restoration specialist, and a dedicated core of volunteers, from heavy-lifters to more detail-oriented workers. We have also begun the documentation process, recording inscriptions, marker type, condition, maker, etc. Tim Reeves-Horton filmed a short video of the project, which will be on the Communities pages of southshorenova.ca, along with cemetery photographs and the *Griffin* article. Municipal Heritage Status for the Old Cemetery and the Port Medway Lighthouse was conferred August 1 during the Friends of the Old Port Medway Cemetery Art Show and Sale. The Province designated the Old Port Medway Cemetery a Provincial Heritage Property on August 8, during the "Scanning the Past" exhibition. And speaking of heritage, the highlight of this year's show was probably the presence of the Maritime Museum's replica of the *Elson Perry*, a 20' Port Medway boat built before 1900, probably by Elson Perry, the first lighthouse keeper at Medway Head. Eamonn Doorly built the replica. RW ☞

Recollections of Town and Gown in a Rhodes & Curry Building

Another in our series about local societies and community museums, this article describes a re-purposed building, the former Antigonish railway station.

Situated at the East End of Main Street in the Town of Antigonish is a building which today functions as the Antigonish Heritage Museum. In an earlier time, it was used as a railway station depot. The building was erected during the term William Chisholm served as Minister of Public Works, while representing Antigonish as a Federal MP. The station was among major infrastructure projects that were undertaken in 1905 within the Town of Antigonish. Tradesmen and carpenters enjoyed the boom in construction that saw a new Royal Bank, Post Office, and Celtic Hall built.

The design of the building is attributed to William B. MacKenzie, Chief Engineer with the Intercolonial Railway, based in Moncton, New Brunswick. Rhodes & Curry of Amherst were awarded the contract to construct the station. Completed in 1908, the building is typical of a Class 2, two-storey brick station. Some of the prominent architectural features include a cross-gable roof, semi-circular windows in cross-gable façades and small gable dormers on ends. There are bracketed extended eaves on all four sides and small triangular gable dormers on either side of the cross gable. The walls are red brick with sandstone sills and lintels; granite steps remain at two of the main exits from the building.

Shortly after construction of the station in August 1908, the first dignitaries arrived in Town. Lord Lovat travelled by train to attend the Highland Games and to receive an honorary degree from St. F. X. Special excursion rates were advertised for travellers wishing to participate



The Antigonish Train Station, now the home of the Antigonish Heritage Museum. (All photos, courtesy Antigonish Heritage Museum.)

in activities surrounding his visit. These half-price rates were offered from Sydney, Halifax and Truro on several occasions, for visitors wishing to participate in Highland Games festivities. In 1924, residents of the town came out in great numbers to welcome the papal delegate, their cars decorated with ribbons in official papal colours. Politicians of all stripes used whistle stops at the local station to promote their agendas. During early days of the Antigonish Movement, the train was used to bring agricultural expertise to rural communities to educate and conduct soil testing. Many of the early sports teams travelled to competitions *via* train.

This railway station provided passenger, freight, mail and express service to Antigonish for over 75 years. Goods of every description were shipped *via* rail

including lumber, pulpwood, fish, cattle, coal and manufactured goods. Pens surrounded the station property as live cattle waited for shipment to market. It was a major hub of economic activity and provided employment for station agents, sectionmen, engineers, telegraphers and others. With the railway, the opportunity to leave Antigonish was also made easier. During the 1880 to 1930 time period, the population virtually halved. No other county in Nova Scotia experienced that rate of out-migration. With the discontinuation of passenger rail service on the Sydney – Truro line in February 1989, the railway depot became surplus infrastructure for CN. The Town of Antigonish purchased legal title to the building for \$1.00 and signed a lease that stipulated use of the building would be for community,

uilding: the Antigonish Heritage Museum *by Jocelyn Gillis*

non-profit purposes only. The Heritage Association of Antigonish, established in 1982, collected artifacts, reference and archival materials for the day it would have a permanent Museum to house its collection. In June 1991, a dream was realized when the Antigonish Heritage Museum opened to the public. Hours of operation are year round and are posted locally and on-line.

The museum features two main display areas where exhibits tell of our community's rich history and material culture. As well, a resource room houses a reference library and a growing archival collection. For genealogists, an extensive collection of family histories, charts, and a database of Antigonish pioneers and descendants are available for perusal. A photocopier is accessible for public use as well as a CAP site computer with high speed internet and printer.

As a service to the community and in order to stimulate interest in our local history, a guest lecture program is held each September through May. Speakers present a variety of topics including biographical sketches, natural history, events, businesses and organizations. There is no charge and often the presentations are recorded for play on local cable TV. A newsletter is produced between 6 and 8 times a year and soon will be included on the museum's website. Each month a feature article on local history appears in Antigonish's weekly newspaper, and each week a photo of historic and cultural interest appears in *The Casket*.

The museum actively participates in local research and has worked closely with Dr. Laurie Stanley Blackwell of the St. F. X. History Department. Two websites have been created as a result of this collaboration: "A Virtual Tour of the Architectural Heritage *September 2009*



A throng of St.F.X. men gather at the train station.



The bustle sparked by a train's arrival.

of Antigonish" (www.stfx.ca/people/Stanley/history) and "From Querns to Quilts-The Material Culture of Antigonish" (www.stfx.ca/people/Stanley/material).

The museum has supported the efforts of local authors and others in telling stories of interest to the broader community.

It was from the train station that soldiers of World War I left for overseas service. Young men left on the Harvest Trains for employment harvesting the crops in Western Canada. Students travelled to Antigonish to take up studies at St. F. X., Mount St.

Bernard and St. Martha's School of Nursing. For many, the Station is the first, or the last, memory they have of Antigonish. It is most appropriate that the Station now houses the Antigonish Heritage Museum. The architecture, the history and welcoming atmosphere make the Museum a great place to visit.

The Museum's web-site is www.parl.ns.ca/aheritage. Contact 863-6160 or antheritage@parl.ns.ca for more information.

HTNS Board and Executive Members 2009-2010

The following new members were elected to the Board at its Annual General Meeting on June 18, 2009:

BETH KEECH has lived in Grand Pré for the past 32 years. She has been a zealous advocate for heritage over the past two decades. She and her husband have bought and restored an 1820s home in Grand Pré. Among her many volunteer activities, Beth is on the Nomination Grand Pré UNESCO Advisory Board, she is a founding member of the Kings Hants Heritage Connection, a member of the Wolfville Historical Society and of the Kings Historical Society. Beth is also a founding member of the Provincial Heritage Property Owners' Assoc. of NS.

BERNIE DAVIS grew up in a Greek Revival house built in 1857 in Rhode Island. He taught education and philosophy at Saint Mary's University from 1971-2007. He is the owner of five buildings built ca. 1850 on Falkland St just north of the Halifax Citadel. Bernie is an active member of the Halifax Committee of the Heritage Trust.

Roy: *Continued from page 7*

Unfortunately, I do not know the architects for the additions, but the contractor was MacDonald Construction and the concrete, girders, etc., were supplied by W.H. Noonan. The decoration of the building was undertaken by J.E. Roy & Co. The work began on August 24, 1928.

In July, 2009, developer Louis Resnick unveiled a seventeen-storey proposal for the Roy Building, to be built in a style replicating that of the original building. Mr. Resnick should seriously consider giving us a first class 21st century building rather than a fake Roy Building. There are enough fakes in the city already. ☺

IAIN TAYLOR is a retired university professor of urban and historical geography and is also the President of the Friends of Point Pleasant Park. He and his wife, Nan, have owned and restored a number of heritage houses, their first being an 1867 sandstone terrace home in Liverpool (U.K.). While teaching at the University of Edmonton, Iain and his wife purchased a 1911 'balloon frame' house. They restored it, room by room, to its former elegance and had a 70th birthday party for it in 1981. In the Kingsport area of the Annapolis Valley, they acquired an old, run-down dwelling which they have completely restored. Its timbers, dated by dendrochronology, were cut in 1772. They now let it fully furnished for summer and long-term rentals. Iain and Nan have also purchased two adjoining properties, one a small house of the depression area and next to it a large gothic farmhouse in need of sympathetic restoration and modernization. ☺

The Executive

President: Peter Delefes

Past-President: Philip Pacey

Vice President, Heritage:

Paul Erickson

Vice President, Finance:

Mark Stewart

Treasurer: Fred Hutchinson

Secretary: Janet Morris

Committee Chairs

Membership: Linda Forbes

Newsletter: Peter Delefes

Programme: Alan Marble

Projects: Elizabeth Pacey

Publications / Books:

To be filled

Publicity: Dulcie Conrad

Research Communities

Michael Tavares

Awards: Joyce McCulloch

Heritage Canada:

Andrew Powter

Members at Large

Retiring in 2010

Judith Cabrita

Judy Haiven

Beth Keech

Beverly Miller

Mary Schaefer

Retiring 2011

Conrad Byers

Arthur Carter

Bernie Davis

Doris Maley

Janice Zann

Retiring 2012

Kevin Ball

Sara Beanlands

Daniel Earle

Nancy O'Brien

Iain Taylor ☺



Aspire to inspire future generations of Nova Scotians to keep historic places alive. Giving to the Heritage Trust through a bequest, large or small, helps to support our work protecting built heritage. Our heritage is our future. For more information contact the Trust by phone at 902-423-4807 or by e-mail at heritage.trust@ns.sympatico.ca.

*Photo courtesy of NS Historic Places Initiative,
Department of Tourism, Culture and Heritage*

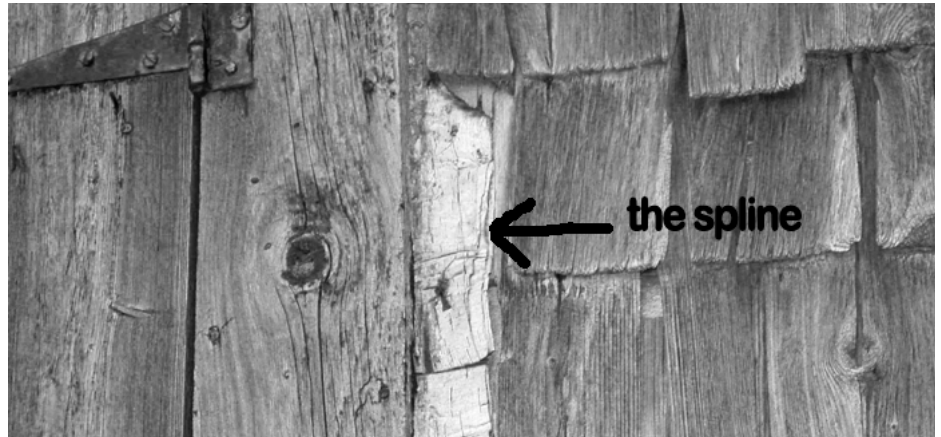
Why Modern Buildings Leak : A Builder's Secret that Might Prevent Millions in Damages *by Bruce MacNab*

It's surprising how many wood-framed structures have survived beyond a century in Nova Scotia's notoriously damp climate. It's equally surprising how many modern wooden structures start to fail and experience water problems almost as soon as they are constructed. This reality is either a sad commentary on modern builders or a testament to the superior craftsmanship of our past generations of tradesmen. It's most likely a combination of both options.

In bygone days, products like window caulking were non-existent or very rare. Carpenters had to accept that rain water would penetrate siding, shingles and brick veneers at vulnerable exterior or wall locations. Carpenters lived by a simple golden rule – if water gets in, it has to get out. Their first step was to identify where water was most likely going to breach their best efforts in providing a weatherproof exterior. In wall construction, nothing is more vulnerable than vertical joints where sidings meet windows, doors or corner boards.

The solution to keeping water from penetrating vertical wall joints is surprisingly simple. To mitigate water damage, carpenters installed back-flashing behind the siding. A six-inch strip of thin waterproof material, called a spline, was placed on the vertical sides of window openings before the windows were installed. After a window was installed, a good portion of the spline that remained was eventually covered when siding was installed. Splines were also installed at corner boards and doors.

These vertical splines easily keep water from penetrating the wall cavities. Of course, carpenters have to be careful with the detail at the bottoms of splines to ensure that water running down the length of the spline is diverted



This birch bark spline is still protecting the vertical joint behind the door trim even though the spruce shingles have long since weathered away. Location: Max Smith farm, Smithfield, Guysborough County, Nova Scotia. Photo by Bruce MacNab, 2007.



This modern window was installed without a spline. The siding installer will count on building tape and caulking to prevent water penetration. Location: Dartmouth, Nova Scotia. Photo by Bruce MacNab, June 2009.

out and away from the back of the siding. Likewise, the tops of windows and doors must have properly installed head flashings that work with the splines to prevent water from getting behind sidings.

The most common modern spline material is tar paper, although bitumen products and metals are also utilized. When renovating older homes in Nova Scotia, you will occasionally discover splines made from canvas or even birch bark. One thing is certain: you will never find an older home that was built without splines.

Sometime in the last twenty years, many builders decided that splines were no longer necessary.

After all, modern construction tape and caulking could keep out rain just as well as a strip of old fashioned tar paper. Unfortunately, caulking often fails or isn't applied carefully enough. When caulking does fail, there is no spline as a backup defense to prevent water from penetrating the wooden wall behind the siding.

Wall failures have been blamed for the "leaky condo" crisis in British Columbia. Here at home, several buildings have also experienced leaking walls. One large wood-framed condominium project, on the shores of Lake Banook in Dartmouth, required very expensive remedial work to correct damage caused by poor

Continued overleaf

On the Market in Maitland

A pamphlet entitled “Free Walking Tours of 55 Heritage Properties in Maitland” was published some years ago. It has since been revised to highlight 47 remaining properties, and is available in the W.D. Lawrence House Museum in Maitland. This is an excellent resource drawn on for information on these four heritage properties:

David Frieze House,
8778 Highway 215, Maitland
David Williams, MBA Country
Real Estate, Tel: 798-2789
MLS #45105988 - \$160,000

This well-preserved, impressive residence was originally built in 1835 as a 1.5 storey Cape Cod. It was expanded with a summer kitchen in 1840, and a second storey added in 1873. It has an enclosed pedimented storm porch, peaked hooded mouldings above the front windows, and is clad in shiplap on the front with shingles on the other facades.

Foley House Inn,
9639 Cedar Street, Maitland
John Knot, Exit Realty 1st Call,
Tel: 229-2456
MLS #4106341 - \$229,000

This colonial style residence was built *circa* 1840 and has served as a Bed & Breakfast for a number of years. Its interest includes its occupants, the Foleys; Ed Ferguson, a blacksmith; John Dearman, the one-armed handyman of shipbuilding days; and James Geldert, the Sheriff.

Captain Tom Roy House,
8828 Highway 215, Maitland
Agent: Mark Spindloe, Exit Realty
Metro, Tel: 877-1208
MLS #45217057 - \$169,900

This modified Gothic home, located on a large lot opposite several earlier Roy residences and surrounded by manicured lawns, was built in 1878 and named for



the youngest brother of ship-builder, Alex Roy. Tom Roy captained many of the Frieze & Roy ships around the world, voyages that would last two to three years. The 3010 square foot home must have seemed large for a man who spent most of his years at sea, taking timber to Britain, coal to India or Australia, tea or rice from the Far East to USA and guano from Peru to the Eastern Seaboard. (The story of the guano trade makes a very interesting aside for casual internet searchers.)

Dickie House,
9604 Cedar Street, Maitland

Leaks: *Continued from page 15*
back-flashing installation. Splines and back-flashing should be considered anywhere there is a penetration through exterior sidings. Vents, lighting, electrical meter bases, handrails, decorative cornices and decks are all potential entry points for water that should be back-flashed to prevent future problems.

Some builders will argue that splines must be eliminated in favour of tape and caulking. They suggest that creating an airtight seal between modern building paper and windows is more important than a second line of

Peter Vissers, Prudential Woods
Realty Ltd., Tel: 879-0415
MLS #476408 - \$112,900

Set in the core of the village is this eye-catching house built by and named for Thomas Dickie, a carpenter whose work is apparent on any stroll through town. This classic Gothic revival house with its steeply pitched roof, vertical board and batten cladding, intricate barge board and veranda with smaller fret-sawn gingerbread, creates a pleasing romantic asymmetrical house unique in the village. ☺

defense against rain. Many angry condo owners, who have lost their life's savings repairing water damaged buildings, would argue otherwise. We hope that local builders and building inspectors have learned some lessons from the leaky-condo scandals. Perhaps the solution to our modern building failures lies firmly in the past.

Bruce MacNab is a Red Seal certified carpenter and an independent historian from Dartmouth. Bruce has taught Carpentry Apprenticeship and Communications at NSCC. ©2009 Bruce MacNab ☺

Jaw Bone Corner Cemetery *by Maynard Stevens, Kings County Historical Society*

Nestled along the side of a busy highway is a beautiful graveyard which, while being easily overlooked, is well worth the time spent to stop and investigate. Located on Highway 358, running from Port Williams to Canning and beyond, and just past Jaw Bone Corner, which gives it its name, this quaint, tree-shaded cemetery is a joy to discover. The final resting place of several New England Planters, it has a rich history.

One might not suspect, because of its location, that once there stood alongside this cemetery a Congregationalist meeting house. This church was built in 1786 but it is said it was never finished inside; thus, the faithful had to sit on benches rather than in pews. The church was in use until 1824 and was some time later torn down.

The cemetery is divided into two parts by a road that runs east-west; it is tree lined and presents a very beautiful place to stop and explore the more than 300 stones that are present.

There are two prominent New England Planter family connections here, and both stones are easily missed because they are replacement stones. One has to walk to the end of the path to get to them but they are worth the discovery. The first stone is that of David and Deborah Eaton, the founders of the Nova Scotia Eaton family. The inscription reads as follows: *David Eaton 1 April 1729 – 17 July 1803, a native of Massachusetts. His wife, Deborah White, 19 May 1732 – 20 May 1790, a native of Connecticut. Now let us praise famous men and the fathers that begat us. 1973.*

There are over 70 stones here with the name Eaton engraved on them, all descendants of David and Deborah. Directly alongside the Eaton stone is one for Amasa Bigelow. The inscription reads: *Amasa Bigelow 1796 – 1745, born in*



Maynard Stevens dressed to lead a tour at Jaw Bone Corner Cemetery

Connecticut, migrated to Canard, N.S. with his father Isaac in 1761.

Married Roxanna Cone in 1770.

Amasa's father Isaac, N. E. Planter, Cornwallis grantee, came here with his family in 1762. (Note the reversal of usual birth and death order on the stone. The 1745 date of birth for Amasa is incorrect; it should be 1755. The date for his marriage is also incorrect; it should be 1773.)

Perhaps the oldest stone still standing in the graveyard is the one that marks the final resting place of Captain Peter Wickwire and his wife Rhoda Wickwire. Peter died in 1803 and his wife in 1802; these stones appear to be original to that date and considering their age, are fairly easy to read. It is interesting to note that Rhoda Wickwire gave birth to a healthy daughter while on board the vessel that brought her to Cornwallis Township in 1760.

The Jaw Bone Corner Cemetery is very well maintained and is open to the general public for burials today. The grounds are well kept and provide a peaceful

resting place for those who were buried here hundreds of years ago as well as those recently buried.

Jaw Bone Corner:

The intersection of Highway #341 and Highway #357 is known as Jaw Bone Corner. A whale came up the Canard River before 1825 and became stranded; this was before the river had an aboiteau constructed on it. The whale died and the two jaw bones were taken and erected in front of the house that stands on the northwestern corner of the intersection. These whale jaw bones became an entranceway to the home, forming an archway over the driveway. Many years later they were taken down and moved to a house on nearby Church Street. During the lifetime of Doctor Charles C. Hamilton, who lived in the house with the Jawbone, the corner was known as Hamilton Corner in the doctor's honour. ☺



Maitland, East Hants: Community Participation in Province's First Heritage Conservation District *by Bill Plaskett*

A blueprint for establishing a Heritage Conservation District: As the community of Maitland prepares to take a new look at its District, it is worthwhile to review the process by which it was developed.

In April 1995, the Village of Maitland, East Hants became the first community in Nova Scotia to establish a Heritage Conservation District (HCD) under the then newly enacted provisions of the Heritage Property Act. The new provisions required public participation in the HCD planning process and, in many ways, Maitland was a testing ground for this.

Starting points were the community's long-standing pride in its rich shipbuilding history – Maitland is most well known for the fact that it was the home port of the *W.D. Lawrence*, launched in 1874, the largest wooden sailing ship ever built in the Maritimes – and a number of related community initiatives that preceded the enabling legislation. In 1964, the Lawrence House was designated as a National Historic Site and in 1967, became part of the Nova Scotia Museum complex. This gave the community a definite place on the map of Nova Scotia's heritage attractions. In the mid-1970s a local initiatives grant was secured to research and document some aspects of the village's history. In 1984 the village entered the Provincial Mainstreet & Village Square program; five years later, the Maitland Business Improvement District Plan identified the need for conservation and promotion of the village's special character as a stepping stone to economic revitalization. In 1987, the Municipality of East Hants adopted a Heritage Property Bylaw. In 1991 a heritage property inventory was carried out and by 1993, six properties were individually registered with the cooperation of

their owners. Two properties were also registered as provincial heritage properties.

When the new legislation became available in 1992, several *ad hoc* community meetings were held to discuss the possibility of formally establishing a heritage district. In early 1993, with assistance from the Province, a consultant's report was prepared which analysed Maitland's historic character, reviewed development issues, articulated a rationale for establishing the district, proposed HCD boundaries, and reviewed the development controls enabled by the Act – specifically, demolition controls and design guidelines. The report was made available to the community and discussed at a public meeting in mid-1993. In the Fall, an opinion survey of all property owners in the study area was undertaken, which indicated roughly 78% support for the establishment of the HCD.

In December 1993, at the request of the community, East Hants Council officially launched the HCD planning process by adopting a formal public participation program and forming a local Working Group to oversee development of the required Conservation Plan & Bylaw. The community was small enough that the Working Group could include as many people as wished to attend. Early in the new year, the Group discussed many issues including possible HCD boundaries, design guidelines for new buildings and alterations to existing buildings, policy options for demolition control, and procedures for application and approvals. This culminated in a draft HCD Plan & Bylaw which was mailed to all property owners and discussed at a public meeting in May 1994. The draft plan was also reviewed by the East Hants Municipal Council.

A key element of the draft plan and bylaw was that the proposed district included only those properties whose owners had earlier indicated their support for the heritage district concept (Voluntary Inclusion). It also established strong demolition control by requiring approval (a Certificate of Appropriateness) for demolition of any building in the district, whether registered or not (except for outbuildings which were exempt), and took advantage of the new statutory provision that the one-year demolition delay would no longer apply once the HCD was established, thus providing very strong protection to the village's heritage buildings. A third element was that the community did not wish to ban vinyl siding even though its use was discouraged. This led to the design guidelines that vinyl siding would be permitted, provided that traditional wooden trim around windows, doors and corners was retained.

In August 1994, a second opinion survey was conducted to confirm the wishes of property owners with regard to their inclusion in the proposed district. The survey confirmed that the majority of owners who had previously supported the concept still wished to be included. Three owners preferred to withdraw, but two who had previously not been included now wished to join. In September, two public meetings were held to discuss the survey, the minor modifications to the HCD boundary, and minor changes to the plan suggested by the Municipal Council. In October, a final draft of the plan was sent to every property owner and in November a public hearing was held. Finally, in January, Municipal Council formally adopted the plan, which came into effect upon approval by the Minister of

Continued

Summer Rambles: Bridgewater Re-visioned *by Janet Morris*

Some citizens in the Town of Bridgewater have heeded the clarion call that heritage preservation is the path to future prosperity, and they want to be “on the map” as a heritage destination, both for future residents and visitors.

There are only three registered heritage properties in the Town, but many more gems await repolishing - for the time being covered in 1970s vinyl siding, or struggling for recognition because of unneighbourly urban renewal efforts. Nevertheless, the DesBrisay Museum has made a valiant effort to make its heritage better known and appreciated by conducting Walking Tours twice weekly through most of the summer. The plan is to conduct the walking tours during summer for a five year period to fuel interest

in the heritage of Bridgewater.

This year’s tours were conducted by an inspiring summer student, Michel Breau. It is most encouraging to experience this student’s impressive knowledge of, and passion for, the history of his town. Michel helps the tourist imagine the streets and buildings by carrying a small portfolio illustrating the buildings in their glory. A wing of the Municipal Building looks far more appealing in his illustration of its façade as a fire station. The Court House, recently replaced by a new Justice Centre, stands vacant and forlorn, but a picture of the building, stripped of its siding and with its rounded dormer windows set in the Second Empire roofline, shows what a handsome building it once was, and could be once more.

Challenges abound. The former F. B. Wade House has, for many years, served as a nursing home, but new safety regulations together with need for higher levels of care for patients has rendered the building unsuitable for its continued use as a care facility and this stunning property, perhaps the most spectacular house on the street, has recently been vacated.

The Town lost much heritage in a major fire in 1899 when four blocks of buildings stepping back from the west side of the LaHave River were lost in a blaze. Other fires throughout the decades have taken their toll. The Town has a real industrial past (and present) which meant that much-valued river frontage served as dockyards, a mechanical works and lumberyards, instead of beautiful riverside residences or pretty pedestrian walkways now so much coveted. Due to heavy losses as a result of the 1899 fire – the same year as the Town’s incorporation – there was insufficient money to set aside parkland at the time of this crucial re-planning opportunity. Nevertheless, a valuable heritage resource has sprouted out of the embers, or survived the great fire, and it is waiting for recognition.

There are real treasures on Pleasant Street, the focus of one of the tours, and there are individual successful revitalization efforts. Again, Michel was a superb guide, easily moving through different genres, relating the history including each building’s transformation through time, and pointing out details of each building’s finer features with a true artist’s eye. With his help, the possibilities for this heritage-rich Town became apparent. Our commendation to the DesBrisay Museum for re-visioning Bridgewater’s future. Readers are encouraged to plan to attend the tours next year. ☺

Fully refurbished by Sefton Squires, the Khyber Building’s windows, including those in the Heritage Trust of Nova Scotia’s office, are once again visible and letting in the light.

First: Continued from page 13

Municipal Affairs in April 1995.

The plan took two years to prepare, from the first informal community meetings, through the more formal consultative stage, to the final adoption by Council.

Bill Plaskett is a heritage planner currently working for Halifax Regional Municipality. In a former life as a consultant he helped to develop Nova Scotia’s legislation for Heritage Conservation Districts and prepared HCD plans and bylaws for the Village of Maitland, Village of Grand Pré, and Town of Lunenburg. With HRM he has been closely involved with the Barrington Street HCD Revitalization Plan which, at the time of writing (July 2009), has been adopted by Halifax Regional Council and is awaiting Ministerial approval.

September 2009



Safe for Now - Mothballing Historic Places *by Jeffrey Reed*

Time, planning, materials and costs can each delay the conservation work we want to do. In the meantime, historic places are vulnerable to the weather, natural deterioration, vandalism and perhaps their own compromised condition.

The immediate goal in these circumstances is to protect the heritage value until fuller Rehabilitation or Restoration can be undertaken. The Standards and Guidelines for the Conservation of Historic Places in Canada (S&Gs) describe this as a conservation measure. "Preservation can include both short-term and interim measures to protect or stabilize the place ..." (Introduction, p.2). Standard 6 begins: "Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken" (S&Gs Standards, p.3). These measures, often known as 'mothballing', may be in place over one winter, or may be required for a decade or more.

The two key steps are: first, to understand the heritage value so that those parts of the historic place can be protected, and second, to take the measures necessary to protect them for the time required. It is important to make decisions based on the heritage value of the building. If materials and resources are limited or final plans are not in place, then prudent decisions must be made. As long term conservation options are the purpose of mothballing, attention must be given to the property as a whole, in general, and to the specific character-defining elements of the building essential to its heritage value, in particular.

Attention should be directed to four key areas: structural condition, vandalism and looting, environmental and fire.

The building should be assessed for current stability and interim measures which may need to be taken to protect and stabilize the building. Does the building

need temporary weather protection with tarpaulins or asphalt or steel roofing? Do the foundation or bearing walls need to be shored? Does the building need to be braced? What must be done with heating, plumbing, ventilation, security, fire systems during this period?

The building must be secured to minimize risk to the public and trespassers. What measures must be taken to keep the building secure to avoid both damage and looting? Should some building elements or contents - such as doors, light fixtures, fine woodwork - be removed temporarily to a more secure site? What security or monitoring provisions are best? Should all windows and doors within easy reach be covered with plywood or be removed and the openings securely covered?

Buildings are susceptible to the weather and other conditions. Good measures must be taken against wind, rain and groundwater. If the building is not regularly monitored, the damage may begin, be unnoticed, and become catastrophic without being apparent from the outside. Plaster and wood damage, flooded basements, frost damage - all site-specific potential occurrences - should be anticipated and measures taken to prevent or minimize them. Animal access and damage should be considered; all animals should be kept out. Birds and bats can deposit guano in attics and rooms; other animals may nest and do considerable damage to the building in a short period of time.

Fire is a common danger to closed buildings. It may be caused by failed building systems if the utilities are to remain connected, it could result from vandalism or intentional arson, or from proximal dangers such as grass fires. A fire risk assessment is a

reasonable precaution, so that prudent choices can be made to protect the building from internal and external dangers, from accidents or intentional damage. Electronic fire monitoring and suppression systems might be appropriate.

The current condition and the desired conservation options will give scope and detail to the mothballing requirements. A barn requires a very different complexity of stabilization from a complex Victorian mansion. In the reference material suggested below, you will find detailed recommendations concerning humidity and ventilation, security, monitoring and materials care. The care of a mothballed building is quite different to that of a building in active use.

Depending on the property, it may be necessary to have a conservation architect, engineer or other professional make an assessment of the place to determine vulnerabilities and plan for appropriate interventions. Ongoing and regular monitoring is essential to successful mothballing - it determines the success of current interventions and the necessity of any revised or further measures.

Mothballing is a responsible interim conservation step when dealing with endangered properties when comprehensive conservation is not an immediate possibility. Failure to mothball adequately leads to increased costs later and, potentially, to the compromise or loss of parts or all of the historic property. Considered assessment of the heritage value, and the condition and needs, of the property offer the options for good interim preservation and will be key or perhaps essential to a successful comprehensive conservation effort in due course.

While this article introduces mothballing for buildings, all

Continued on page 22

Hat Accompli *by Jens Jensen*

Anyone who has ever restored a heritage building knows that there are details beyond number to attend to, and that even after the big, obvious items are completed, the little things continue to present themselves. And sometimes the little things are practically invisible, but nevertheless are needed to truly complete the work, at least in the minds of those passionate about restoration.

This little anecdote is about such a tiny detail related to the aftermath of the fire at St. George's Round Church in Halifax in 1994. The fire came close to seeing the end of this splendid Palladian structure, built in 1800 to support a burgeoning Anglican congregation who had outgrown the Little Dutch Church just down the street. A huge effort by the Parish, aided by generous assistance from government, especially Parks Canada, saw the building restored in a massive reconstruction project. There were, however, a few little things that escaped attention. One of them was a missing pew seat, the only one missing, right behind where my wife Heather and I usually sit. A raw, gaping wound, but it was almost out of sight out there on the periphery of the seating arrangement in the round.

Then, one serendipitous day about ten years after the fire, I walked by the church hall as a heap of rubbish was being piled up to be taken away later that day. On top of the pile was the missing pew seat! It must have been squirreled away in the hall for the decade. I took it home, and discussed restoring it with Joyce and the late Paul McCulloch, who happened to be our pew neighbours and who were aware of its absence. I had heard of Paul's skill in restoration, and fortunately he was enthusiastic about the challenge. Paul and I took on the project, which



The hat rack in action. (Photo by Jens Jensen, hat courtesy of Nancy O'Brien.)

involved reproducing its wood supports, including finding matching paint colours, and fitting it all back together.

And then Paul said that he, too, had saved something from the rubbish bins after the fire, a contraption made of heavy wire. He showed it to me, and in that delightful way he had, illustrated and explained its form and function—it was a little frame to be fitted under a pew seat, into which a gentleman could hang his top hat during service (proper gentlemen did wear top hats during the first century, and more, of the church's history, after all). The photograph shows how it works—a neat little device which efficiently solved a problem—where does a fellow keep a bulky top hat while in a crowded pew?

So, Paul brought back to its home the little gem that completed the restoration of this obscure item. We discovered that it perfectly fit the indents and staple holes found under the seat—it probably was the very item that somehow was taken off the seat during the restoration process,

and was lost along with the seat itself. It might even be the only surviving one of them.

One might say, "So what?", as no one will ever notice unless they are taken right to the spot and peer up under the pew. The pew seat itself was practically unnoticed in its absence, and this little hat-hanger that fits under the seat would likely never have been, nor ever likely will be, seen by anyone except toddlers crawling around on the floor. Well, Paul cared about the principle, and had skills in this sort of thing far beyond mine, and he was diligent in making sure all was made ship-shape in our work.

Paul and Joyce are well known in heritage organizations, and for their personal restorations of heritage houses. I wish we had more like them, caring for the details and authenticity that are the hallmark of good restoration, resisting the temptation to take the job only to the "good enough" stage. A great example to all who do restorations! ☺

Safe: Continued from page 20

historic properties may be mothballed, including landscapes and engineering works. The National Park Service documents referenced below give detailed advice, while the Standards and Guidelines give a general scope to Preservation as a conservation treatment.

References:

Standards and Guidelines for the Conservation of Historic Places in Canada (2003)

Mothballing Historic Buildings - Preservation Brief 31, National Park Service, USA:
www.nps.gov/history/hps/tps/briefs/brief31.htm

Temporary Window Vents in Unoccupied Historic Buildings - Tech Note Windows Number 10, National Park Service, USA:
www.nps.gov/history/hps/tps/technotes/PTN11/introduction.htm

Jeffrey Reed is the Standards and Guidelines Officer for the NS Historic Places Initiative, NS Dept. of Tourism, Culture and Heritage. ☞

Pandemic: Continued from page 9

that these people in the prime of their lives died of a massive immune response resulting in their lungs filling with blood. There were positive outcomes of the 1918-1919 pandemic. Canada established a federal Department of Health in March, 1919. Nova Scotia re-organized its Department of Health. Dalhousie University obtained a grant from the Rockefeller Foundation, resulting in the opening of the Public Health Clinic on University Avenue. Prevention came to be given a higher priority in medicine and public health became part of the medical school curriculum. JM ☞



Programs Sponsored by Other Societies

L'Acadie de Chezzetcook

79 Hill Road, off Route 207, West Chezzetcook
May 10 to mid-Oct., 10-4:30 pm: La cuisine de Brigitte (café), traditional cooking. 827-2893.

Annapolis Heritage Society

\$3 adults, \$2 senior/child, \$7 family
O'Dell House Museum, Annapolis Royal, Mon. to Fri. 1-4 pm daily Sept. to late May. www.annapolisheritage.com or 532-7754 (O'Dell House)
North Hills Museum
Granville Ferry, Mon.-Sat. 9:30-5:30 pm, Sun. 1-5:30 pm to Oct. 15
Sept. 6, 2-4 pm: Tea at Two, chat with artists from Artifacts and Interiors event in July.
Sept. 11, 7-9 pm: An Evening of Wine Appreciation. Pre-reg.
Sun., Sept. 20, 10-4 pm: North Hills Museum Road Show with Roger Crowther. \$5 per item, limit of two items. 532-2168 (North Hills Museum).

Balmoral Grist Mill Museum

660 Matheson Brook Rd., Balmoral Mills
Mon. to Sat. 9:30-5:30 pm, Sun. 1-5:30 pm, to Oct. 15, adult \$3.50, child (6-17) & senior \$2.50, family \$7.75.
Weekly demonstrations of traditional skills: kiln-drying oats (Tues.), shelling oats (Wednes.), grinding oatmeal (Thurs.), mill restoration work or whole wheat grinding (Fri. & Sat.).
Sat. Oct. 11: Giving Thanks at the Mill.

National Historic Site Status Granted for the Dingle Tower

We are delighted to see that the designation, as a National Historic Site, of the Memorial Tower in Sir Sandford Fleming Park, Halifax, has been approved. Earlier in the year, we requested articles about the Tower and Sir Sandford Fleming's nearby cottage. We look forward to seeing both in the December issue. JD ☞

Fun-filled afternoon, music by Dave Stone, wagon rides, face painting and balloon animals for the kids; first "Balmoral Oatmeal Bake Off" (categories include bread, scones, oatcakes, cookies and muffins). 657-3016

Colchester Historical Society

29 Young St., Truro
Tuesdays from Sept. 15-Oct. 13, 7-9 pm: Beginner's genealogy course, \$50. Additional half-day courses avail. at NS Land Registry and Probate Offices, \$10. Call 895-9530 (Nan Harvey)
Thurs., Sept. 24, 7:30 pm: Jay Underwood, railway historian and author, "The Nova Scotia Railway's Piggy Back Railway."
895-6284 or colchestermuseum@ns.alianzinc.ca.

Cole Harbour Rural Heritage Society

471 Poplar Drive (off Cole Harbour Rd./Rte 207)
Mon.-Sat., 10-4 pm, Sun. & hols. 12-4 pm to Oct. 15
Sat., Sept. 12, 4:30-6:30 pm: Corn Boil & Ceilidh, corn on the cob and variety of fresh, local home-made salads, live music, adult \$10, child \$7.
Sun., Oct 4 & 11 at 6:30 pm: Harvest Dinner, adult \$25, child \$15, reservations req'd.
Sun., Nov. 29, 11-3 pm: Christmas Craft & Bake Sale in both heritage houses. www.coleharbourfarmmuseum.ca/ or 434-0222.

Dartmouth Heritage Museum

26 Newcastle St., Dartmouth Tues.-Sat., 10-5 pm (closed Sat. 1-2 pm), \$2. Sat. & Sun. afternoon, Oct. 3-4: Third Annual House tour, five homes, one adaptive re-use, 2 museums. Tea from 2-4 pm at Grace United Church, Ochterloney at King. www.dartmouthheritagemuseum.ns.ca or 464-2300.

DesBrisay Museum

Wednes. to Sun., 1-5 pm, \$2 child, \$2.50 senior, \$3.50 adult, \$8 family.
To Sept. 20: "Extra, Extra, Read All About It!" Bridgewater, Lunenburg

Co., Nova Scotia from the 1700s through today.
 To Sept. 20: "Wooden Ships and Iron Men," hooked rugs by Felicia Knock, depicting Lunenburg port and Grand Banks fishery during early 20th century.
 Oct. 4 to Nov. 15: "The Way We Used to Live," exhibit by artist Marten Vermeulen. 543-4033 or museum@bridgewater.ca.

Fishermen's Life Museum

10309 #7 Hwy, Head of Jeddore
 9-5 pm daily to Oct. 15, \$3.50 adult, \$2.50 senior/child, \$7.75 family.
 Sept. 1-18: *Hooked on Mats?*
 889-2053 or <http://museum.gov.ns.ca/flm>.

Haliburton House Museum

414 Clifton Ave., Windsor
 Mon. to Sat., 9:30-5:30 pm, Sun. 1-5:30 pm, to Oct. 15, adult \$3.50, child (6-17) & senior \$2.50, family \$7.75.
 Sun., Sept. 13 at 2 pm: *Windblown* woodwind ensemble, free with admission.
 Fri., Sept. 25 at 7 pm: Ghosts of Haliburton House, candle-lit tour behind the ropes, readings, light meal. Pre-register at 798-2915, \$10.

Highland Village, Iona

June 1 to Oct. 18, 9:30-5:30 pm, \$9 adults, \$4 youth (6 to 17).
 Too many activities, special courses and events to list.
 1-866-4GAELIC (1-866-442-3542) or <http://museum.gov.ns.ca/hv/index.html>.

House tours

Sept. 18-20: Lunenburg Heritage Society.
 Oct. 3-4: Dartmouth Heritage Museum.
 Nov. 27-29: Maitland District Development Association.
 Dec. 5: Yarmouth County Museum.

Industrial Heritage of Nova Scotia

Meets at 7:30 on the first Monday of month, usually at Maritime Museum of Atlantic.
 Sept. 14: organizational meeting.
 Sat., Sept. 26: Field trip to Londonderry, details from sians@IndustrialHeritageNS.ca.
 Oct. 5: Marike Finlay-deMonchy, "Casting a Legend: a History of the
 September 2009

Lunenburg Foundry."
 Nov. 2 at Cole Harbour Farm Museum: Mike Lockhart & Terry Eyland, Blacksmithing demonstration and discussion of the role of blacksmith in small communities.
 Dec. 7 at Pier 21: Steven Schwinghamer, Changes in our concept of the history of Pier 21 and its meaning in the context of the history of immigration.

Lunenburg Heritage Society House Tour

Fri. Sept. 18, 4-7 pm: Gala at stunning feature location (ticket for this event may be purchased separately or at a saving with house tour ticket).
 Sat. & Sun., Sept. 19-20, 10-4 pm: Eight select properties.
 Info. & tickets at 634-3498 or www.lunenburgheritagesociety.ca.

Mahone Bay Settlers Museum

2009 exhibits: Quilt traditions (with Mahone Bay Quilters' Guild) and Medalta ware, from Jean Ramsay's personal collection.
 Call 624-6263 for hours after Labour Day.

Mainland South Heritage Society and Urban Farm Museum Society of Spryfield

Sat., Sept. 12 (rain date Sept. 13), 2-4 pm: Harvest Fair.
jamac@ns.sympatico.ca.
 Sat., Sept. 26, 10-4 pm: Antiques Road Show. 10 Kidston Rd., Spryfield. harnish@hfx.eastlink.ca or ishea@eastlink.ca.

Maitland Christmas Festival, Maitland, East Hants

Celebrate an early Christmas in this walkable, historic village, home of the *W.D. Lawrence*, largest wooden ship built in Canada. Tour three heritage houses; relax at a gentlemen's tea, where men in costume serve food of the period; visit an exhibit of trees decorated, by community groups, according to themes; and partake in a church supper. Find gifts at nearby Gallery 215.
 Tree-lighting: Thurs., Nov. 26, 7 pm in village square, music & entertainment.
 House tour: Fri., Nov. 27, 5-9 pm, Sat. 10-8 pm, Sun. noon-6 pm, tickets at

the door \$15.
 Gentlemen's Tea: Fri., Nov. 27, 5-9 pm, Sat. 10-9 pm, Sun. noon-6 pm, \$5.
 Tree Stroll: same hours as house tour, free admission.
 Church supper: Sat., Nov. 28, 4-6 pm, United Church Hall, \$10, \$5 (under 12), free for children under 5.
 Craft Fair: same hours as house tour, Gallery 215, 8536 Hwy 215, Maitland. www.maitlandns.com or christmas@maitlandns.com.

McCulloch House Museum

100 Old Haliburton Rd., Pictou
 Mon. to Sat. 10-5 pm, Sun. 1-5 pm, to Oct. 15, adult \$3, child/senior \$2, family \$7.
 Wednes. at 10 am: Architecture tour (other times by arrangement).
 Sat. & Sun. 4-5 pm: Hay mazes and grapevine wreaths. Make wreath to take home. 485-4563.

Mersey Heritage Society

Commemorating its 10th birthday and the 250th anniversary of the establishment of the Liverpool Township.
 Sept.: Walking tour of Liverpool Town Plot.
 Oct.: Trimming of Loyalist Cemetery, Port Mouton.
 Nov.: Talk about archaeological findings of summer dig.
 830-2226 (Craig Chandler) or merseyhersoc@netscape.net or www.mersey.ca.

Nova Scotia Archaeology Society

Meets at 7:30 pm, fourth Tuesday of month, NS Museum Auditorium.
 Sept. 22: Gerald Gloade, Confederacy of Mainland Mi'kmaq, "Glooscap legends and lithic source materials."
 Oct. 27: Stephen Archibald, NS Museum, "Early archaeological digs in Nova Scotia."
 Nov. 24: TBA.
www.novascotiaarchaeologysociety.com

Parkdale/Maplewood Community Museum

3005 Barss Corner Rd., Maplewood
 Mon.-Fri., 9-5 pm (except holidays) and Sept. 12.
 Sat. Sept. 12, noon-6 pm: Blueberry Festival (traditional Lunenburg dinner), music, craft demonstrations, adult \$12, child (5-12) \$6.
 Sat. Oct. 17, 10-4 pm: New Germany and Area Craft Sale, dessert corner,

country kitchen. New Germany Rural High School. Free admission.
<http://parkdale.ednet.ns.ca> or 644-2893.

Perkins House Museum

105 Main St., Liverpool
Mon. to Sat., 9:30-5:30 pm, Sun. 1-5:30 pm, \$2 (5 & under free), \$5 family.
"Liverpool Through the Eyes of a Child." Discover changes in the streetscape using photographs and exploration, tailored to ages in group, 1 ½ hrs., \$5.
"The Stones Shall Speak." Tour of Old Burial Ground, using Perkins' diary to uncover Colonial-period burial practices, 1 ½ hrs., \$10.

Prescott House Museum

1633 Starr's Point Rd., Pt. Williams
Mon. to Sat., 9:30-5:30 pm, Sun. 1-5:30 pm to Oct. 15, adults \$3.50, child (6-17) & senior \$2.50, family \$7.75.
Sat., Sept. 12, 19 & 26, 7-10 pm: Murder & Mayhem in the Museum! Someone is murdered in the house...while all are present. Everyone is a suspect, but there's only one killer. Join the fun to find out "who dunnit". Pre-register (package will give character and costume details), \$20, refreshments included, 542-3984.
Sun., Sept. 27, 1-5 pm: Prescott Marketplace, wide range of products (art & food), music.

Ross Farm Museum

New Ross
9:30-5:30 pm to Oct. 31, \$2 (6-17 yrs.), \$6 adult, \$15 family (1-2 adults), \$5 senior.
Sun. 9:30-11 am, free admission.
Sat., Sept. 19, 7 pm: Graveyard Tour (with New Ross Historical Society) at Old Anglican Cemetery, New Ross. Adult \$8, family \$15. Advance tickets at Ross Farm Museum.
Mon., Oct. 12: Thanksgiving Day Celebration, auction at 2 pm.
Sat., Oct. 10, 10-4 pm: Witherod basket making demonstration with NS Basketry Guild.
Dec. 5 & 6: Christmas in the Country, traditional dishes and carols.
1-877-689-2210.

Royal Nova Scotia Historical Society

Meets at 7:30 pm on the third
Wednes. of month at NS Archives, University Avenue.
Sept 15: Phyllis Blakeley Memorial

Lecture. Judith Fingard, "The Ritchie Sisters and Social Improvement in Early Twentieth Century Halifax."
Oct 21: Amani Whitfield, "Loyalist Slavery in Nova Scotia, 1783-1810."
Nov. 18: Greg Marquis, "Building a Better Drinker: Alcohol, the State, and the Citizen, 1930-1995."
Dec. 9: Meaghan Beaton, "'I sold it as an industry as much as anything else': Nina Cohen, the Cape Breton Miners' Museum and Canada's 1967 Centennial Celebrations."

Shelburne Whirligig Festival

Sat., Sept. 19, 9-12 or 1-4 pm:
Whirligig-building workshop at Muir-Cox Shipyard with Milford Buchanan, expert Dory builder & woodcrafter. \$25 per person, incl. all materials, pre-reg. preferred.
Saturday, 2-4 pm: Children's whirligig-building workshop for ages 4-11 at Cox Warehouse, Dock St., free, pre-reg. 902-875-3873 or tnshelb@auracom.com.
Sun., Sept. 20, 11-2 pm: Display of whirligig entries; 2 pm, judging and 4 pm, awards ceremony, Guild Hall, Oscarj complex. 902-875-3205 or oscarj@eastlink.ca.

South Shore Genealogical Society

Sept. 19, 6 pm: 30th Anniversary Dinner, speaker Joan Dawson, "Maps and genealogy", R.C. Legion, 34 Duke Street, Lunenburg. Tickets 634-4794, ext.226.

Shubenacadie Art Connection

Explore the Shubenacadie water route (canal and river) linking Halifax harbour and the Bay of Fundy, through artists' eyes.
Sat., Sept. 19 to Sun., Oct. 4: Art show and sale, based on the past, present or future of this historic waterway. Five locations: Fairbanks Centre, Dartmouth (<http://shubie.chebucto.org>); Advantage Frame & Gallery, Fall River (www.advantageframe.ca); Old Train Station, Elmsdale; the Tin Smith Shop Museum, Shubenacadie (www.tinshopmuseum.ca); and Gallery 215, 8536 Hwy #215 (www.artgallery215.com).

Uniacke Estate Museum

758 #1 Hwy, Mt. Uniacke
Mon. to Sat. 9:30-5:30 pm, Sun. 11-5:30 pm to Oct. 15, adult \$3.50, child (6-17) & senior \$2.50, family \$7.75.
Post Road Tea Room in basement kitchen, staffed by interpreters
<http://museum.gov.ns.ca/uemp/default.htm> or 866-0032.

Village historique acadien de la Nouvelle-Écosse

91 Old Church Rd., Lower W. Pubnico
Mon. to Sat., 9-5 pm to Oct. 9, adults \$5, seniors \$4, students (7-18) \$2, family \$12.
Wednes. in Sept., 1:30-3 pm: Tea with homemade cookies or biscuits, \$3.
Wednes., Sept. 16: Chocolate Paradise, all you can eat dessert spread, \$6 (\$5 members).
Thurs., Oct. 8, 1:30-3 pm: Harvest Festival Fall dessert buffet, \$6 (\$5 members).
Fri., Oct. 23 & Sat., Oct. 24, 7 pm: Haunted Village tour, students \$6, adults \$10.
Nov. 6 & 7, 9-3 pm: Apple pie sale, \$5 each.
Fri., Nov. 13, 7 pm: Wine tasting and food pairing, live music, \$25.
www.acadianvillage.museum.gov.ns.ca or 1-888-381-8999.

Wile Carding Mill

60 Pleasant St., Bridgewater
Mon. to Sat. 9:30-5:30 pm,
Sun. 1-5:30 pm to Sept. 30, adult \$3.50, child (6-17) \$2, family \$8.
Sat., Sept. 12, 10-2 pm: Dyeing for a Walk. 543-8233 to register.
Sat., Sept. 19, 10-1 pm: Junkyard Boatbuilding, make boat from scraps and float it in the mill pond. Children must be accompanied by adult, no fee.
Call Heather O'Dell, 543-8233.

Wolfville Historical Society

Wolfville Fire Hall, Locust Avenue
Thurs. Nov. 19 at 2 pm: "Sinking of the Donaldson Atlantic liner Athenia on Sept. 3, 1939," illustrated talk by passenger Heather Watts.

Yarmouth County Museum

22 Collins Street, Yarmouth
Sat., Dec. 5: Yuletide Tea and House Tour, details TBA.
742-5539 or
<http://yarmouthcountymuseum.ednet.ns.ca>