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History and Development of Sherbrooke, Nova Scotia

a) Introduction

In 1655, French fur trader LaGiraudiere, built a fur trading post, Fort Sainte Marie (named after the river), above the entrance of the river at the head of the tide. He had been given the "rights to settle" from the Company of New France and later from the Company of the West Indies. Here, they traded with the Indians and, as the remnants of the dykes suggest, cultivated the soil, growing wheat and vegetables to supplement their staples of game and fish. Nicholas Denys wrote that all "the buildings of LaGiraudiere were enclosed by a fort of four little bastions , the whole made of great pickets or stakes. There were two pieces of brass canon and some swivel guns. The whole in good state of defence." A clearing was made around the fort, where wheat was grown but the soil was too sandy for good crops, so he devoted his attention to hunting and fishing, particularly salmon fishing and the trading of furs.

In the summer of 1669 while LaGiraudiere was in France, Fort Sainte Marie was captured by an English force which had been sent in the autumn of 1668 to expel the French from Port Royal. The fort was put to the torch and the inhabitants driven away.

More than one hundred years went by before the next settlers arrived in the area. On October 31st, 1765, one hundred and fifty thousand acres in the vicinity of Sherbrooke were granted to Jonathan Binney, Benjamin Green Sr., Alexander McNutt, James Lyon, Arthur Vance, John Dennis, Thomas Brown and James Fulton. Some of these men were only interested in the salmon fisheries while others were land speculators, and none of them made any attempt to open up the country or to cultivate the land. In 1784, a large part of their land was escheated because of their failure to comply with the conditions of the grant and also to provide for new settlers.

About the year 1800, the first English speaking settlers arrived in the area. Most were from Truro and Pictou. Some of the early settlers included still familiar names such as MacLean, McKeen, Archibald, Cumminger and MacDonald. They drove their cattle through the woods without a road and transported their families by sea to Sherbrooke. Sherbrooke is situated at the extreme head of the navigation of the river. By 1815, the name "Sherbrooke" came into general use, named in honor of Sir John Coape Sherbrooke, the Lieutenant-Governor of Nova Scotia from 1811 to 1816.

b) Sir John Coape Sherbrooke

While not much is known about Sir John Coape Sherbrooke the man, he certainly made quite an impact as a soldier and public figure. Consider this, in a relatively short span of time in what was to become Canada, he was honoured by at least 4 of the then colonies, by having communities named after him. There is a Sherbrooke in PEI, one in Ontario, one in Quebec, and of course the most famous one of all - given the popularity of Stan Rogers' work around the world - Sherbrooke, Nova Scotia.

He first served in Nova Scotia as a British Army officer in 1784-1785. He later saw service in the Netherlands (1794) India (1799) and throughout the Mediterranean (1805-09). He returned to Nova Scotia as Lieutenant-Governor in 1811 and served until 1816. He was extremely popular with the business community and merchants, in large part because he issued letters of Marque commissioning privateers. (The records, by the way, show no mention of Elcid Barrett as a real privateer - that's a bit of poetic license on Stan Rogers' part). In 1816, he returned to India under the command of Lord Selkirk where he served with the famed "Light Brigade" directing the Regiment de Meuron on the assault of Seringaphatarn. After this he returned to North America where he was named Governor of Lower Canada in 1816.

Although they only stayed in Lower Canada two years, Lord and Lady Sherbrooke established many strong connections, not the least of which was with the Molson family and the City of Montreal They were among the first guests to stay at John Molson's new luxury hotel for steamship passengers, the Mansion House Hotel, and Molson payed tribute to Lady Sherbrooke by naming the fourth vessel in his fleet of steamships for her. Another visible tribute to the Sherbrookes was the naming of a fashionable Montreal street, as well as the town of Sherbrooke, after them.

c) The History and Development of Sherbrooke, Guysborough County, Nova Scotia

Sherbrooke, in Guysborough county, Nova Scotia was named after Sir John C. Sherbrooke (1764-1830), a British army officer who served as Lieutenant-governor of Nova Scotia from 1811 to 1816, and as Governor-General of Canada for a two year period from 1816 to 1818. Sir John had been one of the generals of the Duke of Wellington in the Peninsular War in Portugal and Spain, and led the British expedition which captured Castine in Maine in 1814.

French Port Saint Marie

Sherbrooke is located on the eastern Atlantic coast of Nova Scotia at the head of the tide on the St. Mary's River which was called Saint Marie by the French trader La Giraudiere who came there to live from Canso about 1655, having rights to settle from the Company of New France and later from the Company of the West Indies. La Giraudiere built a house "at three leagues" above the entrance of the river "it being unnavigable higher for boats" on a site which is now at Sherbrooke. Nicolas Denys wrote that all "the buildings of La Giraudiere were enclosed by a fort of four little bastions, the whole made of great pickets or stakes. There were two pieces of brass canon and some swivel-guns, the whole in a good state of defence".

A clearing was made around the fort, where wheat was grown, but the soil was too sandy for good crops. La Giraudiere devoted his attention to hunting and fishing, particularly the salmon fishery, and trading furs. Denys remarked on the large number of Indians who gathered "because of the hunting, which is good in the interior of the country, where are mountains all abounding in Moose". Mrs. Harriet Cunningham Hart, historian of Guysborough County, said that the French supplied the Indians with nets and spears for the salmon fishery in the river and in the Glenelg Lakes.

This was an unsettled period in our province's history, when Acadia or Nova Scotia was a battleground between French and English, and also between the French D'Aulnay Charnisay and Charles LaTour, and peaceful traders such as Nicolas Denys suffer from raids from D'Aulnay's creditors. In the summer of 1669, while La Giraudiere was in France and Huret was in charge, an English force came along the coast. This may have been some piratical excursion from New England, but probably it was part of the force which Thomas Temple, the English Governor, had sent in the late autumn of 1668 to expel Le Borgne de Bellisle from Port Royal. Temple disputed the terms of the Treaty of Breda, and claimed that Port Royal and Sainte Marie were outside the limits of Acadia.

Near Sainte Marie the English met a Frenchman called La Montagne, who was living in a log cabin on the coast, and trading furs with captains of fishing vessels for powder, lead, brandy, and other goods. La Montagne had once worked for Nicolas Denys at St. Pierre, and had been enticed away by La Giraudeire. La Montagne had a grudge against La Giraudiere because he felt La Giraudiere had failed to keep his promises. He offered to guide the English to Fort Sainte Marie, where Huret was in command. La Montagne led them through the woods close to the fort. Nicolas Denys, with whom Huret and his crew later sought shelter at Nepisiguit (now Bathurst, New Brunswick) described the attack thus:

La Montagne... went on a scouting tour, and found that the French were at dinner with the gate open. He informed the English who made a run to enter the fort. As they were rushing forward, a man came out by chance, and having perceived them, he closed the gates, and called "To Arms". But the English gained the embrasures, through which they passed their guns; they took aim at the first who came out from the buildings, and then at another, an held them thus besieged. They worked to force an entrance, and threatened to kill all who would not give themselves up, which indeed they did. The English, being masters (of the place), bound the French whom some guarded while the remainder plundered and loaded everything on their vessel. Having set fire to the fort, the English took them on board, and gave them a boat to go where they could.

The Novascotian of July 13, 1825 printed the following description of the ruins of the French fort: "there being within the resent town plot of Sherbrooke, the foundation of a large building, apparently a store and dwelling house, which has been raised several feet above the surface of the intervals on which they were erected; and on their front to the water, a band has been thrown up either for defence against the ice of the river, or to guard against the

Indians or some other enemy. At a little distance from this, is the site of a blacksmith's forge, and another small building, which have also a bank thrown up in front; a great number of iron spikes, old tomahawks, hoes, files and other old iron were found here, and the marks of several charcoal pits, some of them at a considerable distance from the forge, are evidence that a good deal of that article has been used. Fragments of French Burr and millstones were also found; and in levelling a part of the large foundation for the street, a gun about four feet long and 2 inch calibre was dug up. It was made of iron bars, welded together lengthwise, and hooped with iron hoops. A large tree had grown on the site of the building first mentioned, which would indicate that at least a century must have elapses since the establishment was broken up; but who the colonist were, or what become of them, is wholly unknown."

When Professor Canong was preparing the edition of Denys for the Champlain Society about 1907 Mrs. A. D. McDonald, the postmistress of Sherbrooke, informed him that "the fort site is well known, a few hundred yards below the village, close beside the steamboat wharf; it is clear of buildings, and crossed by a public road; a few years ago foundations-stones could be seen; the first settlers, between 1790 and 1800, found the old gates of this fort still standing. Inside of it an old canon made if iron bars hopped together with iron, and other relics, were obtained. It is also said here was a stockade at Elys Cove, some four miles down the river. This is of interest, for the reason that on Duval's map of 1677 and some others, two forts are marked on this river, a Fort Sainte Marie on the upper part of the river, and Fort Saint Charles below it."

Salmon Fisheries And The Grant Of 1765
The end of the Seven Years' War brought wholesale speculation in land granting in the eastern part of North America, and hundreds of thousands of acres in Nova Scotia were given away to land companies, British noblemen and military and naval officers, adventurers, and Nova Scotian officials and merchants.   On October 31st, 1765, one hundred and fifty thousand acres in the vicinity of Sherbrooke was granted to Jonathan Binney, Benjamin Green Sr., Alexander McNutt, James Lyon, Arthur Vance, John Dennis, Thomas Brown and James Fulton.

Jonathan Binney had come to Halifax from Massachusetts, to carry on the activity of a merchant, had been elected as a member of the first Assembly in 1758, and was appointed to the council in 1764. Benjamin Green was another New England merchant who had settled at Halifax, and he was deputy treasurer of the provinces from 1761 to 1768, and treasurer from 1768 until his death in 1793. In the process of his activities as a merchant and in his duties as collector of customs at Canso, Binney was well aware of the value of the fisheries off the coast, and of the salmon fisheries in the St. Mary's River.   There was no attempt to open up the country or to cultivate the land. Indeed, the boundaries of the grant were not surveyed! In 1784 a large part of this grant was escheated because of failure to comply with conditions of settlement to provide land for the thousands of Loyalists who poured into Nova Scotia after then end of the American Revolution.   Along this part of the Atlantic coast the country is rocky and sterile, and those who came to live there had to depend upon the fisheries and the forest.

Early Settlement On St. Mary's River
In the early decades of the history of Sherbrooke it is often difficult to tell whether events are taking place at Sherbrooke or at some other district on the St. Mary's River. As John McGregor observed in British America "all embryo settlements in America are nothing more than log-houses, in small openings made in the forests, scattered along banks of rivers, roads, or the sea-shore, with occasionally a sawmill, grist mill, smithy, tavern, shop, place of worship, and school house".

The township Book of St. Mary's Settlement states that the settlement of Saint Mary's River "began in the year 1800 by Robert Taylor, William Taylor and David McKeen and their families" from Truro, Nova Scotia. Robert and William Taylor were sons of Matthew and Elizabeth (Archibald) Taylor, a grantee of Truro township, while David McKeen had come from Connecticut as a boy in 1762 to Truro with his father John McKeen.   David was married to Jennet Taylor, a sister of Robert and William, and had eight sons and three daughters, all born in Truro.

David McKeen in a petition to Lieutenant-Governor Sir John Sherbrooke said that in 1798 "then residing in the township of Truro with is family having heard that there were un-granted lands of a good quality on the River St. Mary's, he with several others in company, at their own expense explored the said River and finding a Tract of good land about the forks of said River which they then expected to have been vacant or un-granted, they were at the expense of procuring a survey of the grant to Lyons and other to ascertain the certainty thereof, which cost your petitioner and his said associates upwards of seventy Pounds... the expected Tract of land proved to be within the aforesaid Grant, which your Petitioner and some of his said associates purchased immediately and were the first Settlers upon the said River, and bore all the hardships of settling in so remote a situation without, at that time, any

road or communication with any other part of the Province, still in expectation of obtaining Government land ajoining..."

David McKeen declared that he had erected the first Grist mill in the settlement and "has been at considerable expense in maintaining her in the infant settlement". He had two sons still living with him, James McKeen, 21 years old, and Matthew McKeen, 19.

William Taylor declared in his petition that he had shared in the expense of obtaining the survey of the Binney, Green grant, and had been forced to buy the lands they wished to settle upon, and that he had spent upwards of $120 on the erection of a grist mill on St. Mary's River "being the first and only one built on that river... said Mill has since been of great importance to the settlement".

We may wonder why this group from Truro, on the other side of the province, were interested in St. Mary's. The answer probably lies in the names of the Rev. James Lyon and Colonel Alexander McNutt in the Binney grant of 1765, for the Rev. James Lyon (a graduate of the College of New Jersey) had come to Onslow in 1764 as a Presbyterian missionary and was interested in land speculation. In 1772 he had removed to Machias, Maine, where he became a noted patriot during the American Revolution.

Colonel Alexander McNutt, soldier, speculator and land agent, and once of the most colourful figures in Nova Scotian history, was instrumental in persuading the Scots-Irish to settle at the townships of Truro, Onslow, Londonerry and New Dublin. Some of the Ulsterman had come directly from Ireland, but the majority came from New Hampshire. Now the Ulster settlers were looking for farms for their younger sons and had already begun to move into the Musquodoboit Valley.

These early settlers to St. Mary's had to drive their cattle nearly forty miles through the woods from either Pictou or Musquodobit "without a road", and to transport their families and baggage by land to Halifax, and from there by sea up the St. Mary's River to the head of the tide, and on the river to their houses "which had been previously built and well sorted with necessaries for their subsistence". One party found that their dwellings had been burned in their absence. Alexander Manson of St. Mary's, who had emigrated from Scotland, mentions being burned out and being reduced to great poverty.

Robert and William Taylor did not long remain at St. Mary's for it September 1806 Robert and his family removed to the United States and two years later William moved nearer to Halifax, to Chezzetcook. In the meantime two other Taylor brothers, Archibald and John, had come in 1803 and 1805. John's son Wentworth Taylor (who had been born at Truro 4 March 1787) was to become the first clerk of the township of St. Mary's and as Justice of the Peace married a number of settlers before there was a settled minister. Wentworth himself travelled to Halifax to marry Esther Fisher of Musquodoboit at St. Matthew's Presbyterian church on the 18th of January 1811. It was the custom of many inhabitants of the Eastern Shore to journey by sea to be married at St. Paul's Church of England or at Matthew's Presbyterian.

David McKeen had been joined in May 1804 by his brother John McKeen 2nd (who was married to Elizabeth, a daughter of Dr. John Harris, a pioneer doctor in Nova Scotia.) Another Truro man, James Whidden (who was married to Jane Fisher, a daughter of James Fisher and Margaret McKeen his wife) settled in St. Mary's in 1804.

Timothy McLean, an Irishman who had migrated to America in 1766,. Settled in St. Mary's in December 1804 with his sons James, John, Daniel and Hugh. The McLean boys had been born at Jordan River in Shelbourne County.

James Fisher of Truro (who was married to Margaret, a sister of David McKeen), settled in St. Mary's in 1805 with his sons William, John and David. Born in Londonderry, New Hampshire, James had come to Truro in 1761 with his father William and had lived with his family on the Musquodoboit River for eight years before coming to St. Mary's. By 1809 he had built a sawmill in Truro, a grist mill on the Musquodoboit River and a sawmill at St. Mary's River "all of which have answered the purpose intended with good effect." His sons David and William erected "a sawmill and grist mill at the head of the Tide on St. Mary's River which have answered the purpose intended with good effect though, your petitioner has sustained considerable loss by the former". Probably this was the first mill on the site of the present Sherbrooke.

Angus McDonald, who had been born on the Island of Skye, North Britain, and had undoubtedly served in the British Army in the American Revolution, settled in St. Mary's in 1808. He was married to Martha Fisher, a daughter of James Fisher. Thus the early settlers on the St. Mary's River were closely connected by marriage and blood.

The Beginnings of the Village of Sherbrooke

In 1814 Timothy McLean and John Fisher sold part of their property to David Archibald 3rd of Truro, who was interested in lumbering and moved his family to Sherbrooke and built a sawmill, a grist mill and store in what Is

now the present Sherbrooke.   Boards sawn at his mill were sent by sea in various vessels to Halifax, where food supplies, manufactured goods and other articles were purchased.

In turn David Archibald (described at first as a trader from Truro and who had mortgaged property to Samuel Lydiard and other merchants in Halifax in 1817) sold property to John McIntosh, housewright (1815), to his son William Thompson Archibald (1817), (who had married on 20th December 1814 at St. Mary's Jane Me McDonald, daughter of Angus), Archibald Jordain (1818), James Wilson (1819), Miles and John McIntosh (1822), Wentworth Taylor (1825), and a school lot of Wentworth Taylor and other trustees in 1817. Wentworth Taylor in his turn sold lots to Hugh McCutcheon (1820), to James Kirker (1824), to Thomas Pye Jr. (1818, 1820 and 1821), to William McDaniel in 1826, while in the same year James Wilson sold to Henry Cumminger. In 1822 Ronald McDiarmid, farmer at St. Mary's River, sold to William Sinclair, merchant at Sherbrooke, and John Howe, Jr., older brother of the famous Joseph Howe acquired land at Sherbrooke in 1826

David Archibald 3rd had been born in New Hampshire before his family emigrated to Truro, Nova Scotia, and had married Hannah Blanchard. The following children were born at Truro - Sally (1800), Rebecca Shepperd (1802), John Waddel (1806), Jotham Blanchard (1808) and Mary (1812) but Jane Walker (1816) and Harriot (1819) were born at Sherbrooke, on Saint Mary's River.   Tradition relates that Mr. Archibald was kind hearted and generous and never refused supplies from his store to a poor man , and he donated the lot for a church.

An analysis of the early deeds in the Registry of Deeds in the Court House at Sherbrooke reveals that the sea coast settlements around the mouth of the St. Mary's River were pioneered by the children of the New England fishermen and shipbuilders from Queens and Shelburne counties, while the up river settlements of the Forks, Stillwater and Glenelg Lakes were founded by a group from Colchester County, descendants of Scot-Irish from New Hampshire, with a sprinkling of Scots form Pictou who were interested in the timber trade. The name Sherbrooke came into use in 1815 in honour of the Lieutenant-governor of the time, and in 1816 William McDaniel was appointed surveyor of highways for Sherbrooke to Elys Cove and David Archibald from Sherbrooke to Stillwater, and William Taylor and James Lewrie were appointed surveyors of lumber.

By 1817 Sherbrooke had two sawmills, a grist mill, and about twenty houses according to Anthony Lockwood in A Brief Description of Nova Scotia...

The Township of St.Mary's

New Englanders were acustomed to administering their municipal affairs by township metting, and brought this custom to Nova Scotia. At a meeting of the settlement held by appointment on February 11th, 1814 the following officers were chosen and their names ordered to be returned to the clerk for the settlement to the Quarter Sessions at Halifax for confirmation:

Clerk for the Settlement	Wentworth Taylor
Constables	Samuel McKeen Jr. / Alexander McKenzie
Surveyors of Highways	Peter Jordain / Samuel McKeen Jr.
Overseers of river Fishery	Alexander Archibald / William McKeen / John K. Mckeen
Surveyors of Lumber	William McKeen / David Fisher
Overseers of the Poor	Peter Jordain / Alexander Archibald
Poundkeeper and Hog Reave	John Taylor
Frence viewer	Peter Jordain

At the request of a number of inhabitants on the St. Mary's River, St. Mary's Township was established on March 28, 1818. However, the township was in both Halifax and Sydney (now Guysborough) counties because the river was the dividing line.

In 1819 the inhabitants of the township of St. Mary's petitioned the Lieutenant-Governor, the Earl of Dalhousie, to alter the boundary because "the increasing population of this Township and its remote situation renders it extremely necessary that a court for the Summary Trial of Action should be held there in, and the village of Sherbrooke being nearly central, and the only place in this settlement, where merchantile business is done and merchandise exchanged for Timbers, sawed Lumber, and other produce, and as the distance from Halifax to any

other market for produce, causes all communication in that way to be carried on by Sea, the said Village has heretofore been and, no doubt will continue to be the principal resort for Trade and other purposes; and (your petitioners humbly presume) the proper place for holding the said Court, and Transacting public business in the said Township." Those signing the petition were David Archibald 3rd, John K McKeen, Israel Nickerson, David Campbell, William Sinclair, Alexander Manson, Robert Henderson, George Bruce, William T. Archibald James Campbell, Wentworth Taylor, David Fisher, John McIntosh, Hugh McCutcheon, James Kirker, John O'Brien, Thomas Pye Jr., Henry Baker, William Taylor, and Nathaniel Niles.

By an order-in-council on October 22, 1822 that part of St. Mary's Township which had been in Halifax County was annexed to Sydney (now Guysborough) county.

One of the first actions taken by the Township of St. Mary's was the erection of a Jail. In 1819 the Grand Jury of Sydney County voted "a Sum of Fifteen Pounds to aid the Inhabitants of Said township to erect a Jail in the village of Sherbrooke, provided a like Sum of fifteen Pounds shall be raised by the said Inhabitants for the same purpose". The leading businessmen pledged themselves to pay certain sums to Mr. Daivd Campbell one of the commissioners appointed to erect the jail e.g.:

David Archibald 3rd	3 pounds
David Campbell	2 pounds
Wentworth Taylor for Mr. Francis Cook	1 pound
John McIntosh	3 pounds
Thomas Pye Jr.	3 pounds
William t. Archibald	2 pounds 10 shillings
Hugh McCutcheon	1 pound
Matthew Karkness	5 shillings
Matthew Taylor	5 shillings
James Wilson	10 shillings
James Wilson	10 shillings
James Kirker	1 pound
William Sinclair	1 guinea
Nathaniel Niles	1 pound

In 1827 the sum of 25 pounds was voted to complete the Jail at Sherbrooke. At this time the 280,000 acres of St. Mary's Township were inhabited by 249 families.

Thomas C. Haliburton, the Nova Scotian lawyer and judge who is remembered for his books about Sam slick, the yankee clock peddler, wrote in his Historical and Statistical Account of Nova Scotia.

Sherbrooke is situated at the extreme head of the navigation of the river, and is accessible by vessels of fifty or sixty tons burden. In the years 1824-25 and 26, fourteen cargoes of timber were shipped at Sherbrooke for the British market, amounting in the whole to 4,155 tons of timber, 63-460 feet of three inch pine plank, and 76 cords of lath-wood, besides spars, cars, handspikes and it is probably that during the three preceding years, a similar quantity was exported. In 1827, 400,000 feet of sawed lumber, and 100 head of horned cattle were sent from this place to Halifax and during the last seven years, ten vessels of from 50 to 1000 tons burden were built here. A new road has been opened to Musquodoboit, erected over the west branch with a span of 90 feet. Tow township of st. Mary's posesses many important natural advantages, and only requires population and industry, with an addition to its capital, to render it one of the most populous and thriving settlements in Nova Scotia.

Lumber Trade

Thus we realize the importance of lumbering along the St. Mary's River, and agree with the words of Joseph Howe: "the village [of Sherbrooke] is a creation of the timber Trade." Not only were both branches of the river bordered by fine stands of timber, but logs could be floated down it for at least thirty miles above the Forks.

It was the policy of the British government to grant forest lands to settlers, although white pines were reserved to the Crown for the use of the British Navy. Howerer, lumbering in Nova Scotia remained on a samll scale until the Napoleonic wars when the French Emeror's continental system cut off wood exports form the Baltic to Great Britain. Whtout timber, the wooden ships of the British Navy would soon be helpless. Thus in 1809 Great Britain passed an act encouraging the importaation of timber from the british Colonies in North Amierca, and placing high duties on wood from the Baltic. These high duties were retained long after the war ended becasue much British capital hd been invtested in the North American timber trade and the igh duties ofset the expense of the long haul across the Atlantic Ocean. Although 565 loads of fir timber alone were exported from Nova Scotia to Great Britain in 1800, this had increased to 28,059 loads in 1818. The main centre for the timber trade in the province was Pictou, and on the Gulf Shore more than 100 vessels annually brought out British manufactures and loaded with timber for the British market.

The timber trade of St. Mary's River district prospered modestly as comapred to Pictou County. David Archibald 3rd controlled about 7000 acres of timber land and the settlers were anxios to sell him the trees they cut in clearin g their farms. He had a sawmill, operated by water power, at the mouth of the First Lak e Brook, and this mill operated until 1842 .

In 1819 the inhabitants of Saint Mary's River petitioned the Legislature to pass a law to allow the placing of booms in the river and to authorize the magistrates of the county to regulate and repair the booms. They said that the River Saint Mary's was "so large and rapid near the Tide, that [timber, logs and lumber] cannot, with safety, be got to market without having a boom in what is called Stillwater, above the falls, to stop the said Articles until the river is at a suitable height to carry them over the falls - and also another boom at or near the village of Sherbrooke to prevent the said Timber, Logs and Lumber from going adrift until taken away or otherwise secured."

At the Court of General Sessions on 14th December 1819 regulations were made for booms at Stillwater and at the head of the tide. The proprietors of the boms were to hold an annual meeting and appoint three to five trustees and also to appoint boomkeepers. It was forbidden to cast off the boom at Stillwater without the consent of at least two trustees. If anyone with any vessel, boat or raft of timber wished to go out to the principal boom he had to notify the boomkeeper and obtain permission.

The owners of any timber, sawmill logs or other lumber brought down to the tide had to attend it and have it surveyed and secured in a place of safety. If they failed to do so, the boomkeeper had to take action and charge for his services. Various prices where laid down as rates of boomage e.g.: sixpence on every ton of square timber, threepence on every sawmill long, fourpence for every cord of cordwood, sixpence on every thousand of long shingles or staves and on ever cord of lath-wood.

The rocks at the big Falls of the river were a dangerous hazard because occasionally they broke up the rafts of logs being floated down or staved in boats coming down. In 1825 the Legislature of Nova Scotia granted 50 pounds for blowing and removing these rocks, but although another 50 pounds was subscribed locally no one would undertake the task, and the assemblymen were asked for another 50 pounds, which they granted on March 28th, 1826.

Joseph Howe wrote in 1831 in his "Eastern Rambles" that the whole business of Sherbrooke was the completion of two or three small vessels on the stocks, and "the rafting, securing and sawing of timber. The Harbour of Sherbrooke seems admirably adapted to this purpose; two points of land approaching so near each other across its channel, that booms are easily extended from one to the other, which arrest the progress of any logs which may happen to break adrift. There is an excellent sawmill at the lower extremity of the village, which is supplied with water through a sort of canal, cut for a distance of a quarter of a mile, to the margin of a lake."

Howe disliked the appearance of lumber towns, and was equally scathing in his description of Antigonish. Besides he was annoyed with the difficulty he had suffered in getting a smith to replace a loose shoe on his horse. "Sherbrooke is a rough and unsightly cluster of wooden houses, built along a street running parallel with the eastern bank of the River, at the head of Navigation... as the country above it becomes populous and improved, it must become an interpot for the supply of settlers, and an outlet for the produce of the country. Indeed, is must live by commerce or manufactures, for there is scarcely land enough around it for a garden.

John McGregor wrote in British America that he timber business had formed the chief pursuit of the settlers on the St. Mary's because they had found it more convenient to cut down fir trees rather than farm. "For three or four years past from twelve to fifteen large ships have loaded in this harbour with timber and deals for England. There are several sawmills on the rivers; but agriculture a d rearing cattle must eventually be considered the sources which will cause these settlements to thrive and become populous."

In 1842 William T. Archibald decided to expand his mill operation and dig a canal or "race" from the southern end of the lake to a cove on the St. Mary's River at the southern end of the village. To help in financing the project he took Henry Cumminger into partnership. Archibald set up his mill on the north side and Cumminger built a new mill on the south side. Two nephews of William T. Archibald, Alexander N. And David A. McDonald, took over the mill property and timber lands about 1856.

The lumber trade experience varying cycles of prosperity in the nineteenth century. In the 1850's there was prosperity caused by demands for shipping arising from the Crimean War, and with expanding markets in the United States during the Reciprocity Treaty of 1854 to 1866. Yet apparently the lumber trade of Sherbrooke remained oriented with Great Britain.

In 1855 lumber to the value of 7682 pounds was exported from Sherbrooke to Great Britain, and 1131 pounds of timber while 2815 pounds was imported from Great Britain and only 184 pounds from the United States and 697 pounds from other colonies in British North America, mostly for flour. This trade was carried in five British vessels, one foreign vessel and two from B.N.A.

In 1860 laths, pickets, staves and lumber (286,617 superficial feet) and timber (730 tons) valued at 5127 pounds passed through Sherbrooke for Great Britain while fish worth 2362 pounds was sold to ther B.N.A. colonies. In return British goods (mostly cloth, china and glass, hardware and oakum and salt) worth 2242 pounds were brought int Sherbrooke, and 317 barrels of flour valued at 1487 imported from other B.N.A. colonies (this would be largely for consumption in umber camps, and probably imorted from what is now Quebec and Ontario.) This trade was carried in 3 British vessels, 1 foreign vessel and 1 from B.N.A. It is interesting that none is listed from the West Indies.

Later Provincial Trade Returns fail to list Sherbrooke separately, but in 1866 St. Mary's River imported 1611 barrels of flour worth $10.,212; beef and pork, bread, coffee, flour, molasses, tea, tobacco, and oil totalling $2220.57; and exported 37,325 feet of boards, plank and deal valued at $21,117 and 383 tons of timber worth $11,383. However, these figures do not take account of local produce carried in schooners and fishing vessels to Guysborough or Halifax.

Apparently some lumbermen were in debt to Sherbrooke merchants. During the Confederation election campaign in the summer of 1867 "a Backwoodsman" from st. Mary's complained that the "family compact" by improper means "obtained the control of our business, and for twenty five years gave us only about two thirds or three fourth of the value for the product of our hard labour, thereby many of us have been ensnared in their ledgers, by which we are now threatened by the full rigger of the law, if we will not vote the Confederation ticket..."

Farming

As Sherbrooke was surrounded largely by barren and rocky lands, it did not have sufficient agricultural hinterland to develop as a market town. Such fertile farming land as existed on the intervales of the river and various pockets of soil in the forests ws devoted to raising crops useful to the lumber camps e.g. hay and oats for horses, buckwheat, potatoes, turnips, peas, beans, pork and other standbys of lumber cooks. Often crops grown on the intervals land were damaged by floods.

Inhabitants of outlying villages had to bring their grain to be ground. In 1834 the people of Indian harbour protested to the House of Assembly "that there is no mills to manufacture their grain nearer than Saint Mary's distance of thirty miles and that the road is in such a state, that it is (as yet) impossible in winter or summer to get a horse or team to the said mills with al load". They asked for financial assistance to build their own mill.

The St. Mary's Agricultural Society was formed in 1846, mostly by farmers upriver, to introduce "the best and most scientific system of tillage practised in England, Scotland and America as far as the same may be applicable to this district, offering premiums to excite enterprise and emulation by the importation of seeds, implements, of Husbandry Books and the choice (sic) specimens of new and improved breed of cattle from other countries." William McKeen was President, Alexander Archibald was the Vice-President, reverend John Campbell was the treasurer, William Sinclair, Secretary; and committed members were Archibald Jordain, Samuel Archibald, Peter Grant, Alexander McKenzie, David K. McKeen, Isaac McKeen and Samuel Cumminger. In September 1846 William Sinclair resigned as Secretary "on account of his being somewhat of a seafaring man, and therefore frequently from home, he could not conveniently attend to the business of the society. Neil Gunn succeeded Sinclair as secretary.

In the report for 1847 it was pointed out that"this has been a lumber district from its first settlement; nor will many of our best farmers (although sensible of it's injurious tendency) be induced to mind their farms, and give up working in the woods; yet we are convinced that no one circumstance, has so much retarded the improvement of agriculture, and the general advancement of this district as that above mentioned. Another difficulty which we have severely felt, is the want of markets - Halifax, has been of little benefit to us, on account of the badness of our roads;

and hour having so little information respecting the state of the markets that we could not successfully compete with other parts of the Province. This state of things, however, is gradually passing away, and we hope son to enjoy equal privileges with our neighbours in this respect. This season a small cargo of cattle was sent to St. John's Newfoundland which paid tolerably well, and may prove the commencement of a trade between here and that place."

The St. Mary's Agricultural society remained active until 1858, and was concerned with bringing in seed and agricultural publications, and improved implements such as threshers and separators to be sold at public auction, and also sponsoring exhibitions of cattle, colts, sheep, pigs, cabbage, turnips, butter, oats, wheat, barley, buckwheat and cloths.

In 1858 the society failed to carry out any programs because they were in debt for 27 pounds to pay for "a thresing machine and cleaner", but their secretary Simon Fraser reported that they had no regrets about this purchase for it "does work well and exceeds anything that was expected from it."

Shipbuilding and Communication by Sea

Until the twentieth century most travel along the Easter Shore of Nova Scotia was by sea in sailing vessels or steamers. Naturally the early settlers of St. Mary's Township used some of the abundant timber to build fishing vessels or coasters.

In 1809 John Taylor, david Archibald 3rd and John McKeen (who then lived about ten miles above the head of the tide on the St. Mary's River, where Sherbrooke did develop later) asked the Lieutenant-Governor for a grant to open a road down the river to the place where vessels could moor because their communication with Halifax was by sea.

Six years later the inhabitants and settlers on the rivers of Antigonish and St. Mary's asked Lieutenant-Governor Sir John Sherbrooke for "a good Road from Dorchester (now Antigonish) to the tide water at St. Mary's River" so that they could drive their "stalled cattle, in the winter season or early in spring.. And to send them either alive or slaughtered and in quarters or otherwise, and also pork, poultry to the great and mutual benefit of these settlements and the Halifax markets."   The presence of a British garrison stationed at Halifax and also squadrons of the North Atlantic fleet of the British Navy provided a large market for cattle in the capital of Nova Scotia, and these armed forces had been largely increased since the outbreak of the war with the United States in 1812.

We do not know the name of the first ship built n the St. Mary's River. A shipyard for boats and ships was located near the mouth of the river at what has become Sonora. This yard was owned by Elisha Pride and his son Ira Pride. Elisha had come from Shelburne County, and in 1811 had received a tract of land which had been escheated from Alexander McNutt, where he had already been living, with his wife, five children, and n orphan nephew. He had continued to clear his land with the help of his family, and had constructed a schooner "and followeed the Labrador Fishery" in 1813 .

Pride's partner in the building of this schooner was Robert Dickson, who said that he had cleared and improved the small portion of land on his grant which was fit for cultivation, and that they had employed the schooner "in the Labrador Fisheries to good purpose."   Captain William Moorsom in his Letters From Nova Scotia in 1830 wrote that two small fishing establishments had been formed at Sherbrooke and that the vessels carried lumber or produce to Halifax in April, and there fitted out for the Labrador coast. Also Captain Moorsom remarked that the St. mary's River was navigable for vessels of 600 tons and that for six miles from it's mouth the channel was never closed by ice in winter. However, small craft of under 100 tons were used by the settler and "during the year 1828 six vessels of that description were built between Sherbrooke and the sea. The price current in the market at that time was 4 pounds (of Nova Scotia) currency per ton, and the expense of building these vessels, iron-fastened, would be covered at the rate of three pounds ten per ton."

A noted shipbuilding firm at Sherbrooke was McDonald Brother (Alexander n. and David A. McDonald merchants) whose shipyards were located south of their mill site at "McDonald's cove". The ships built for them were usually loaded iwth lumber, sailed to Great Britain and sold there. Charles S. McIntosh, shipwright, built for them the Rebecca Ann. About 1890 the McDonald's built the Sherbrooke which made voyages to Jamaica and New York . About 1866 Henry McDaniel, shipwright, built the barque Degina for Cumminger Brother, whose shipyard was located south of the original mite site of 1817, in the centre of the village. Ast Sinclair's Point was Sinclair's Shipyards.

In 1855 two vessels of 180 tons, valued at 2350 pounds had been built at Sherbrooke, where its inhabitants already owned 10 vessels totalling 684 tons valued at 10,685 . Ship-building records for Nova Scotia are incomplete, and most of those which have survived have been moved to the Public Archives of Canada at Ottawa. The following vessels built at Sherbrooke are listed in Thomas H. DeWolfe's Nova Scotia Registry of Shipping in 1866:

Thomas R. Dewolfe,   Nova Scotia History of Shipping, Halifax, N.S. 1866

Page	Name	# & Type	Weight (tons)	Date	Owner	Reg. Location
172	Challenge	36101 Schooner	91	1857	John Portetus Jr.	Halifax
192	Dashaway	36339 Schooner	78	1861	James L. Bremner	Halifax
340	Mary Ann	42394 Barque	499	1863	Peter Sutherland	Halifax
438	Sherbrooke	50786 Schooner	71	1865	William Murdoch	Halifax
435	Victory	36752 Schooner	13	1859	Alexander McDonald	Guysborough
490	Village Belle	43281 Brig	199	1863	John Cumminger	Halifax
134	Ariel	36573 Schooner	44	1860	James Dickson	Guysborough
182	C. W. Wright	Schooner	66	1855	David Dixon	Halifax
276	Industry	Schooner	47	1835	James Hemlow	Halifax
335	Margaret	Schooner	43	1824	Henry McDaniel	Halifax
402	Pursuit	Schooner	72	1852	Israel Nicherson	Halifax
413	Reform	Schooner	25	1837	Elisha Pride	Halifax

District of St.Mary's

      In 1840 the township of St. Mary's was recognized into the District of St. Mary's. This act was passed by the Nova Scotian Legislature on 27th day of March 1840, but was not to go into operation until the 1st day of January 1841. The preamble said: "Whereas the inhabitants of the township of St. Mary's in the County of Guysborough, are desirous that such Township, in consequence if it's distance form the township of Guysborough, and the great inconvenience which is experienced from their necessary attendance at the Court of General Sessions of the Peace now held at Guysborough aforesaid, may be set off and erected into a separate and distinct district, of the said county of Guysborough, and that there may be held therein a Court of General Sessions of the Peace, and the inhabitants thereof be enabled to have a separate assessment for county purposes".

      The act further provided for the appointment of a Clerk of the Peace, for three justices to revise the list of the Grand Jury, and for the "Court of General Sessions of the Peace shall be held at the Court House in the Village of Sherbrooke, on the first Tuesday of July, in each and every year."

      Hugh MacDonald (1789-1877), merchant and justice of th peace, who had been elected as a member of the Assembly for Guysborough county in 1836 as a member of the Reform Party which favoured Responsible Government, was appointed as Custos Rotolorum for the district of St. mary's on June 14th, 1841 at the meeting of the Sessions at the court Hose at Sherbrooke. The Sheriff was Murdoch McLean and William Bent was appointed Clerk of the Peace. Hugh McDonald had taken over as Town Clerk of the St. Mary's River Settlement in 1822 from Wentworth Taylor. He had been born in the Isle of Rum, and had emigrated to Nova Scotia in 1808 by way of Pictou. He married Elizabeth Elliott, daughter of David Archibald. Their children were John Angus (b. 1822), James Hugh (1826), William Thompson (1827), Margaret (1829), Isaac (1831) and Martha (1832). Hugh recorded his wife's death in the official records in the following words: "died at Sherbrooke 2oth day of November 1835 Elizabeth Elliott McDonald, wife of Hug McDonald Esquire in the forty-fifth year of here age much and deservedly lamented".

      Through his influence Hugh McDonald had the officers of registry of deeds and court of probate for this part of the county moved from Guysborough to Sherbrooke. He acted as Registrar of Deeds form 1847 to 1869 when he became Judge of Probate. Although he was an elder in the Presybterian Church he delighted in the music of the fiddle.

      Hugh McDonald also acted as postmaster, becoming the first in 1820. In 1868 he resigned and his son James McDonald succeeded him. At first mail was brought to the village by men either walking over rough trails or on horseback. Mrs. Hart wrote: "During the first year the courier was paid a subscription from a few of the principal inhabitants. The route was to Antigonish, and the mails were received and despatched once a month. During the sitting of the Legislature, the people were anxious for more frequent communication and made arrangements for a fortnightly trip. After the first year the courier's salary was paid by the Government, the regular mails being fortnightly, with weekly trips during the session of Parliament."

New Court Hose (Still Standing)

The old Court Hose was costing too much to repair, so permission was obtained from the Provincial Legislature to authorize its sale.   At the October Term in 1857 the Court of Sessions "sanctioned the recommendation of the Grand Jry to build a new Court House at the Brooke the following dimension, viz. - 40 feet long - 30 feet wide - height of parts 15 feet - the sills to be of pine not less than 9 or 10 inches square clear of sap - the rest of the frame to be either good sound pine or good sound spruce - the roof to be shingles with good pine shingles, and the walls or sides and ends of the building to be finished with good pine clap boards - the roof to have a projection of 18 inches - the Commissioners to make a plan and specification of the building, and to finishing of the outside and laying the floor - the fllor to be double - first floor to be good Hemlock - the second floor 14 inch good spruce and the whole to be sold by tender and contract. Signed Hugh McDonald Custos."

At a special Sessions of the Peace on February 8, 1858, Mr. Alexander McDonald's plan for the new Court House was accepted, and the site decided upon. It was moved and seconded "That the new Court Hose shall be built upon the present site of the old one, should the Deed of the same prove valid - Mr. Alexander McDonald to take the advice of a lawyer upon the said Deed and the Recorder to furnish the said Alexander McDonald with a true copy of the said Deed with the accompanying resolution to be laid befre an attorney for advice upon the same.

"That shold be title of the site upon which the old Court Hose now stands, prove not tobe in force or valid that the Commissioners for the new Court Hose are empowered by this meeting of the Sessions, to purchase a site in the most suitable place possible to erect the said building and as cheap as the same can be had. The site to be in Sherbrooke Village - Carried unanimously."

The Trustees of the court House for 1858 were John Hattie, Esq., Alexander McDonald and Jesse Cumminger. "The Court agreed that the Trustees or Commission should be empowered to borrow the amount due on the court House to pay off the same.

Also that the Commissioners get the stove belonging to the old Court House and put it up in the new Court House - also to put a fence in front of Court Hose with a suitable gate."

At the October Term for 1861 the Trustees appointed for the Court House and new Jail were John Hattie, Jesse Cumminger and Alexander N. McDonald.

New Jail

At the October Term for 1861 of the Quarter Sessions for St. Mary's the Court had decided to build a new jail at Sherbrooke. "The court agreed that a jail should be built at Sherbrooke - the dimensions of which are to be left to a Committee who are to consult with the Commissioners; also to agree to the size of the building the material, the site, and time when the same shall be erected.

The Court appointed Angu Kirk, John w. McKeen, and Samual Archibald Esq. To be a committee for the new Jail and recommended that they should hget a good plan for the building of said jail."

Municipality of St.Mary's

With the enactment of the County Incorporation Act in 1879 by the Nova Scotia Legislature, the district of St. Mary's was reorganized as the Municipality of th st. Mary's. The Municipal council of St. mary's met in the court Hose at Sherbrooke on Tuesday January 13th, 1880. John A. Kirk was unanimously chosen as Warden. The Councillors present were Daniel Hattie, Jau A. Fraser, John Gillis, Alexander Sinclair, Alexander Hattie, and Samuel Hawblot. The Council discussed by-laws and finance, the appointment of ferrymen, care of the poor, various appointments of local officials, and carrying out of statute labour on the roads and bridges.

The constables appointed for Sherbrooke were John c. Archibald, Matthew McGrath, William b. McLane, John w. McDaniel, William J. McIntosh and William O. Elliott. Overseers of the poor were William L. Painter, H. N. McDaniel and William M. McDonald. Fence viewers for Sherbrooke were William Tate and D. Archibald (mill) and the local assessor? Charles S. McIntosh, Esquire.

For many years A. W. Cameron served as warden of the municipality. He was a Sherbrooke boy who wa elected as member of the Legislative Assembly for Nova Scotia in 1956, and had served as municipal treasurer and clerk form 1940 to 1957.

Sherbrooke has continued to the present time as the administrative centre for the Municipality of St. Mary's.

Schools At Sherbrooke

The early settlers of Sherbrooke were New Englanders and Scots, both ethnic groups who honour education, and they provided schools for their children long before the Free School Acts of 1864 and 1865. Indeed, the petitions sent to the Legislature are unusual for the period because the petitioners were able to write their own names and on one signed them with an 'X'.

In 1817 David Archibald 3rd deeded a lot of land at Sherbrooke to be used as a site for a school and meeting house, but school classes were probably taught in a room in one of the houses before a schoolhouse was constructed, as tradition relates that William Ben held school in his kitchen.

David Archibald 34d, Wentworth Taylor, and David Fisher were trustees for the school at Sherbrooke where William Bent was paid 25 libs. For teaching from December 1st 1815 to December 1st 1816. Hugh MacDonald was paid 12.10 shillings "for teaching and superintending the school... for one half year" from the 15th December 1816 to 15th June 1817. David Archibald, Wentworth Taylor and William Taylor were the trustees.   A school was built in 1818 and used for twenty years, with church services also being held in the building.

New schoolhouses were built in 1850 and 1867. In 1850 J. W. Dawson, the Superintendent of Education for Nova Scotia, was visiting various districts and holding meetings. He rote about eh St. Mary's distruct: "the Commissioners are active and labourious, and their clerk, Rev. J. Campbell, is one of the most useful and zealous freinds of education tn the district... I was much pleased to find in process of erection, at Sherbrooke, a very well planned schoolhouse. I gave some suggestions on the subject of seating, and trust that when finished it will be a model to the district".

In his report in 1867, School Inspector Samuel R. Russell mentioned the long continued depression of business and the successive failures of the fishery on the coast. However, within the last year a school had been built at Sherbrooke "scarcely inferior to the county Academy, excep in size, and play grounds". Furnished with patent desks, it had two departments, and was well attended, and in charge of competent teachers.

The first meeting of the School Board for the District of St. Mary's under the Education Act of 1864 was held at the Court House in Sherbrooke on the 4th of November 1864 with the following present: rev. John Campbell, Rev. Henry Eagles, Charles Burns, Hugh McDonald Esquire, John W. McKeen, Esquire, Alexander Cumminger, Neil Gunn, Abner P. McKenzie, Esquire, and Samuel R. Russell, inspector of Schools for Guysborough County. They apportioned the school grant and examined teachers for licences. John D. Copeland and John F. Fraser, teachers at Sherbrooke for six months in 1866, received as government grants $124.10 and $125.30 respectively.

It has always been a problem to provide good schools and well qualified teachers in the poorer districts of Halifax and Guysborough Counties - a problem with which successive Boards of Trustees and Inspectors of Education have struggled. The opening of the St. Mary's Rural High School at Sherbrooke has done much to provide first class educational facilities for junior high and senior high school for children from a large district.

St. Mary's Rural High School opened in September 1953 to serve Grades 7 to 12 from 31 rural and village sections in the Municipality of St. Mary's. The first year there was an enrollment of approximately 250 students, with a staff of seven academic teachers and two specialists. The official opening took place on November 1, 1953. It was located on several acres of high ground overlooking the beautiful St. Mary's River and the village of Sherbrooke, and for the first timein the educational history of the municipality provided an opportunity for all the boys and girls of the area to acquire a good education on the secondary level .

Churches

The pioneers on the St. Mary's River were Presbyterians, of that branch of Presbyterianism known as the Secession group, a break-away from the Established church of Scotland. At first they had no minister or church, but they gathered in some home for worship. The Rev. John Waddell came from Truro to visit members of his old congregation and Dr. james MacGregor travelled from Pictou to preach in homes in the district.

The first settled minister in St. Mary's township was the Rev. Alexander Lewis, from the Presbytery of Truro, who served Glenelg and Sherbrooke from 1818 to1836, when he moved to Upper Canada (Ontario). Mr. Lewis was a native of Ireland, who had studied at the University of Glasgow.

The rev. John campbell was called to St. Mary's and ordained over the various churches there from Caledonia to the mouth of the St. Mary's River in 1837 and served his congregations for 35 years until his death. He had been born at Scotch Mill, about four miles form Pictou, in 1809 to hardworking, God-fearing Gaelic-seaking parents. The boy walked the four miles each day to the Grammar School at Pictou, graduated to Pictou Academy, and eventually studied theology under the great scholar Dr. Thomas McCulloch. He preached his sermons in Gaelic as well as English, for many of the Highalnder did not understand English.

In 1838 there was not a raod fit for a carriage, the roads being openings cut in the woods with a pathway full of holes, roots and rocks. A group of ladies arrived from Halifax by ship and landed at Sherbrooke under the impression that they could reach Pictou overland. A heavy double seated wagon, which had been purchased by Alexander Archibald from Jonathan Blanchard of Pictou, was patched up for the journey. This cumbersome vehicle was used in 1841 by a party of the minister's friends who accompanied him to Pictou to his wedding to a daughter

of Dr. James McGregor. Mr. Campbell had to hire a chaise at East River to take home his bride. In 1842 Hugh MacDonald imported the typ of wheeled carriage knows as a "fly" into Sherbrooke.

At the time of his marriage three was no shop at Glenelg or Sherbrooke so that family supplies had to be brought from Pictou, New Glasgow or Halifax. There was little cash in circulation, because the farmland was poor except on the intervals of the river and the river and the people relied largly on lumbering for subsistance. They were far from market to sell farm produce, and most of the lumber was shipped to Halifax where often little was left after all the expenses had been piad and the middlemen had made his profit. The minister's salary was 100 pounds, annually, and this was not paid fully or regularly.

Sherbrooke had only 14 members of the Presbyterian Church when Mr. Campbell was ordained (many attended although ey had not joined the church) but this had grown to 243 members when he died in 1872.
On March 29, 1838 a meeting was held by the Dissenting Presbyterian congregation of Sherbrooke Village to form a corporate body. Hugh MacDonald, William Bent and John McDonald were selected as trustees and took over the property which kad been used since 1818 for both school and church. The congregation continued to grow and in 1852 plans were made for a new church 50 feet by 40 feet with a 19 foot post and a belfrey on the roof - to be constructed on a site bought from Henry Cumminger. They building committee were henry Cumminger, David K. McKeen, and Samuel w. McKeen who was also the contractor while John H. Scott finished the interior. In 1859 the congregation approved of the union between the Free Church and the Presbyterian church in Nova Scotia.
The large increase of population in the neighbourhood of Sherbrooke in 1861 and 1862 because of the Gold Mines at Goldenville, and his failing health, decided the Rev. John Campbell to confine his ministerial activities to Sherbrooke, and the congregation built a manse for him there.

After the death of the Rev. John Campbell in September 1872, the rev. c. a. gillis became pastor of Sherbrooke in 1874, and it 1876 removed. Rev. James Quinn was inducted the first of May, 1877, and on March 31st, 1880, another vacancy occurred. Rev. J. L. George was ordained on 20 December 1881, and on 10th April 1887 removed to Dartmouth. He was succeeded by the Rev. William Maxwell who was inducted on the 30th August, 1877 and removed on the first of May 1894. The Rev. W. J. Fowler followed on the 19th of November 1895, and after a three years' pastorage accepted a call to South Richmond, N. b. in 1893. Rev. R. McKay succeeded Mr. Fowler and was inducted on the 17th of July 1900. The Rev. V. N. Purdy enter upon his work on the first of August 1903 and removed 21st September 1913.

St James Anglican Church

The adherents of the Church of England along the Eastern Shore belonged to St. Paul's Church of England at halifax in the sense that they travelled there in fishing vessels and coasters to be married and to have their children christened. Later they were visited by Rev. John Stevenson, a professor at King's College in Windsor.

St. James Anglican Church, built in 1850, when the Rev. Joseph Alexander was the beloved clergyman, was consecrated on August 15, 1855. The journal of Mr. Alexander, which he sent to the colonial church Society, describes how on July 20, 1850 the building committee at Sherbrooke had invited him to examine the structure. The exterior was completed and there was a good double floor, a plain reading desk and a number of temporary seats. Dr. Henry Elliott, president of the building committee, gave Mr. Alexander th key, and he hoped to procure a good stove by winter. The Sherbrooke church was five miles from the Anglican Chapel at St. Mary's River, where Mr. Alexander lived.

Mr. Alexander continued in his report: "At Sherbrooke I hope to be enabled to organize a Sunday School, afer we shall have got our Stove and pipe up. The stove is presented to us by the Messers. Wm. Johns and Son of Halifax, to whom for myself and the congregation, I feel truly grateful."

On Sudnday, August 15th, 1852 Bishop Hibbert binney consecrated st. James. Mr. Aleander described it thus: "At 5pm his Lordship and Clergy reached Sherbrooke church (from st. Mary's River settlement) where divine service was held and a sermon preached by the Bishop to a very attentive congregation, many of whom had probably never seen a chief pastor of the church before, as a Bishop had never prior to this been seen at that place".

St. Paul's Roman catholic church

Rev. ronald MacGillivray, a roman Catholic priest, was the pastor from 1859 to 1885, of a large parish of St. Josepth's which included Sheerbrooke, which has no roman Catholic Church building. St. Paul's Roman Catholic church wa built at the gold mines at Goldenville in 1871 and in 1907 was moved to Sherbrooke where it served until 1961. The rev. Moses N. Loyle is remembered as visiting the Sherbrooke Church as a mission of Lochaber. On Labour Day 1961 the old church was demolished and the new one built on it's foundation, and was blessed on December 10, 1961.

United Church of Canada

At church Union a majority of members decided to continue as Presbyterians, and those who went to the United Church of Canada erected a new church, St. John's, close to the bridge, which was dedicated on November 13, 1927.

In the 1911 census the following religious affiliations were given for Sherbrooke: 117 Anglican, 23 Baptists, 3 Methodists, 555 Presbyterians, and 53 roman Catholics.

Sherbrooke in the 1860s

The population of Sherbrooke had reache d1169 when the census was taken in 1861. The village had 3 water powered sawmills, valued at $2400, and employing 12 men, which manufactured 700,000 superficial feet of deals; 201,000 superficial feet of pine boards; 600,000 superficial feet of spruce and hemlock boards; 467,000 tons of square timber and 43,000 staves. 41320 worth of leather had been tanned, and 26 carriages and 38 boats were built tehre in 1860, while 2507 barrels of herring, 101 barrels of alewives and 706 barrels of salmon had been caught.

The number of inhabitants increased slightly in the 1860s because the population had reached 1,233 when the first census of the Dominion of Canada was taken in 1871. The Scots predominated with 1,058 of Scotch origin, followed by 253 English, 206 Irish, 36 German, 6 Africans, 7 Italian and 6 Spanish. The Presbyterians were by far in the majority with 893 adherents; and 279 Church of England, 202 Catholics, 199 Baptists, 36 Methodists and 6 Wesleyans.

Among the business and professional men listed at Sherbrooke in Hutchinson's Nova Scotia Directory for 1864-65 were James Archibald, housejoiner; William Baily, merchant; Dougald Campbell, shoemaker; William Cruickshank, tailor; Alexander Cunningham, shoemaker; John Cumminger, general dealer; Alexander Dechman, tanner and currier; William Fillmore, shoemaker; Alexander fisher, baker and grocer; William E. Irish, saddle and harness maker; Daniel Logan, harness maker; Henry McDaniel, shipwright; John McDaniel, hote and packet line to Halifax; A. N. McDonald, surveyor of shipping,; Alexander and David McDonald, general store; Donald McDonald, tailor; Hugh McDonald, postmaster, James H. McDonald, groceries and drugs; John A. McDonald, blacksmith; Mrs. Sarah McDonald, boarding house; McDonald & Kennedy, saawmills and lumber dealers; alexander McDougall, watchmaker; Roderick McDougall, shoemaker; Alexander Mcgilvray, physician; Charles S. McIntosh, shipwright; Abner P. McKenzie, comptroller of customs; Donald H. McKenzie, harness maker; John McMillian, physician; Allen McQuarry, hotel and stage proprietor; John McQuarry, carpenter, John McQuarrie, general store; Robert W. MacDonald, general dealer; George manso, carriage maker; donald Murdoch, house joiner; donald Murdoch, general store, william Murdoch, trader; Mrs. P. Nickerson, boarding house; george Olding, house joiner; Phillip s. Perrier, general dealer; John Perrier, druggist; Perrier & Macdonald, variety house; John Power, house joiner; William L. Pye, surveyor and deputy gold commissioner; David E. Rop, photographer; andrew Stevenson, miner; John A Stewart, carriage maker; John Walsh, tailor; and alfred K. White, tinsmith; and Charles Burns, catechist and Rev. John Campbell.

Thus the picture emerges of an administrative and trading centre for lumber and shipping operations and for the gold mines nearby with various general dealers and merchants to handle lumber and supplies, sawmills, a tannery, harness makers for horses used for transportation and in lumber, blacksmiths for shoeing horse and also an iron work for ships, carriage makers, carpenters and shipwrights, a doctor, two ministers, druggist, hotels and boarding houses, officials such as a postmaster and comptroller of customs and surveyor of shipping and gold commissioner, and a few luxury items such as tailors watchmaker and photographer.

Sherbrooke Gold Mines or Goldenville

When gold was found in the hills on the opposite side of the river from Sherbrooke village in the summer of 1861 it caused tremendous excitement thought the province because Nova Scotians expected wealth similar to the California gold rush of 1849. The morning after the discovery, 500 mena nd women were in the neighbourhood of the discover prospecting among the rocks with hammer or pickaxe. By August 1862, two hundred and fifty houses, 8 sto5rres, 5 temperance hotels or boarding houses, a post office and 4 large crushing mills had been constructed at Goldenville. The merchants and mill owners made large profits selling goods and sawn timber a the mines, shops, hotels and boarding houses expanded, a deputy gold commissioner was appointed (William L. Pye), and the general prosperity and hop was reflected in the growth of the village of Sherbrooke and construction of business premises and fine houses.

So great was the rust to the "diggings" during June and July 1862 that three small steamers were kept plying between Sherbrooke and Halifax, carying men and material to the mines. The Relief Steamboat Company's steamer Neptune, J. W. Payne, Commander, left J. M. Watson & company's wharf at Halifax every Monday and

Thursday at 5 am for Tangier and Sherbrooke, and returned to Halifax the following day. The fare from Halifax to Sherbrooke was $2.00. This schedule was not always adhere to because on one voyage in May the Neptune was delayed by dense fog and smoke from fires in the woods near Owl's Head, and tok six days to sail from Sherbrooke to Halifax.

In July 1862 Mr. Compton, editor of the Halifax Evening Express, who was interested in the gold mines at Goldenville, sailed from Halifax on board the steamer Relief.   He praised the attention and urbanity of both Mr. Hathaway and the Steward, enjoyed his meals, but complained of the heat and lack of air in the gentlemen's saloon and the washroom. Mr. J. W. McKeen and Mr. Gunnison conducted his around Sherbrooke and the gold mines. This is Mr. Comptons description of Sherbrooke:

"At themouth of the river at present, are two large barques, loading with deals sawn at the mill of Messers. McDonald & Col, at Sherbrooke, ten miels up the river. This mill, we are informed, has been kept so busily engaged in manufacturing boards for the oeple at the mines, that it has hardly been able to supply the demands of the miners.

The village of Sherbrooke, situated on the east side of the river, presents at present a thriving aspect; but considering its situationa and advantages as the shire town of the district of St. Mary's, and the length of time it has been settled it is not in that advanced stat that should be expected. The gold discoveries on the opposite side of the river have, however, this summer given an impetus to business in the village, and more buildings have gone up, and greater improvements have been made this year, than have been witnessed for a half score of years previously. The village possesses a church (Presbyterian we believe), a neat court house, and quiet a number of handsome   private residences; but considering this increased and increasing number of travellers with the gold discoveries is attracting tot he locality, the hotel accommodation are miserably insufficient; and an improvement in this respect is both necessary and desirable.

Directly opposite the village is what is called the "Landing" and where the road from the gold "diggings" terminates.. Here Messers McNab & Co. have a well arrange and well filled store, where every article the miners require is kept and sold at an extremely small advance upon Halifax prices. From the landing to the commencement of the thickly settled portion of the gold district, a distance of about two miles, over which an excellent road has been made this summer... the number of buildings at the Sherbrooke diggings now number about one hundred and fifty. These include tne or fifteen stores, several blacksmiths, shoemakers, and tailors' shops, for buildings erected in connection with the same number of crushing machines, and a Public hall. The buildings for the most part are small and temporary, but many of them are large and substantially built and tastefully painted, and the number of persons at present occupying them and prosecuting gold mining is about four hundred... the baker and milkman go their rounds every morning (Sundays excepted). Express wagons and cabs run every quarter of an hour between the Landing and the settlement, and passengers re carried over a distance of two and a half miles for five cents, while in Halifax one cannot step into a cab and out again without paying twelve and a half cents." (Sixpence sterling. Decimal system adopted in 1860).

The Sessions of the Peace of St. Mary's and the officials at Sherbrooke experienced some difficulties in administering the gold Mines. A special Sessions of peace was held in the Court Hose at Sherbrooke on the 19th February 1862 to establish and regulate a ferry between Sherbrooke and the west side of the Northwest arm at the end of the road landing to the Gold Diggings, and also to establish a road district from the Northwest Arm to the Gold Diggings and to appoint a surveyor of Highways for the same; also to establish a road district from where Wine harbour road left the Indian Harbour road to the Gold Diggings at Wine Harbour and to appoint a Surveyor of Highways for it. Present at the meeting was Hugh McDonald, Custos; John Hattie, J. E. McKeen, Alexander N. McDonald, William Pride and John Cumminger. They agreed that the ferryman shold provide one scow and two boats for the ferry, and that he give bonds of $400 for the faithful discharge of his duty as ferryman. The boats were to have 16 feet bottom, from 20 to 24 inches in depth and 51/2 to 6 feet in breadth. When navigation opened, the first ferry should be a 5 o'clock in the morning and run unitl 9 o'clock in the even until 8 pm running every half hour of the daytime providing there are passengers to be ferried. The passengers were to be landed at or near John McDaniel's Wharf, and at or near the road leading to the Gold Diggings.

Rates charged for the ferry to the gold mines were five cents for every man and woman, children under twleve half price, for the horse twenty cents and for a n ox twenty cents, for carts twleve and a half cents, and for passengers luggage two cents per hundredweight. John McDaniel and Company were appointed as Ferrymen.

Some enterprising people must have planned to provide entertainment for the miners and visitors and inhabitants of the district with a dancing school at the Court House. This was rejected and at the October Term in 1862 the magistrates voted "That the Court House shall not be rented for the purpose of dancing, holding Balls or any such amusements".   They did allow the "use of the Court House be give free to all Temperance Meetings, Temperance Lecturers, and Lectures on scientific subjects when give free" and approved of "an application made by

the Captain of the Volunteer Guards, J. A. MacDonald, for the use of the Court House free, for the purposes od drill, and other business connected with the affairs of said Guards, and the privilege of making a small room in the court Hose for holding the arms of said Company."

At the same Sessions the magistrates decided that "all applications for a Licence to sell spirituous liquors were rejected". This was unusual in either a lumbering or gold mining settlement in Nova Scotia of the period, but the temperance movement in Sherbrooke - probably because the people were aware of dangers of excessive drinking in lumber camps and on timber drives. The Rev. George Patterson remarked in his sketch of the life of the Rev. John Campbell that "the Presbyterian congregation was sorely tried by the discovery of gold in several places near Sherbrooke. This brought as usual a large population, much of it of very loose character, and with tme the effort for free frinking, and all its accompanying disorders. Few places have stood the test better. The people rose in their might to suppress intemperance, and to maintain order, and though at first there were a few outbreaks, which wre soon suppressed, yet were long, the gold diggings became as quiet and orderly as any ordinary settlement in the country, and much more so than many... the temperance of St. Mary's community is the more remarkable that it has on the one side fishing settlements on the shore, and on the other large settlements of Highlanders... among both of which drinking usages still exist..." Mrs. Hart reported that a Temperance Society had been organized at Sherbrooke in 1831. Queen's Masonic Lodge, No. 34 was established in December, 1864 and chartered March 20, 1866.

Gold mines were opened at Win harbour, about eight miles to the south east of Sherbrooke, and at Cochran Hill about eight miles north of Sherbrooke, and the Goldenvill Mines continued to produce steadily until 1888. About 1896 new leads were discovered and mining boomed for a few years, and in 1906 a little work was done. The mines at Goldenville were worked somewhat during World War II but were abandoned in 1942.

Confederation and the first dominion Day 1867

The majority of the people of Nova Scotia opposed the entrance of the province into confederation with New Brunswick and Canada in 1867, and there was a bitter election campaign that summer. "A backwoodsman" at st. Mary's wrote to the Morning Chronicle complaining that Dr. Charles Tupper and the Tories had given the road commissions to inexperienced men who were willing to vote for the Tories, and taken away the road contracts from experienced road makers who were anti-confederates. He declared that "by allowed confederation to be saddled on us, over 100,000 pounds of revenue will be taken out of Nova Scotian's pockets annually, and put into the pockets of Canadians; money here will become scarcer, and it will then be harder for us to get clear of these ledgers (book debts to merchants who had made advances on future deliveries of logs); therefore, the sooner we have to suffer the riggor of the law (for debt) the better, to get clear of them, and start anew." Two anti-confederate candidates, J. J. Marshall and John A. Kirk, were elected. There were strong supporters of union with Canada living in Sherbrooke on July 1st, 1867 who did celebrate the first Dominion Day by flying the Union Jack and firing guns. At dawn the people of Sherbrooke were awakened by the ringing of the bell in the Presbyterian church. This might be interpreted as welcoming the birth of the new Dominion, or as the tolling of bells "over the graves of our liberties". Bunting showing mourning for the death of Nova Scotia (which was supposed to have ceased as an independent province under the British Crown an be swallowed up by Canada) had been place d on a building owned by Mr. John McDaniel while the Union jack flew proudly from the building of Mr. Irish. On the premises of Mr. McDaniel and on the store of John Cumminger, Esquire, J. P. and candidate for the anti-confederates, were flags flying upside down as a sign of mourning and yards of black crepe.

Transportation

Although on December 2, 1809 John Taylor, david Archibald 3rd and John K. McKeen had asked Lieutenant-Governor Sir George Prevost for a grant to 100 pounds to build a road along the St. Mary's River to the head of the tide and this request had been granted, the problem of a good highway continued to plague the inhabitants of Sherbrooke for over a century. There was no raod along the Eastern Shore, so people travelled through the interior by horseback up the valley of St. Mary's River, continuing by the west branch across to the Musquodoboit; down the valley of the Musquodoboit River and across to the Halifax-Truro highway. The road was also opened to Guysborough, branching off to Country Harbour.

About 1854 the narrow road was improved from Sherbrooke to Antigonish and in 1856 to New Glasgow. It was necessary to lay a corduroy road of tree trunks along a quarter mile on upper section of Main street in Sherbrooke. With the old road as dyke to keep water out from the lake, the village grew along this section of Main Street, moving away from waterfront.

At the time of confederation there was a regular communication by stage coach from sherbroke to Shubenacadie and to antogonish. Archibald's Stage (carry H. M. Mails) left the Shubenacadie railway station after

the arrival of the morning train from Halifax, on Monday and Thursday for Middle and Upper Musquodoboit, Guysborough, St. Mary's, Country Harbour and Port Mulgrave. The stage left Mulgrave on Monday and Thursday and arrived at Shubenacadie on Tuesday and Saturday. McAmes' Mail coach left Antogonish for Sherbrooke and wine harbour after the arrival of the mail from cape Breton on Monday, Wednesday and Friday, returning same days.

But conditions of travel could be appallin in winter as the Rev. F. J. H. Axford discovered at christmas in 1867. He ahd recently come to Nova Scotia from England to take charge of the anglican mission in the St. Mary's River District and was stationed at Liscomb. This is his description:

Christmas Day's duty -

Morning forsty and windy. Family prayer. Endeavoured to dwell in though upon the blessing secured to man, which we commorate today. Was rowed over in a boat to the main land by Mr. (Unknown) saw Mr. (H unknown) before Divine service, which was held at 10 am. After service I expected a walk of seven miles to St. Mary's River, but an old horse was lent me, which, however, I could not make go faster than a walk for nearly the whole way. Called on Mr. Alexander, and his horse and seligh were got ready for me. Then hastened on to Sherbrooke, to hold divine service; after which - the congregation numbering twelve persons - I hurried off to walk to Goldeville, to get to which place I have to corss St. Mary's River, at this time frozen over. It is now dark, the sky overcast, which caused me much trouble to find the right track across the sea, the river being very broad just here. The difficulty I found in crossing delayed me some time, so that when I arrived at goldeenvill I met the congrgation pouring fourt atht edor, making their way home again, supposing that though some hindrance I could not get to them but they were soon reseated, and I took my first service in their new hall. The congregation here was very large; the halls was full; I should think over 150. The congregation at Liscomb was large too. May the blessing of my god rest upon the feeble endeavours for good of His unworthy servant, for christ's sake. Mr. N'Nab walked with me down to the river's side on my return home. My journeyings today have been seventeen miles, and altogether, since Sunday morning, have not been less than fifty miles. The weather today not colder than in England at Christmas.

December 29th, Sunday Morning -

Very frosty. Rode down to St. John's Church, St. Mary's River; held Divine service at 10:30; congregation not very large. Returned to Sherbrooke; held service at St. James' at 3 pm, congregation good in number. After tea walked to Goldevville; held divine service in the hall at 7pm. Congregation very large, but being principally Presbyterians, few respond at all. My journey this morning was eght miles on an ice track. My journey this evening was much worse, owing to itns being very dark. The sky was entirely overcast when I stared for home at 5:25 pm, snow storm was jus tbeginning, and the ground was ligtly sprinkled with snow. I hastily walked down to the rive,r and descended from the wharf to the ice (some five or six feet belowi, making it rather a steep descent) down a plank upon the heels and coattails, not very easy work, and rather dangerous on a slippery plank, and that in the dark. I essayed again a difficult trip across the ice; I had to guess my way across, the distance nearly ahlf a mile, and escape getting near to the broken edge of the ice as well as I could. It being very dark, I was walking too near the edge of a promontory jutting out int the river, when heard the ice crack - no pleasing sound to one alone in what might prove a dangerous position; this I heard to the right of me. I then immediately started more to theleft, to the mdidle of the river, where it was more safe. The river of St. Mary's is a tidal river, the water rising and falling some six or seven feet, and the ice at the edges, of course, is much broken by the tides. The getting on and off the ice is best at low water, for then there is not so much dnager of getting wet feet. The tide was low at the time I was now passing. I arrived safely across to the opposite side, and reached the land with dry feet. Then I began ascending the very long and steep hill, more than a mile in legth, leading to golden-ville; it also was entirely covered with ice, and in many places, where Ia horse and sleigh had passed, the ice had borken, and left eh water (which was running udner the ice down the ill) exposed. I was very thankfl for the providential sprinkiling of snow, for thereby only was I enable to see the holes, in which was the water, from the snow being white on the ice, while the holes were dark, an d so was prevented getting wet feet. Afterwards on the top of th eill I found my walking-stick very useful for sounding the ice, to find which was solid to walk upna d which was broken and think. But I didn not reach the hall without fallig down three times, and was fortunate in not falling oftener. We had a very nice service. I hope some good amoount of the miners may be done by me; it seems a promising fild of labour. After service Messers. (K unknow) and (s unknown) drove me home in a sleigh through a ver violent snow-storm, for which I was exceedingly thankful, and by the means of a lantern we managed to get on and off the ice easily; but our journey across was quite by guess, so we could not see whre to go, the snow drifting full in our faces and most blinding."

Mr. Axford would have rejoiced at the opening of the wooden bridge over the St. Mary's River on August 11th, 1870. Five or six hundred people were prsent at the ceremonies arranged by Mr. Snow, the manager of the

Palmerston Gold Mining company, who had erected a large tent on the intervale whre four hundred sat down to lunch. There were a number of toasts and speaches by william Annard,

Premier of Nova Scotia, John a. Kirk, member of the Assembly for Guysborough County, F. N. Gisborne, Esq., J. a. macDonald, Dsq. Rev. c. b. Pitblado, and Rev. John Campbell. The Eastern Chronicle said: "the new bridge is an imposing and substantial structure, and will be a great boon to the inhabitants of Sherbrooke and Goldenvill, and surrounding country. The absence of such a strcutrre was a great drawback, and that it has now been built is due in a great measure to the energy and vigilance dosplayed by the loca members of r guysborough, and John a. Kir, Esq., in particular - the latter gentleman taking charge of the local affiars of that section of the county. The stone (or rather granite) pieces of the brdige were contracted for an built by Mr. James McDonald, of New Glasgow, and Mr. John McIntosh, of albion Mines, both well and ffavourably known to many of our readers. We have not learned who constructed the wooden portion of the bridge."

Tradition relates that the first person to cross the bridge was Mrs. Alexander Anderson, who carried her son over. This little boy became the member for Guysborough. In 1883 an iron bridge was built.

In 1880 Fraser's mail Coaches ran from New glasgow to Sherbrooke and Goldenville daily, through tickets being issued at the Halifax railway station.   Kirk's Stage (carrying H. M. mails) left antigonish for Glenelg on Monday, Wednesday and Friday after ethe arrival of the mail from Cape Breton, returning the same days. The coach connected at the Upper cross Roads with McDonald's Stages between New Galsgow and Sherbrooke.

There was still no road along the Eastern Shore connecting Halifax and Sherbrooke, but there was a regular service by mail steamer M. A. Starr which ran weekly from Halifax to Charlottstown. In 1890 the steamer Princess Beatrice was on this run leaving Halifax on Tuesdays and Prince Edward island on Thursdays.   In 192 the steamer Differin sailed from Halifax every Wednesday at 8pm for Sherbrooke calling at Port Dufferin, Harrigan cove, Moser River, Ecum Secum, Liscomb and Sonora.

McAlpine's Gazetteer and Guide for the Martime provinces and Newfoundland in 1898 thus describes Sherbrooke: "A PO, money order office and port of entry in Guysborough County a village in st. Mary's township, 50 miles form antigonish, 42 miels from new Glasgow; nearest telephone, New Glasgow; contains 8 stores, 2 hotels, 1 tannery, 1 cheese factory, 2 sawmills, Canadian express, W. U. telegrah, banks, and 2 churches: Poop. 700." The Union Bank was established at Sherbrooke in 1897, and amalgamated witht eh Royal bank in 1910. The first telephone line was built in 1906.

Population Decline and Emigration

The population of Sherbrooke declined steadily since 1871 when it reached 1,233 people but this has been the tendency in guysborough County as a whole. The hinterland up the river did not develop and Sherbrooke failed to become the Lunenburg of the east.   Already during the pastorate of the Rev. John campbell the Scots were leavingg the valley of the st. mary's river and this emigration accelerated as the best stand of timber were cut, the farms failed to live up to their promise, and the young men left to work in the mill towns of New England or to hmestead in western Canada and their sweethears joined them. In 1911 the population dropped to 660 and the Presbyterian Church was having trouble supporting a minister. Population has contined to drop except n the 1930's when a world-wide depression kept young people at home and an act was passed to enable the inhabitants to provide street lighting.   By 1956, only 324 people lived in Sherbrooke.

Population of Sherbrooke

Year	Population
1861	1,169
1871	1,233
1881	1,227
1891	808
1901	1,102
1911	760
1921	679
1931	680
1941	810
1956	324

Lumbering in the 2oth Century

        Lumbering continued to be the mainstay of the district. The McDonald Brothers continued their operation until about 1890, when their properties were purchased by James Miller but their mill was burned for years later. In 1896 the Nova Scotia Lumber company bought out Miller, and Henry Elliott erected a new mill. The United Lumber Company (Henry J. Crowell and Pratt) took over in 1902 with mr. Potts as manager and Duncan chisholm as mill foreman. A year later it was purcahsed by the Alfred J. Dickie Lumber copmany which also held extensive lands on the Liscomb River. With this company were George McNutt, newell Corbett and Fred Corbett.
The Socita Lumber and Shipping company was begun at Sherbrooke about 1906 by a Sherbrooke citizen, c. W. Anderson, with the Gunn Brothers as partners. Clarence Wentworth anderson was the son of Alexander and Caroline McKeen Anderson and had been born at Sherbrooke. He was educated at Pictou academy, and returned to his native village to carry on operations as a merchant. From 1908 to 1920 he was Warden of St. Mary's Municipality, until he was elected to the provincial house of Assembly as liberal candidate for Guysborough county. He was re-elected in 1928 and 1933, and was appinted as a cabinet minister wihout portfolio in the Liberal administration of the Honouable Angus L. MacDonald on Sept. 5, 193, and continued in the cabinet until 1937. He died at Halifax on December 16, 1944.

Conclusion

        More and more tourists are travelling on Route 7 along the Eastern Shore from Halifax to Cape Breton, and passing throught eh charming village of Sherbrooke beofore proceeding up the beautiful valley of the St. Mary's River and Stillwater and Melrose and Lochaber to Antigonish. Although the timber rafts and logs have vanished, the sportsman's paradise mentioned by Joseph Howe remains, and there are summer places and fishing camps along the river. The Marine Motel at Sherbrooke came into operation in 1959.
St. Mary's memorial hospital was incorporated in 1946 with Gordon L. Silver, MD CM, Carmen W. Marshall. A Grant MacDonald, J. Edwin Fraser, Matthew M. Manson, D. Samuel Archibald, Arthur S. Kaiser, Howard s. Turner, Robert F. MacNaughton, Lowell Spears and A. w. Cameron as trustees.
        Sherbrooke is still an administrative and shopping centre for St. Mary's Municipality, and the consolidated high school, opened in 1953, has made it an educational centre.

d) The Development of Sherbrooke Village To 1880

        The eastern part of Nova Scotia was largely unsettled until after the Loyalist immigrations that followed the American Revolution. Even then the valley of the St. Mary's River was practically ignored, except by fishermen in search of a haven and the migrating Micmac Indians.
        This was not always so. About 1655 the French trader LaGiraudiere built a fur trading post, Fort Sainte Marie (named after the river), "at three leagues" above the entrance of the river at the head of the tide. Here, at the present site of Sherbrooke they built, traded with the Indians and, as the remnants of dykes suggest, cultivated the soil, growing wheat and vegetables to supplement their staples of game and fish. Nicholas Denys wrote that all "the buildings of LaGiraudiere were enclosed by a fort of four little bastions, the whole made of great pickets or stakes. There were two pieces of brass cannon and some swivel guns, the whole in a good state of defense". Despite these preparations, Fort Sainte Marie was captured in 1669 by an English force which had been sent in the autumn of 1668 to expel the French from Port Royal. The fort was put to the torch and the inhabitants driven away.
        More than one hundred years drifted by before the next settlers arrived in the area. However, the valley was not completely forgotten. On October 31st, 1765, one hundred and fifty thousand acres in the vicinity of Sherbrooke were granted to Jonathan Binney, Benjamin Green Sr., Alexander McNutt, James Lyon, Arthur Vance, John Dennis, Thomas Brown and James Fulton. Some of these men were purely land speculators, and none made any attempt to open up the country or to cultivate the land. In 1784, a large part of their land was escheated because of their failure to comply with the conditions of the grant and also to provide land for new settlers.
        About the year 1800, the first English speaking settlers arrived in the area. Most were from Truro and Pictou and perhaps had become interested in St. Mary's by their association with the Rev. James Lyon and Colonel Alexander McNutt. Some of the early settlers included still familiar names such as MacLean, McKeen, Archibald, Cumminger, MacDonald and other names no longer closely associated with the locality. Life for these pioneers, like that of most pioneers was not easy. They had had to drive their cattle nearly forty miles through the woods from either Pictou or Musquodoboit "without a road" and to transport their families and baggage to Halifax, and from there by sea up the St. Mary's River to the Head of the Tide, and on up the river to their homes located on the rich intervale lands.

The development of Sherbrooke Village from a turn in the river to the bustling, prosperous community it was during the 1860-1880 period was a slow and gradual one. But the beginning of the second decade of the 19th century the site at the head of navigation was becoming increasingly the center of the locality. In 1814, David Archibald 3rd of Truro built a saw mill, a grist mill and a store there and other merchants and tradesmen acquired nearby sites for their businesses. In 1815, the name "Sherbrooke" came into general use, named in honor of Sir John Cope Sherbrooke, the Lieutenant-Governor of Nova Scotia from 1811 to 1816. By 1817, according to Anthony Lockwood in A Brief Description of Nova Scotia, Sherbrooke contained two saw-mills, a grist mill, and about twenty houses. T.C. Haliburton in his Historical and Statistical Account of Nova Scotia wrote:

Sherbrooke is situated at the extreme head of the navigation of the river and is accessible by vessels of fifty or sixty tons burden. In the years 1824-1825 and 26, fourteen cargoes of timber were shipped at Sherbrooke for the British market, amounting in the whole to 4,155 tons of timber 63,460 feet of three inch pine plank, and 73 cords of lath-wood, besides spars, oars, handspikes, etc. and it is probable that during the three preceding years, a similar quantity was exported. In 1827, 400,000 feet of sawed lumber, and 100 head of horned cattle were sent from this place to Halifax and during the last seven years, ten vessels of from 50 to 100 tons burden were built here. A new road has been opened to Musquodoboit, a distance of thirty miles, and an excellent and substantial bridge erected over the west ranch with a span of 90 feet. The Township of St. Mary's possesses many important natural advantages, and only requires population and industry, with an addition to its capital, to render it one of the most populous and thriving settlements in Nova Scotia.

As suggested by the above, the timber trade occupied a very important position in the economic life of Sherbrooke. The early settlers may well have come looking for land to farm but many soon turned to the tall stands of virgin timber for their livelihood. Indeed in 1831, Joseph Howe commented that "the Village is a creation of the Timber Trade" and John McGregor wrote that the timber business was the chief pursuit of the people of St. Mary's.

The timber was cut on the banks of the St. Mary's River and its smallest tributaries and driven down the river to the Stillwater where it was help until needed by the Sherbrooke mills. As early as 1819, the inhabitants had petitioned the Legislature for permission to place booms in the river at Stillwater and to authorize the magistrates of the county to "regulate and repair the booms" . On December 14, 1819, the Court of General Sessions for the County of Sydney laid down the regulations for the booms and the rates of boomage. The Nova Scotia Assembly also supported the industry by voting sums of money to blow up rocks in the river that were a hazard to both timber rafts and boats.

One of the principal saw-mills in Sherbrooke was built in 1829 at the Southern end of the village, located beside a wide bend in the river which provided a convenient pond to hold timber. It was built by William Thompson Archibald, the son of David Archibald 3rd, and his partner Henry Cumminger. To provide the necessary water power, they had a canal, or race, hand dug from the lake above to the mill cove. The race was 850' long, 10' wide and from 8' to 15' deep and was rock walled for the majority of its length. It was dug in such a way that the major part of the "race" was an extension of the lake itself, the run-off to the mill wheel being in its last section. This mill alter became the property of Alexander N. and David A. McDonald and operated on that site for approximately 60 years.

The trade in wood, deal, planks, boards, lathes, shingles and even fire wood, was the single most important industry of the community. Although continually affected by the rate (or later by the lack of rate) of British preference, the export figures show that while there was a considerable fluctuation in the value of the trade, it remained quite healthy and retained its importance.

For example, lumber, spars, timber, and staves were exported from the port in 1852. In 1855, the sawn lumber, hardwood and softwood timber, and wood exported was valued at £ 8,991, but in 1859 the value of the lathes, pickets, lumber, spars, knees and timber exported fell to $5,127.00 in 1860 to $1,068.00 in 1863 to $8,265.00 in 1864. Moreover during the 1860's with the boom of Goldenville and other nearby gold mining communities, the internal market for lumber increased greatly.

There was also another use to which the lumber was put. This was in the building of wooden ships. Ship building was a means of transporting cargoes of lumber to their market. It also was a considerable impetus to the local economy, sailmakers, ship wrights, skilled tradesmen, and unskilled laborers.

When or where the first ship was built on the St. Mary's River is not known, but by 1813 Elisha Pride and Robert Dickson, who lived at the present site of Sonora, reported that they had built a schooner and "followed the Labrador fishery". In 1830 Captain William Moorsom reported that "during the years 1828 six vessels of that description (under 100 tons) were built between Sherbrooke and the sea." During the 1840's and 50's the industry occupied and increasingly important position in the local economy. Although John Cumminger and the McDonald Brothers had the busiest yards, others, apparently less permanent, also existed.

In 1855 six ships were built and two totaling 217 tons valued at $2,200.00 were sold. In the following year six additional vessels were built and all six were sold. By the 1860's the ship yards were capable of producing larger and larger vessels. In 1863, Alexander N. McDonald built the 499 ton barque Nancy Ann valued at $19,960.00. He built the 536 ton barque British America in 1865 and in 1874 completed the 749 ton barque Glen Grant. John Cumminger built the 284 ton barque Nova Scotia, in 1865 and in the next year the Regina of 599 tons, also a barque. Both these yards, and the others in Sherbrooke Village, built numerous other vessels, both for the carrying trade and for the fishing industry.

As was the case in most of Nova Scotia's sea coast settlements early communication was restricted to the sea. However, by 1815 the inhabitants of Sherbrooke had requested that the Lieutenant-Governor provide "a good road from Dorchester [now Antigonish] to the tide water at St. Mary's River". Trails were cut through to Dorchester and later over the Blue Mountain to New Glasgow but not until 1854 and 1856 respectively did the Legislature grant funds to improve these roads.

By 1837 clamor for an inland route from Halifax to Guysborough had reached such a level that in its April session the Assembly passed a resolution favoring the project and later voted money to build the "Great Eastern". In the following decade demanded from the costal fishing villages prevailed and the "Harvey Road" along the shore was begun, and by 1853 the distance between Dartmouth and Ship Harbour was declared a "great road". Thus by the mid-1850's passable roads had been established from Halifax to Guysborough, branching off to the St. Mary's River valley to Sherbrooke, to Antigonish and to New Glasgow and another going at least part way up the Eastern Shore towards Halifax. In 1870 the first bridge was built across the river at Sherbrooke , and residents no longer had to travel to the ferry at St. Mary's River to make connections with the Halifax road.

The new roads greatly facilitated communication. Where, until 1842 "there was not a carriage in Sherbrooke... when Hugh McDonald Esq. Obtained an old fashioned fly." By the 1860's there was convenient public transportation. About 1861 a semi-weekly stage coach service was established from Halifax to Musquodoboit, Guysborough, St. Mary's, Country Harbour and Port Mulgrave by an Archibald. By 1865 Nelson's ran a semi-weekly coach through the Musquodoboit Valley and on to Sherbrooke and Goldenville daily and Kirk's stage left Antigonish for Glenelg twice weekly making connections with McDonald's stage which ran between New Glasgow and Sherbrooke. Transportation was also available from the stage services of McQuarrie and Sergeant.

Despite the improved road conditions travellers still had to face some of the difficulties described by Hiram Hyde several years before:

The Mail Coach sank into the mud so deep that the axle dragged the earth in front of it, the Driver was obliged to unload the Mail, and raise the Coach with leavers to get along.

Writing of land travel on the Eastern Shore one writer stated that parts of the road were so bad that "any means of locomotion except that known as 'shank's mare' would be ridiculous." He explained that even along the better of the paths, that "sometimes his horse carried him, and sometimes he carried his horse.

A later traveller, journeying to Sherbrooke from New Glasgow, "after being jolted over 60 miles of horrible road" wrote philosophically:

But beware, unfortunate traveller; don't blame the inanimate coach, or the toiling horses, or the luckless driver, for your misfortunes. They say that travelling is pleasure; but remember, Pleasure's ever brought with pain;

Mail services also improve immeasurably during these few years. A "Way Office" had been established in Sherbrooke by the Post Office Department in 1829.   Until 1842, when he began to use a horse. The mail carrier walked between Antigonish and Sherbrooke with his load and for many years mail arrived only once a fortnight. The Way Office was elevated to the rank of a Post Office in 1849 and by the 1860's mails were received and dispatched three times a week. By this date the mails were transported by the stage coaches.

Throughout these years a packet service was maintained during the suitable seasons, with Halifax and other points. This service also became more sophisticated. Following the discovery of gold:

So great was the rush to the "diggings" during June and July 1862 that three small streamers were kept plying between Sherbrooke and Halifax, carrying men and materials to the mines. The Relief Steamboat Company's steamer Neptune... left J. M. Watson & Company Wharf at Halifax every Monday and Thursday at 5 a.m. for Tangier and Sherbrooke, and returned the following day. The fare from Halifax to Sherbrooke, was $2.00. This schedule was not always adhered to because on one voyage in May the Neptune was delayed by dense fog and smoke from fires in the woods near Owl's Head, and took six days to sail from Sherbrooke to Halifax.

The summer of 1861 proved to be a turning point in the history of Sherbrooke Village. In that summer Nelson Nickerson of Sherbrooke, while making hay, took particular notice of the quartz rocks scattered over the land. Nickerson, who had visited Tangier where gold had been discovered earlier, was curious, and "by examining and, breaking quartz he found gold." Although he managed to keep his source a secret for a while, he was watched closely by his neighbors until about the 15th of October, when he was discovered by the sound of his hammer.

The news soon spread. "A surveyor was sent in, areas were laid off, and soon the district was a live and energetic mining camp." Gold mining companies, as many as nineteen in 1869, flocked in to wrestle the earth's treasures from the ground. The companies included Messers. Cumminger and Company, the New York and Sherbrooke Company, the Grape Vine Company, the Wellington, the Eldorado and many others. Sherbrooke's was one of the earliest gold discoveries and it

"Rose almost immediately to the rank of an important producer and for twenty years continued to make large returns, several years exceeding 7,000 ounces and one year. 1867, reaching the high-water mark of 9,463 ounces. The district passed through a period of comparative quiescence during the eighties and early nineties, after which it again became the scene of renewed mining activity and rose to the first rank among the producing districts."

With the discovery, Sherbrooke boomed. In 1862, 130 miners were employed at the Sherbrooke Mines, or Goldenville, and by the end of that years 166 dwellings, stores, and other buildings had been constructed, and four crushers were erected at the cost of $16,000.00.   The merchants were busy supplying the mines while blacksmiths, builders, harness makers and all manner of skilled and unskilled laborers were fully employed. Miners and mining engineers arrived from all parts of the province, as well as from the United States and elsewhere.

Effects were felt outside of the economic field as well. The Presbyterian minister, because of the increase in population and his advancing years, confined his ministerial activities to Sherbrooke. Funds were found to build or complete the manse, Jail and Court House. In 1864 the Masonic Lodge was formed and by 1868 it was necessary to increase the size of the school.

All the changes were not considered beneficial. In 1862 the House of Assembly received a petition from members of the strong local Temperance Society and others "now here for the purpose of mining for gold". It read:

That owing to the early progress of temperance principles, and the refusal of the Court of Sessions, to licence the sale of alcoholic beverages, this district has for a long period been saved from many and great evils. That recently owing to the number of visitors to this place in search of Gold attempts have been made to establish the traffic in Intoxicating drinks and enough has occured within a few weeks to alarm those who have the best interests of the community at heart.

The petitioners further complained that it is difficult to convict "parties engaging in the traffic in ardent spirits without licence", under the law as it then stood. They suggested that a law be passed that would offer, greater facilities for the conviction and punishment of those who may attempt to set it as defiance [so that] the character of the District for Sobriety and Temperance which we value more than gold might be preserved.

However, despite the reservations of some of its citizens, gold was the economic stimulus, just as timber was the economic base of Sherbrooke. The two decades following its discovery were, in more ways than the obvious, the "Golden Age" of Sherbrooke Village.

The passing years had also seen political change in the Sherbrooke locality. Chapter 5 of the Acts of 1784 had brought Sydney County, named in honor of Lord Sydney, Secretary of State for the Colonies in the British Government, into existence. As the settlements along the St. Mary's grew, they were settled by people who were accustomed to managing their own affairs, and on their request St. Mary's Township was established on March 28, 1818. However, because the river was the boundary line, the township was in both Halifax and Sydney Counties. Petitioned for an alteration, an Order-in-Council was passed on October 22, 1822 annexing to Sydney County the part of St. Mary's Township which had been in Halifax County.

In 1836, because of the increase in population and the difficulties of travel in the far flung administrative area, Sydney County was divided into two parts. The Upper District, now Antigonish County, retained the name of Sydney County while the Lower District became Guysborough County with two seats in the Legislative Assembly of Nova Scotia. On January 1, 1841 the Township of St. Mary's was re-organized as the District of St. Mary's with its own Court of Sessions, Custos Rotolorum, Sheriff, Clerk of the Peace, and other, what now would be termed Municipal, Officials. Sherbrooke also contained the Registry of Deeds and the Court of Probate.

In 1857 a petition, signed by 442 persons, requested the Legislative Assembly to elevate the District of St. Mary's into "St. Mary's County". Similar requests were received from other areas of the proposed new county, included parts of Halifax and Antigonish Counties. But they were not acted upon by the Assembly. However, despite their lack of success in this venture, the attempt was perhaps indicative of the type and strength of leadership that was available in the community. In 1879 the District of St. Mary's was reorganized as the Municipality of St. Mary's, this being, to date, the final step in the development of the local government.

Politically Sherbrooke Village, in conjunction with the County as a whole, elected a mixed bag of Reformers and Tories, Liberals and Conservatives. It supported Joseph Howe in the responsible government dispute

and most of her citizens, although divided on the question, opposed Confederation in 1867, hanging yards of black crepe on their buildings as a sign of their mourning "for the death of Nova Scotia".

By 1860 Sherbrooke Village was without question, the industrial, commercial and business center of the locality with a population of approximately 1,200 persons (predominately Scottish Presbyterians) during the 1860's and 1870's. It was easily the largest center as well. It supported several churches, a new jail, a new Court House, a school, a bank, and many private businesses, and several "grand" private residences.

Socially, life was centered in the Presbyterian Church; the Masonic Order, the Volunteer unit; the "Sherbrooke Guards" and later the 4th and 5th Battalions of the Guysborough County Militia; the Temperance Society; and the Young Men's Christian Association. In winter sleigh rides and skating parties, and in summer picnics and swimming, were sources of entertainment. These amusements, together with church bazaars, concerts, lectures, church going, tea drinking, writing and receiving letters, and visiting and receiving friends were likely their chief social deviations from the routine of day to day life.

Thus the picture of [Sherbrooke Village] emerges [as] an administrative and trading centre for lumbering and shipping operations and for the gold mines nearby with various general dealers and merchants to handle lumber and supplies, saw mills, a tannery, harness markers for horses used in lumbering, blacksmiths to shoe horses and also to do iron work for ships, carriage makers, carpenters and shipwrights, a doctor, two ministers, a druggist, hotels and boarding houses, officials such as post master, comptroller of customs, surveyor of shipping and deputy gold commissioner, and a few luxury items such as tailors, a watch maker, and a photographer.

This was Sherbrooke Village 1860-1880, still a small town in the small, proud old province of Nova Scotia. In some areas, such as gold mining, it differed from the majority, but in most aspects it was typical small Nova Scotian shiretown, aware of its past, confident of its future, suspicious of the centralizing tendency of government, and as proud as it was jealous of its independence.

However the years were to bring nothing but decline to Sherbrooke as its hinderland up the river failed to develop and its people left. Emigration was accelerated "as the best stands of timber were cut, the farms failed to live up to their promise, and the young men left to work in the mill towns of New England or to homestead in Western Canada...[where]...their sweethearts joined them".

But this was all in the future. In the 1860-1880 era Sherbrooke Village was one of the shiretowns of Nova Scotia which had copied much of the improvements and progress of the city, but were distinctly the centre of their own universe, conscious of and acting with a great deal of autonomy, proud of yet impatient with the status they had achieved [and] anxious for the improvements and progress they might yet achieve.

e) The Evolution of Sherbrooke Village to 2014

Sherbrooke Village is one of 27 museums spread across Nova Scotia which together comprise the "Nova Scotia Museum" which is a part of the Department of Communities, Culture and Heritage. It is administered by a 12 member Commission of which the Executive Director of Sherbrooke Village and the Municipal Councillor for Sherbrooke hold two seats. The ten remaining seats are appointed by the Minister of Communities, Culture and Heritage by an Order in Council.

The restoration of Sherbrooke Village has a history almost as interesting as the development of Sherbrooke as a community. It is a story of one community's refusal to die, and its determination to capitalize on the landscape, physical structures, and stories of inhabitants of the past to provide a stable economic future. The first European settlers to the St. Mary's area were the French . A French fur trader named LaGiraudiere built Fort Sainte Marie about 1665 at the present location of Sherbrooke. Here they built a small fort with four bastions, constructed of pickets or stakes, protected by two brass cannon and a number of swivel guns. The French traded with the natives and dyked the land to grow a few crops to supplement their diet of wild game and fish. This continued until the fort was captured by the British in 1669. The French were forced to leave and the fort was burned.

The area was not settled again for about 140 years. Around the year 1800, settlers from the Truro and Pictou arrived in the area, attracted by the stands of timber that lined the banks of the St. Mary's River. Early settlers had names such as MacLean, McKeen, MacDonald, Archibald, Cumminger, and others still familiar to the area today. Over time the area developed to include a thriving lumber processing and export trade. Ships were built in various locations along the river that would carry lumber to domestic and foreign markets. Because of its location, the sea became the main transportation route for moving people and good to and from the Sherbrooke area. The timber trade and associated industries such as ship building, became the mainstay of the local economy.

During the summer of 1861, gold was discovered near Sherbrooke, in Goldenville. This had a major impact on the development of Sherbrooke and the surrounding area. People flocked to the area, and by 1896, nineteen companies had set up in Goldenville to search for the yellow treasure. Other businesses, such as blacksmiths and carpenters, were in keptbusy meeting the needs of those involved in mining. Houses, stores and other buildings were

constructed to meet the demands of this new industry. Not only did this have an impact upon the economic life of Sherbrooke, but it also affected the social aspect of life. The local Temperance Society petitioned the House of Assembly to pass laws that would allow the punishment of those who would traffic in alcohol, so that "the character of the District for Sobriety and Temperance which we value more than gold may be preserved." 2 Later years saw the decline of the area as the gold mining tapered off, the best stands of timber were cut which caused the lumber industry to decline, and other industry failed to take hold in Sherbrooke. As people left the area in search of employment, Sherbrooke faded from its prominence during 1860 to 1880, when gold was a major economic stimulus.

In the early 1960's, Mr. Harold Verge, who at the time was employed with the Province of Nova Scotia in a planning capacity, was in Sherbrooke on business. Driving through the village, he was struck by the number of original buildings that still existed in Sherbrooke, and how this area could hold promise as a historic restoration. He discussed this with a number of local residents, and on December 29, 1964, a meeting of local citizens was held, with Mr. Verge in attendance. As he described his thoughts on what could be done in Sherbrooke, residents present became enthused with the idea. A local committee was formed to pursue turning Sherbrooke into a restoration similar to Upper Canada Village, but capitalizing on the unique strengths Sherbrooke possessed, such as buildings on their original locations. Further meetings of the committee took place in the following weeks and months. Encouraged by a petition with 185 names in favour of the idea, the committee met with private consultants to determine how this project could proceed.

Another citizen's meeting was held June 3, 1966, unveiling some early ideas on what the restoration of Sherbrooke may look like. Residents were encouraged to start looking at artifacts they may have that would be of interest to visitors, and all were optimistic that Sherbrooke would once again regain some of its former economic prosperity. But, as with any worthwhile project, many frustrations lay in the way of success. Years of meetings and attempts to get provincial and federal funding for the project were finally rewarded in May of 1969, when word was received that the provincial government had committed funds for the project. Things progressed quickly after that point. In1969, the Sherbrooke Restoration Act was passed in the Nova Scotia Legislature. This Act appointed the Sherbrooke Restoration Commission, the body responsible for administering regulations on the orderly restoration and development of a large area that included Sherbrooke Village as we know it today. The Commission became "development body", responsible for making decisions on any and all development issues in the area, their decisions, based on the powers provided by the Sherbrooke Restoration Commission Act, superseded any provincial or municipal law within the designated area. Finally, in 1970, actual physical work: started on the buildings. In that year work was done on the exterior of Cumminger Brothers General Store and the Jail, the sewer and water systems were being worked on, and plans were made to purchase additional properties and move residents to a sub-division at the head of Sherbrooke. Over the next couple of years, a number of properties were purchased and development of the Restoration proceeded. It was not without its problems and delays, including considerable problems with the installation of the water and sewer system.

A petition signed in June, 1971, stated that the residents of Sherbrooke "... are concerned about the future of the Sherbrooke Village Project. We do not want to see it "go down the drain" and take along with it our only chance for economic development in this area. Our request is that the project be continued, and to have work commence immediately on a full scale." On January 26, 1972, an "open house" was held on Restoration Drive at the head of Sherbrooke to mark completion of the homes for people moved out of the Restoration area. Ongoing work on the restoration project include building a replica water powered up and down sawmill, along with associated control dams. Dykes and dams were also constructed to protect the area from spring flooding due to ice build up in the river. Some of the residents did not want to sell the properties they owned within the restoration area. Because it was important that all buildings within the restoration area maintained a historic appearance, the Commission developed "live-in" agreements with residents who chose to remain within the restoration area. The Commission maintains the exterior of the house for the owner, as long as no modem items like oil barrels or aluminum siding were visible to the visiting public. These agreements were made with quite a number of property owners, which were for Sherbrooke Village over the years as the owners decided to sell the properties. In 2002, only three private residences remain within the restoration area.

In 1985, the area controlled by the Sherbrooke Restoration Commission was reduced to include only the restored area occupied by Sherbrooke Village. When the Act was first implemented, the Planning Area under the control of the Commission was divided into four areas: the Restoration Area, the General Development Area, the Park Area, and the Watershed Area. This encompassed a large area all around the village of Sherbrooke. Over the years, it was found that this was unmanageable, and the control area was reduced to the immediate restoration area of about 55 acres. In 1989, the Commission-reached an agreement with the Municipality of the District of St. Mary's

to take over ownership of the sewer and water system, which by that time had been extended to residents outside the restoration area.

Today, Sherbrooke Village is one of the premiere tourist attractions in Nova Scotia. Attracting between 29,000 – 50,000 total visitors every year.   Sherbrooke Village employs over 15 full time and up to 70 seasonal employees. Over the last few years, the Sherbrooke Village artisans and Woodworking Shop have become well known for their production of historic products. The Woodworking Shop has a range of products which includes doors and windows, with their work being used for various churches, public buildings and homes around the province. The Sherbrooke Restoration Commission is presently responsible for over 80 building or structures, of which approximately 27 are open to the public and contain interpreters who portray life during one of the most exciting periods of development for Sherbrooke and the area, from 1860 -1914.

f)   Sherbrooke Village Buildings, Methods and Skills

General Information

Blacksmith Shop
Joseph McLane, the first owner of the blacksmith shop in Sherbrooke Village, was born in Onslow, Colchester County, Nova Scotia, on May 26, 1820, the son of Captain William and Margaret McLane. Captain McLane was a school teacher and also the owner of the sloop 'Olive'. In 1837 a gale destroyed the vessel and its cargo, shortly after the family decided to move to the Sherbrooke area. They settled in Stillwater. Mrs. McLane's sister was married to Henry Cumminger. In 1844 William McLane bought a lot of land in the upper end of Sherbrooke, here he set up his carriage and blacksmith shop. His shop was a modest size square building, about 22' wide, with a coal burning forge. The McLane Blacksmith Shop was a busy but sociable place in those days. A fresh bucket of water hung by the door and people could help themselves, and then stop for a chat. The makings of farm implements, carts, plows, tools, chains, sled runners, as well as shoeing horses were all part of the work done by the blacksmith. In 1911, William McLane died and Joseph took over the business. Joseph McLane died on February 12, 1953, and his widow sold the shop to Lester McKeen. He operated the shop until 1970, when the Village bought the building and moved it to its present site. Its original site was where "Beanie's Bistro" is now located.

Post Office
In 1829 a 'way office' was established in Sherbrooke with Hugh MacDonald Esquire as Postmaster. The first mail carrier was Kenneth MacKenzie. Mail was received once a month from Antigonish. The residents of Sherbrooke wanted to receive mail more often and made arrangements for mail to come in and leave Sherbrooke every two weeks. Mail also came to Sherbrooke by boat from Halifax in 1816. It took 12-15 hours for the trip. The St. Mary's River was accessible by vessels up to 600 tons. The Sherbrooke Way Office became a post office in 1849. In 1851 the Beaver three cent stamp was introduced. In 1852 Sherbrooke became connected by mail coach, which also carried passengers and freight. The coaches were usually open to the weather so people covered up with buffalo skins to keep warm and put heated bricks at their feet. In 1864, Allan McQuarrie had a stage line and hotel, 'The What Cheer Tea Room'. Hugh MacDonald retired as Post Master in 1868, at which time his son James Hugh took over and remained Post Master until his death, when his wife Annie (Creed) MacDonald then became Postmistress. The Postmaster's salary was $200.00 per year. Mrs. MacDonald retired as Postmistress in 1928, at the age of 97. A new post office was built in 1930 and is still the present Post Office. The building which Annie MacDonald used has been moved across the street and has been restored as the Post Office.

Print Shop
The hand press, also known as 'Platen Press' dates back to the 1880's. It was made in Cleveland, Ohio by Chandler and Price. The Print Shop is set up to resemble a typical print shop as it would have looked in the 1860's. At the print shop we do most of the printing for the restored area. There are about 30 different styles of type. The other three presses are much like the one we use only on a smaller scale. The paper cutter dates to the 1850's. The table is made of solid slate. Actual old plates are made from solid lead. The wooden molds would have been hand carved, then the lead poured in. Once the lead cooled the casts were split. The new plates we use were made for us by Maritime Photo Engravers in Halifax. The process is by acid etching. It is zinc on wood. Johann Guttenburg is given the credit for the invention of the moveable types in about 1450. He is considered the originator of the printing press. The first presses were constructed entirely of wood and inking was done by hand with inking balls.

These inking balls were made from stuffed leather mounted on wooden handles. This made early printing laborious and slow. There are three different types of printing:
1.   The Letter Press process. Impressions are made from raised surfaces
2.   Lithography and Offset printing. Prints are obtained from flat surfaces of prepared stone or metal.
3.   Intaglio works. Steel or copper plate engraving sometime called gravure in which incised or engraved plates are used.
The Platen press
The Platen press is the one we use. It is a Chandler & Price made in Cleveland, Ohio. The press is 10" x 13".

Drug Store
The Drug Store recreates a pharmacy as it looked in the late 1800's. The building is believed to have originally been the jewelry shop of Benjamin Lewis, who was also a watch maker. It was built before 1876. The items on display in the drug store were donated by the Nova Scotia Pharmaceutical Society in commemoration of their 100th year of incorporation in June 1976. The shelves and showcases are stocked with drugs, herbs, medicines which would have been found in a pharmacy in the late 1800's. They contain the true substances. The front counter came from Ontario and the back counter came from Moncton, N.B. The glass ornament in the front window is called a 'show globe' and was a symbol of pharmacies at that time. It is filled with colored water. The color red or green copy the running lights of ships to show sailors where to go for medical attention. The color red or blue copy the color of blood or the sign of mystery and magic. It is from New Glasgow and dates to 1860, the show globe originated in the British Iles. The clock dates to the 1830's. The history of pharmacy in Nova Scotia dates back to 1605. In the 1700's pharmacists worked side by side with surgeons and general practioners all of whom were Brothers of the Order of St. John of God, caring for the French in Louisbourg. Dr. Charles Tupper had the first drugstore in Cumberland Co., in 1843. He was premier of Nova Scotia, a father of confederation and prime minister of Canada.

Jail
The jail was built in 1862 and used up until 1969. The jailer and his family lived on one side of the house, upstairs and down, on the other side of the house were the jail cells. There are five cells, three downstairs, two upstairs. The downstairs cells are lined with metal, ceilings, walls and floors. The bars on the windows were made by the local blacksmith. Heat was provided for the cells by a small stove in the hallway. Heavy thick wooden doors helped block out noise from rowdy prisoners. Peddler, backpackers and hobos also stayed at the jail when there was room. It was the responsibility of the jailer's wife to do the cooking not only for her family but for prisoners as well. The family received a place to live and a small payment for each prisoner's upkeep. The pay was so small that the jailer often held another job.   One such jailer was a photographer, while others were constables for the area. The wives often took in sewing as a way to earn extra money. The room at the top of the stairs was used for that purpose. The wife may also have been a midwife and used the empty cells upstairs to house expecting mothers. People from Sherbrooke and surrounding areas were brought in on minor offences, such as driving your horse too fast down the street (reckless and endangering lives), being drunk and disorderly, illegal hunting and fishing, stealing, not paying your bills, and selling illegal liquor. None of the furniture in the house is the original. The upstairs cells have bars on the windows, but none on the doors. The stove in the kitchen is more than 125 years old and used every day for baking and cooking. In the kitchen you will find a brick bath used to clean silver, a razor sharpener, a shaving mirror and a sausage maker. The clock dates to the early 1800's. In the parlor the furniture is covered with woven horse hair. There is also a wreath made using human hair. In the hall you will see a butter churn, an apple peeler and a beehive stove. Upstairs there are two family bedrooms and a sewing room. The last jailer in Sherbrooke was Henry Barnes. Different men from the area would be appointed to be deputies when needed. Mr. Barnes died in 1968 and his wife and family lived in the house until 1970 when it was purchased by Sherbrooke Village.

Tailor Shop
Donald MacDonald's father came from Kerrowgare, Scotland in 1802, and settled on interval lands at Sunnybrae, Pictou Co. Donald MacDonald came to Sherbrooke in 1847 from Caledonia, when he was 18 years of age. He opened his tailor shop and ran the business from his home until it burned down. He rebuilt the house & shop in 1910. He was also a magistrate of the county, Judge of Probate, and Clerk of Sessions in the Presbyterian Church. Donald and his wife Elizabeth lived in the adjoining home with their eight children. Donald MacDonald died in 1910 at the age of 81. He did all of his sewing by hand. John 'Geddie', his son took over the business in 1910 and ran it until his retirement in 1943. John Geddie died in 1970 at the age of 103. Men's and boy's clothing only were made at the tailor shop, it took approximately one week to hand sew a three-piece woolen suit, and in 1866 it cost $11.50, a shirt was an additional $2.50. Materials for clothing would be ordered from suppliers in Montreal but

came from Scotland and England. The Harris tweed came from Scotland and the wool from England. The materials on the shelf would represent the types and styles of fabrics that were used during that time. They came from the old Goodman's store in New Glasgow, N.S. The buttons came from Cruickshank's Tailor Shop which was in the area during the same time. Other items on the shelves are beaver skin top hats, English derby hats, black Windsor derby hats, grey skimmers (straw), women's riding hat and tweed hats hanging on the wall. There are also collars for shirts, spats to put on over shoes for dressing up and also to keep snow out of low shoes, braces, button boxes and hat boxes.

The back room was known as the sweat room. This is where all the pressing and ironing was done. The windows and doors would have been kept shut to keep in the heat and steam. The irons weigh from two pounds to forty pounds. The large irons are called goose irons and the small one is called a sad iron. A variety of ironing boards were used, some for sleeves and others for pant legs. There is also a tailor's ham. Beeswax was used, on the bottom of the irons to make them glide easily and also on the thread to make it stronger and easier to sew with. The stove is original and has the inverted top to hold three irons. When one iron was taken off the stove, another was put back in its place to heat. Some tailor stoves can hold up to ten irons. On the shelf in the back room is a hat block for reshaping a hat after cleaning, a flutter or crimper for ironing in tiny pleats in fabric. The sewing machine here was used to sew leather. It was made in Oldharn, England in 1876. Truman and Ruby Cruickshank bought the house and shop in 1948 from John Geddie MacDonald. Most of the buttons, materials, etc. were still in the shop. The Cruickshanks used the sweat room as a laundry/storage room. The tailor shop was used as a garage for tools etc. They lived here until it was sold to the Restoration in the mid 1970's.

Pottery Shop
The Sherbrooke Pottery Shop was set up in 1979 to portray one typical in Nova Scotia during the 1800's. Located in an unused bam, as was often the case in the period, the potter uses traditional methods and materials to reproduce nineteenth century Nova Scotian Redware. The pieces are coarse having been made for a market interested in function, not elegance. Still they have a charm that speaks well of our ancestors. Therefore even though Sherbrooke would not have had a potter, the opportunity to present the history and culture of pottery in our past was realized through the opening of the Pottery Shop. The clay that is used here at the pottery comes from Lantz, N.S. The potter worked hard and would often take in apprentices to help with the labor of mining the clay and getting it ready. In exchange they would teach them their craft.

Queen's Lodge No34
The present day Queen's Lodge No.34 dates from December 1864, when a dispensation was granted by Hon. Alexander Keith, Provincial Grand Master for Scotland in Nova. The majority of the members in the early days were gold miners and residents of Sherbrooke and Goldenville. This building is the fourth home occupied by the freemason's in Sherbrooke. On March 8, 1957, Queen's Lodge purchased what was known as the I.O.O.F. Hall from the Unity Hall Building Company for the sum of $800. This Hall has served the community for decades. In what is now our display area, many lectures, concerts and other community events have taken place. Masonic Lodges are well known for their charitable work. Since its charter was granted in 1864, this Lodge has helped aged couples, the physically challenged, victims of house fires, widows and many others.

The Masonic Hall: A Timeline
1926	The present hall was built in Sherbrooke for the Odd Fellows by John Cameron of East River, St. Mary's. The land on which it sits belonged to the Cumminger family in the late 1800's. A warehouse was here and it was also the site of the old Presbyterian Church hall.
1892	Sarah Cumminger sold part of the property to the Presbyterian Church for a new Temperance Hall. In 1905 this hall was moved to its present location.
1895	The Odd Fellows Lodge was established in Sherbrooke and received its charter on August 13th, 1896.
1902	Duncan Campbell purchased part of the property from Sarah Cumminger to set up a blacksmith shop.
1921	Property sold to Margaret J. Cameron, trustee of the Women's Institute.
1926	In May, the Odd Fellows purchased the property. On October 29th the property was turned over to the Unity Building Company. (Presumably the new hall was built at this time)
1895-1926	Until this present hall was built, the Odd Fellows met in the upstairs of the old Masonic Hall (the old Sutherland and Joe Brothers store, now the site of funeral home)

1926	A new hall was built on this site
1957	Membership dropped, no longer possible to maintain the hall. On March 7th the hall was turned over to the Masonic Lodge and the Odd Fellows disbanded all together.
1958	On October 21st, the lodge room was officially dedicated.
1970	The lodge entered an agreement with the Sherbrooke Restoration to use the first floor of the building for a gift shop. (the old Emporium)
1997	The Masons still hold regular meetings once a month. The bottom floor is still being used by Sherbrooke Village.

Cumminger Brother's General Store

This store was owned and operated by John and Samuel Cumminger beginning in the1860's. John Cumminger was also a ship builder and master mariner. He also had shares in lumbering and gold mining. The counters are the originals (top - yellow birch/newest part, pine). They were put together with wooden pegs. One counter was found upstairs in the studio and the other was up the street at Frank Jordan's old store. The picture of the store that stands in front of the coffee grinder was taken in 1969, before the restoration was started on the building. The Cumminger Brother's Shipbuilding business was situated between the store and the boat building shop. The largest ship to come up the St. Mary's River was 750 tons. The store was willed to Sarah Cumminger in 1892 by John. It was sold to Campell McDaniel for $1,000.00. It was last sold in the early 1940's to Grant MacDonald.

Cumminger Brother's General Store Timeline:

        1860 - owned/operated by John & Samuel Cumminger

        1863 - brother Ebenezer left the business

        1868 - became Cumminger, King & Company

        1869 - Isaac, John's brother left the business

        1892 - Sarah, John's widow sold the store to Campell McDaniel

        1919 - Dr. Lambert Densmore purchased the store from Mr. MacDaniel

        1921 - William MacIntosh purchased the store from Dr. Densmore

        1942 - Grant MacDonald purchased the store from William MacIntosh's widow

        1969 - Sherbrooke Village Restoration purchased and restored the store

        John Cumminger (wife-Sarah) - born February 10, 1827 - died 1892, age 64 yrs.

        Samuel Cumminger (wife Delilah) - born 1838 - died in Brazil 1879, age 41 yrs.

Ambrotype Photo Studio

Our camera dates to 1905. The first type of photography was known as the 'daguerreotype' and was very expensive. This type used iodide and mercury on highly polished silver which resulted in most photographers dying from the vapors. Then along came the 'ambrotype '. This is a photograph taken on a piece of glass. The process involves coating a glass plate with a collodian emulsion and then immersing the plate in a silver nitrate bath making it light sensitive. While the plate is in the bath, the subject is dressed in period costume, a headrest is set into position to have his or her photo taken. Back in the darkroom the plate is loaded into a plate holder, brought out and put in the back of the camera. After making sure that the subject is in proper position, remove the tin plate from the holder, put black cloth down and remove the shutter and begin the count. The count depends on how much light is coming through the window. The brighter the day, the shorter the time exposure. The darker the day, the longer the time exposure. The time exposure can range from 10 seconds to one minute depending on the lighting. After exposure is over, the tin plate is replaced into plate holder and taken back to the darkroom. Remove plate from the holder, pour developer over plate and tilt it back and forth until the image becomes clear. Stop developing by running cold water over the plate. Wash it well. To make the photo sharper looking, the plate is immersed in a cyanide fix and placed under cold running water. The photo is then dried with the aid of a hot plate, sprayed with a black spray paint, then a coat lacquer spray, dried and placed in a folder for the customer. The developer is made fresh every day. There are three different silver baths that are used one at a time. They are left sitting in the window. The developer, silver baths and the collodion mixtures are all made up in the darkroom by following a recipe and wearing protective clothing. The ambrotype photo is both negative and positive. It is negative before the photo is sprayed and protected. Spraying the photo makes it positive. The ambrotype came after the daguerreotype and before the tintype.

Renova Cottage

This house was built in the 1850's and was owned by John Cumminger. He sold it to his brother, Samuel in 1871. In 1905 the house was sold to Dr. Lambert Densmore, who lived here until 1919. Dr. Densmore was born in Maitland, N.S. He graduated from Queen's University, Kingston, Ontario in 1901. He also attended Dalhousie University in

Halifax, N.S. He came to Sherbrooke with some friends in the lumber business and was asked to set up practice here. He married Mary Jean Murdock, daughter of Captain Murdock, and had two daughters. They also employed a maid named Rhoda Rudolph from Liscomb. He loved horses and raced on ice as well as the horse track. He also had peacocks. In 1915 he enlisted in the army and received the military cross. When he came home to Sherbrooke, he only practiced for a short time (1919). He then moved to Bathurst, N.B., where he lived until his death in 1968 at 90 years of age. He adapted his home to incorporate his office and dispensary. He had a front door added to his office so people could come directly in off the street. In his office he had a medical instrument cabinet. In his dispensary, the white metal chair is a multipurpose chair. It was used for setting broken limbs and also for pulling teeth. Dr. Densmore traveled a twenty-mile radius from Sherbrooke by a team of horses pulling a buggy in the summertime and a cutter (sleigh) in wintertime. He always carried three bags, surgical, obstetrics and a prescription bag stocked with medications. People would know what day he was coming to their area and would hang a flag on their gate in the daytime or a lamp at night. If you needed an operation, it was done at home. In the living room the fireplace still works. The furniture is the East Lake design. The sculpture on the table is a piece done by John Rogers in 1872. He used his own children as models and it's called 'Playing Doctor'. The dining room table dishes are the Coronation pattern. They were manufactured in honor of Queen Victoria's Coronation, June 28, 1837, the pedestal dish on the table is Nova Scotian glass. The kitchen is at the back of the house. The long pan on the shelf behind the stove would have been used to sterilize instruments. The water pump still works. It originally pumped water from a cistern in the basement. Some gadgets are an egg boiler, apple peeler, a meat grinder and clothes rack. The opening in the wall going up the back steps was for airing out the basement. The upstairs contains the maid's quarters, a little girl's room and a nursery. The master bedroom and change room are in the front. The Nova Scotia Museum furnished the house with medical instruments, tools, etc., these were from doctors' offices in Nova Scotia and were donated to the Dr.'s Office project. The two daughters (Mrs. Grace Braggs and Katherine Densmore) provided information on what the house looked like when they lived here as little girls. The picture on the wall in the hall is King Edward and Alexandria. There is also a picture of Dr. Densmore in the hall. The Doctor would have used the barter system, cash or credit for his fees. The wooden washer in the back yard was patented by David Pubsiver from Hantsport in the mid-1800s. The lamp on the desk in the waiting room is a student lamp.

Woodturner's Shop
The building that is now the woodturner's shop was originally a sheep barn and the hay was kept upstairs. It was built in 1860. The first woodturner in Sherbrooke was Mr. Debol, his shop was up the street by the House of Jade restuarant, he had a water powered lathe. You can see one of his chairs at the Woodturner's Shop. The lathe dates back to 1870. The shaving horse is used with a draw knife to make axe handles. The woodturner makes many different things including rolling pins, mortars & pestles, yo-yo's, spin tops, walking sticks, canes, wooden spoons etc. The items made by the woodturner can be purchased at the Company Store.
Chairs   50 hours to make a chair with arms
35 hours to make a rocking chair
28 hours to make a chair with a straight back
18 hours to make a small chair

Greenwood Cottage
This was the home of John and Sarah Cumminger, it was completed in early 1870s. John Cumminger was a part owner of a lumber mill and had shares in the gold mining industry. He and his brother, Samuel, also owned the general store. John Curnminger was also a shipbuilder. John and Sarah Cumminger had no children. They had two maids and a gardener. The servants always used the back stairs. The kitchen was also in the basement. The gardener room was in the attic. There you will also find four circular windows and a central Gothic window. The only original fixtures in the house are the two gas fixtures in the front parlors. The woodwork in the house was redone by Ronald Peake, from P.E.I., who apprenticed in England for seven years to learn the trade of wood graining. One of the carpenters here at Sherbrooke Village worked with him to learn the technique.
- Formal Parlor

It was used to entertain important visitors, members of clergy and business associates. The furniture is covered with horse hair and is the East Lake design from England, dating back to 1870s. The picture on the stand is done in needlepoint, it is a biblical scene. The organ dates back to 1870. The fireplace is a working fireplace and was used for heat.
- Informal Parlor

It was used to entertain close friends and family. The furniture is Mid-Victorian design circa 1850s. The gas lights were run by a carbide generator in the basement. The stereoscope was for entertainment. You would see a three dimensional picture. The mirror is from Yarmouth.

- Dining Room

The kitchen was in the basement so the meals were cooked and carried up to the room beyond the barrier where they were kept warm until served. The dishes on the table are the Grecian Key pattern. The two closets were for extra dishes and linens. The table dates back to 1860, the chairs to 1817. The picture in the downstairs hall is of the Crimean War 1854-56. It took place near the Baltic Sea when Russia invaded France, Turkey, Britain and Austria. It is called 'Defense of Kars" and is the first reprint. Sir Fenwick Williams (man with the hat) was knighted for that war. He was born in Annapolis Royal, N.S. and later became Lt. Governor of N.S. The front door and glass are the originals. The glass design is etched glass. The inside door with glass panels was replaced in the 1920's. The stair rails have been redone to look like ashlar stone. All the wood work has been regrained.

Upstairs are two guest bedrooms, the master bedroom and a bathroom. The maids had to carry the water for the bathtub up the back stairs and back down again. The hallway was referred to as the relaxing room, where Sarah would sit and read or do needle work. She could also look down on the street and see her husband's store across the way. There would have been a stove in the hall to heat the upstairs. The tree in the front yard (court house side) is a Black Locust, it blooms later in June. It was introduced from Pennsylvania. The bush beside the driveway is a Weigela.

- 1892 - John Cumminger left Greenwood Cottage to his wife Sarah
- 1901 - Sarah sold Greenwood Cottage to the Murdocks
- 1946 - The house was purchased by Margaret (Leslie) Gordon
- 1982 - Lived in by Mrs. Leslie until her death
- 1986 - Opened as restored site by Sherbrooke Village

Myths and false information about this house.

- There was never a widow's walk on this house
- There was never a bell system for the servants
- The stain glass window in the door dates to the 1920s but was kept because of its beauty.
- You cannot see down the river from the attic windows.
- It has never been proven that the plans for this house originated in France.

Truth and bits of information about this house.

- There are 37 different colours of paint in this house.
- Originally all the floors were covered with wall to wall rugs.
- The doors and staircase are wide so a ladies hooped skirt could easily go through.
- There is a cistern in the basement.
- The magazine rack in the formal parlor is a music stand not from Greece but has Greek influence in its design.

Telephone Office

The first telephone in Sherbrooke dates back to 1877. The Western Union Telephone Company opened an office in Sherbrooke in 1879. The first operators had the switchboards in their homes. The first telephone system between Sherbrooke and Antigonish was in 1905. Everyone was asked to donate 10 poles or free labor. The telephone office is in the home formerly owned by the Bears family. The switchboard and display were donated by the Telephone Company. Alexander Graham Bell invented the telephone in 1875. The first commercial telephone in Nova Scotia was in 1877. The switchboard dates back to 1910 and was used up until the 1970's. To answer an incoming call, use the back set of plugs, to call out use the front set. The key is pulled back to ring a caller and is pushed forward to open the circuit. The switchboard operates on electricity. In 1919 the telephone operator made $50.00 per year.

Courthouse

The Sherbrooke Court House was built in 1858. Until 2000 there was court sessions still held in the Court House. In 2001 the Municipality turned over the building to the Sherbrooke Restoration Commission. The Temperance Society held their meetings here before they built their own hall in 1892. The vault was built in the south side to the Court House in 1950 and enlarged in the early 1980's. This is where the registry of Deeds held their books and office until they moved to Guysborough in the early 1990's, The original Registry of Deeds was in the Hingley House. The chandelier in the court house is from an estate in Halifax. It was purchased for this building by Scott Robson Curator of Collections NS museum. The long benches come from Pier 21 at the Halifax Ship Yard . The court house was restored for the Canadian Centennial in 1967. The style is Greek Revival. The Antigonish Court House is its sister building. The Sherbrooke Militia got permission, to use the room where the washrooms on the right are to store they equipment and used the court house for practices and meetings. The Court House was restored by and as part of the District of St. Mary's Centennial celebrations.

> "The Old Court House was costing too much to repair, so permission was obtained from the Provincial Legislature to authorize its sale. At the October Term in 1857 the Court of Sessions "sanctioned the recommendation of the Grand Jury to build a New Court House at the Brook the following dimension, viz. - 40 feet long - 30 feet wide - height of parts 15 feet the sills to be of pine not less than 9 or 10 inches square clear of sap - the rest of the Frame to be either good sound pine or good sound spruce the roof to be shingles with good pine shingles, and the walls or sides and ends of the building to be finished with good pine clap boards - the roof to have a projection of 18 inches - the Commissioners to make a plan and specification of the building, and to finishing of the outside and laying the floor - the floor to be double First floor to be good Hemlock".

From the Phyllis Blakeley Report COURTHOUSE (1969)

Clooney House

This is the oldest building opened to the public. It dates back to 1840. It was owned by Henry Cumminger, father of John and Samuel Cumminger. Henry and Sarah Cumminger had twelve children. When the building was owned by the Cumminger's it was not a dwelling, it was a barn/storage shed. The Cumminger's did not live in this building. It has been restored as a modest pioneer home, showing the domestic duties done in the home. Soap and candles making are demonstrated in this building. The candles are made from beeswax and beef tallow. The soap is made from lye and beef tallow. The sink in the kitchen is hand carved from sandstone. The large bed in the room off the kitchen (by the stove) is hand hewn with rope springs. The smaller bed is a trundle bed. During the day a trundle bed would be pushed under the larger beds to make more floor space. The mattresses are filled with either straw or feathers. The room off the kitchen (by the wood box) is a sitting room. In it you will find a spinning wheel, niddy noddy (for winding skeins of yarn), and a fainting couch or day bed. In the back room is a display of hunting and fishing equipment that would have been used by the man of the house. You can see things like a musket (gun), various size traps for catching animals, a pelt stretcher, torch carrier (filled with oil-soaked rags or straw), used on boats at night for fishing, and an eel spear for spearing eels through a hole in the ice. There is also a loom set up in this room. The small stove would have been used for heat.

Coach Barn

Thomas J. Sears started his career in Lochaber in 1884 with a small retail store.

- 1892 - Acquired Sherbrooke/Antigonish mail service. He began a livery stable in Antigonish to carry passengers to locations in Guysborough and Antigonish Counties.
- 1900- Expanded his facilities with a hotel, a new store and new livery in Antigonish.
- 1901 - In September the coach barn was built on Second Street, land was acquired from Charles Pye.
- 1902 - Built storage shed by coach barn. The bam and shed housed coaches, horses and freight.
  There was a small building across the street with stoves to dry rugs and wraps used by passengers.

Heated bricks and stones kept the passenger's feet warm. Thomas Sears kept at least four horses. The north side of the barn was used for coaches and sleighs.

Coaches - held three people, two seats, large open team drawn express. A few had covers for protection from weather. Six days a week, a team left Sherbrooke and another arrived with mail. They arrived in Lochaber in the morning. Passengers had breakfast at Thomas Sears Hotel and also changed horses here. They left for Sherbrooke early when it was stormy.

Mail Coaches - also carried passengers, the fare for traveling was $3.50 in 1920. It was lowered to $2.00 when cars started carrying mail and passengers. The 40-mile trip from Antigonish to Sherbrooke, with a stopover in Lochaber to eat and get a new driver and team took 12 hours in good weather. Sleighs were used in winter instead of wagons. They would travel along the frozen fields. People waited at Dan Mac's shoe shop near the Post Office because Dan Mac would play the fiddle.

- 1904- Thomas Sears employed three mail couriers.
- 1906- The carriers from Lochaber boarded at the Sherbrooke Hotel during their stopovers. Mrs. Sarah MacDaniel- Proprietor of the hotel- the men's room and board were paid by Thomas Sears with merchandise, flour, butter, boots etc., from his Lochaber store.
  Alexander Hattie-Mail driver married to Sarah MacDaniel's daughter, Amelia. Their son Murdock was the last of the family to own Sherbrooke Hotel.
- 1912 – Thomas Sears sold his Lochaber business and moved to Antigonish.
- 1913 - Thomas Sears established Eastern Automobile Company. He used automobiles in summer during later years to deliver mail.
- 1918 - Sherbrooke Hotel closed. Couriers boarded at the Silver Inn. (Opposite Royal Bank)
- 1919- Thomas Sears sold the coach barn in Sherbrooke to Alexander F. Cameron, a merchant.
  He later sold the bam and lot to Edwin Fraser. He also owned a livery stable on Main Street where he kept the mail horses.
- 1920's - Horses used only in winter when roads were impassable by car.
- 1931 - Lester MacDonald took over mail contract. Had a mail bus constructed in Ontario. It had three seats for passengers, six doors, a special mail compartment, a roof rack and proper heat.
- 1932-34 - During winter, Mr. MacDonald fashioned a snowmobile for carrying the mail. This was not very successful and he had to keep using horses in the winter time.
- 1937- Government started plowing the highways.
- 1945 – Barn owned by Frank Jordan, sold it back to Edwin Fraser, he sold it to Russell Cameron in 1947. Russell Cameron owned the bam for 10 years and rented it out to different people for storage. Mr. MacDonald, Harrington Cove, stored his ice for his ice cream in the coach bam.
- 1957 - Russell Cameron sold the bam to Thomas A. MacIntosh. He rented it to N.S. Power Commission, who converted it into offices and a storage room.
- 1973 - Sherbrooke Village Commission took over the property.

Temperance Hall
The Temperance Movement was started in Sherbrooke on February 15, 1853 by John A. MacDonald. The movement was closely linked to the Presbyterian Church. The first meetings were held in the old church hall located on Front Street. By 1860, the meetings were held in the new Court House, especially when they held public meetings or had visiting temperance lecturers attending. In 1892 a new hall was built, known as the Temperance Hall. It was considerably larger than the old church hall. One of the outstanding features of the new hall was the attractive tongue and groove Douglas fir ceiling. In the next ten years the society met every Monday night in the new hall, still closely associated with the Presbyterian Church. In 1905 with the Temperance Society no longer active due to low membership, the building was sold to the Sherbrooke School Section and was moved to its present

site. In 1909 the Temperance mood flared again, lasting until 1913. This was the last Temperance Society to be organized in Sherbrooke. The hall served as an elementary school from 1905 to 1953, when a new high school was built. The elementary students then moved back into the old school. Once again in 1954 the building was sold, this time to the Royal Canadian Legion. The Legion is still active, holding their meeting in the basement and letting the upstairs be used as a craft/work shop. The Legion is dry, meaning that no liquor is permitted in respect to the Temperance Society. We demonstrate quilt making and rug hooking in the Temperance Hall. Also crafts that are made by Village guiding staff are sold here. On the walls is an exhibit on the rum running days in Nova Scotia. It is self-explanatory. The one question that people do ask is when was the Prohibition Act enforced here? 1916-1929 was the period. We also have an exhibit set up on flax.

St. James Presbyterian Church
The Presbyterian Church was built in 1854. Samuel W. McKeen built the church and John H. Scott was the contractor to finish the interior. The first service was held on September 25, 1855, with Reverend Honeyman preaching and serving communion. The land for the church was sold to the trustees by Henry and Sarah Cumminger. The first ordained minister in the area was Reverend James MacGregor who came from Scotland in 1786. The church is still in use, a service is held each Sunday, and Vacation Bible School in the summer. There are about thirty families still attending the church. Before it was built, services were held in the school. In the basement there is a kitchen, Sunday School room and a furnace. The floors of the church are elevated, this is so those sitting in the back pews can see better. There is a balcony at the back of the church which was used as a choir loft. The black boxes on the back of some pews are for those who have difficulty hearing. Headphones can be plugged into them. The pews are numbered and people would have bought or rented a pew. This would have helped with the expense of upkeep on the church and also paid the minister's salary. The glass in the side windows is from Scotland. In 1905, renovations were done and a piece was added to the church, making five side windows instead of four. The stained glass window at the front of the church was also added at that time. The steeple was replaced by a short bell tower, and the basement was also added at this time. The seats were put in when the renovations were done, they are hand carved, made from solid oak. The communion table was made by Herman McKay in 1911. The pulpit dates back to 1902. In 1885, it was decided that a manse should be built. The contractor was Samuel McKeen. The pump organ dates back to 1877. The first organist was Miss Flora Hattie. The church rules the school and civil government. Theocracy - church rules. Sins against the church led to expulsion from the church and practically from society itself. **This Presbyterian Church was dissolved; June 27th 2007.**

School
The school was built in 1867 and used until 1963. The last school term was 1961-62. It was built according to plans issued by a report by the Provincial Superintendent of Education. The room which has been restored was used by grades 1-6, and where the public library used to be was used by grades 7-11. To receive your grade 12, you would have gone to Halifax and written an exam. A new high school was built in 1953 and grade 12 was added at that time. A new elementary school was built in 1963 and this school was closed. In 1905 the Temperance Hall was purchased by the school, it was used until 1953, when the new high school was built.
The first school teacher was William Bent. He taught children in his kitchen in 1814. His daughter taught school in the Temperance Hall. The chair at the back of the room was used by the Supervisor of School when he came to Visit and from there he could observe the class and the teacher. The platform at the back was used as an overflow, for school board meetings, and for concerts. The map of Guysborough County is dated 1870. The blackboards are not the originals. The student's desks are not originals. There would have been no metal on them. The desk with the wooden pegs is original. The leather thong hanging on the wall was used for discipline. The clock is of the time period. Slates were used in the school until 1940. The books on the shelf are original. Shells and rocks would have been used for science projects. The buckets are for drinking water. Boys carried it into the school. The teacher was responsible for starting the fire in the mornings. The flag is the Union Jack. The present Canadian flag came into use on Dec. 15, 1964. Joseph Howe was the first premier of Nova Scotia 1860-1863. He was born in 1804 and died in

1873. It is said that the first schools were dimly lit, crowded and they reeked of kerosene, chalk dust, damp wool, perspiration, and chlorine bleach which was poured into the pit of an attached privy (outhouse).

McMillan House (Weaving Demonstrations)

The McMillan House was built prior to 1870. It was the home of Dan and Julia (Deckman) McMillan. Dan McMillan was a shoe maker by trade. He made shoes for children and adults. Mr. McMillan's shop was located on Main Street near where the Nature Center is today. Dan McMillan was commonly known as Dan Mac, and was said to be an upstanding citizen of Sherbrooke. Julia McMillan was the daughter of Adam Deckman, who operated the tannery. She was the first president of the Sherbrooke branch of the Women's Institute, which was organized in 1914 shortly after the start of World War I. She was also a master rug hooker and was famous for the geometric design. Julia McMillan did her rug hooking in the bam, it is said that she got up as early as 4:00 a.m. to work at her rugs, it was a quiet time before the busy day began. Dan and Julia McMillan had eleven children over a twenty-six year period:

> *Dan McMillan - born__died 1917 in Sherbrooke*
> *Julia McMillan - born 1861 died 1936 in Winslow, Arizona*
> *Emma Essen, Arthur Adam Deckman, Janet Catherine, Donald Chester, Rebecca MacGregor, Margaret Ann, Levy, James Miller, Andrew, John Hugh, Mary Gertrude*

The McMillan House is recreated as a weaver's cottage, where sheep's wool is spun into yarn and dyed using natural plant dyes. The looms are in the lean-to, where blankets, coverlets and dish towels are woven. Weavers and shoemakers would be in the same class. They were both trades' people. There is no record of a weaver having been in Sherbrooke during the time we represent. There was only one weaver in Guysborough County, a man. The two looms in the lean-to are large framed looms known as 'barn looms '. They are constructed of heavy timbers and held together with wooden pegs and wedges so they can be taken apart and moved. They are both more than 100 years old. The loom closest to the door as you enter the lean-to is from Nine Mile River (found in the attic of an old farm house), the second is from Lyon's Brook, Pictou County. They are both four harness looms.

- Stove - a reproduction made at Lunenburg Foundry.
- Spinning Wheel – The spinning wheel in the kitchen is a flax wheel, it is used to spin wool.
- Click Reel - Also called a 'weasel' was used to skein yarn, seven clicks for a full skein.
- Swift - Used to ball skeins of yarn.
- Walking Wheel (in the parlor) - Also called a 'great wheel' was used to spin wool, there is no foot pedal, it was turned by hand. The smaller wheel is a flax wheel.

Washing Wool
- o The fleece must first be washed in a warm (not hot) mild soapy water
- o Gently push wool around in the water, do not work or wring to wool as it will mat it.
- o Let soak for about 1/2 hour
- o Rinse in warm (not hot) clean water several times until water is clear.
- o Remove from water and gently push to release water.
- o Hang on the fence to dry. A warm sunny, windy day is best.

Picking and carding wool
- o When the wool is dry it must first be picked. To do this the fiber is gently pulled apart to allow remaining dirt to fallout. The wool will seem thicker now than before picking.
- o Carding or combing the wool straightens out the fibers and shapes them into a roll in preparation for spinning.
- o The wool that is rolled off of the cards is called a 'rolag', it is now ready to be spun.

Spinning wool
- o Lay the last piece of spun wool on top of the new rolag, as the wheel spins keep the fibers stretched apart, the twisting action of the wheel will spin the wool fibers into yarn.

- - The spun wool must be 'plied' to be used for knitting. Two strands of the spun wool are twisted or spun together on the spinning wheel. To do this you must spin the wheel counter clockwise. The wool used at the McMillan House comes from Caledonia, Guysborough County. The wool is off of Corriedale and Lincoln sheep.

Dying wool
- - Before wool is dyed it must be put into a pre-mordant bath, that opens the fibers and helps the wool accept the color.
  - A basic pre-mordant bath consists of vinegar, alum and cream of tartar. Never rinse the wool after mordant process.
  - Collect the plantyou will be using for dyeing, chop and cover in water, let stand overnight. The next day boil for about two hours, strain off liquid to be used as dye.
  - Preheat mordant and dye to same temperature, do not boil them.
  - Put the wool into the mordant bath for aboutone hour, then transfer wool to the dye bath of the Same temperature. The wool will accept all thedyeit isgoing to in about 15 minutes. We usually let it sit most ofthe day as a demonstration.
  - Remove the wool from the day bath, rinse and hang outside to dry, tie a weight to the end so it will not kink up.

Indigo would have been available at the general store for pioneers to color their wool blue. Cochineal, the dried bodies of a small insect from South America and New Mexico were used to dye wool red, pink and scarlet. You can card wool of different colors together. This was how the famous heather effects of the Harris tweed were achieved.

Weaving

Measuring wool into planned lengths of warp require the use of a "warp mill". The yarn was wound over the pegs of the bars several strands at once. As the yam was wound onto the pegs, the threads were crossed individually at the top of the frame to keep them in order for threading. The group of yarns drawn from the spools was also crossed at the bottom of the frame to keep them in order for spreading on the loom beam. The warp yams of threads were counted off in units until the number was reached that was necessary for the desired width of fabric. These units were usually of forty threads and are called a 'beers'. This long bundle of many threads was securely tied at intervals, and the two crosses were secured before it could be removed from the bars. It was chained off as if crocheting with the hands. The chain warp was then transferred to the loom. The warp was wound upon the back roller or 'warp beam' while spread to the width of the finished web by a comb like raddle. A rod attached to the warp beam was just passed through the end loops of the warp chain-The raddle with its top bar removed then hung in front of it and the warp spread to width by laying it in groups between the teeth of the raddle. The top piece of the raddle was then pinned into place to keep the groups in position and the winding could begin. The critical part is keeping the threads at an even tension. The threading cross was secured by passing two smooth slim stick called 'lease rods' through it and tying them together at the ends. This cross kept the warp threads in their place from one side to the other, but allowed them to slide along on the rods. The final end loops could then be cut and each warp end threaded through its own heddle eye. The 'heddles' were made of cord and had two knots tied near their centers which formed an eye. The heddles were arranged on two frames or pairs of sticks which were suspended over pulleys on a roller from the top frame of the loom. These sticks are called 'harnesses'. The warp ends were threaded through the heddles alternately, first one on the back frame and then one on the front according to the pattern chosen. Often someone sorted the ends and passed them one by one to the threader. The threader often sat inside the loom to do the threading.

A warp could contain anywhere from 400 to 3,000 threads. Threading the heddles of the loom is a job that takes much time and patience. The reed of' "sley", hung flat in front of the heddle frames and each warp end or often a pair of ends was drawn through the spaces or dents in the reed. The reed served not only to establish the spacing and width of the warp threads but was used in the actual weaving for beating the cross threads or 'weft' threads into place. This part of the loom was never made at home. It was made of narrow splits of bamboo and a set of six or

eight reeds ranging from very fine to coarse were purchased. A weaver owned several. of all sizes. The reed fits into the beater frame. The warp ends could now be tied to the front or cloth beam and the tension adjusted. All that had to be done now was tie up the treadles to the bottom rods of the heddle frames and you could start weaving. You wind your weft threads onto bobbins that fit into the 'shuttle'. The quill or bobbin was held in place by a small stick. When you push on the treadles, it creates an opening in the warp called a 'shed'. The shuttle with the weft thread is pushed through the opening and the thread beat into place. It took about 16 hours to spin the yarn for one yard of cloth and about 50 hours to set up the loom for fifty yards of cloth. It took about 18 hours to weave a yard of material and about 90 hours to make a blanket.

Definitions:
Beater - swinging beam that holds the reed and beats the weft threads into the warp.
Shuttle - holds the bobbin with the weft thread
Dents - open spaces in the reed through which warp threads pass
Harness - frame to raise and lower warp threads
Heddle - string with an eye through which the warp thread passes
Reed - removable part of the beater which spreads the warp
Shed – opening in the warp through which the shuttle passes
Sleying - pulling the warp threads through the dents in the reed
Treadle - the mechanism to raise and lower harnesses
Warp - threads stretched lengthwise on the loom
Weft - threads crossing the width of the warp. In a four-harness loom the warp threads are threaded through the heddles and the pattern is determined by the threading pattern used and through treadle manipulation and tie-up of the harnesses. Patterns are determined according to how the warp threads are threaded through the heddles and treadle patterns. Allow 40 inches of chain or warp for every yard of cloth, 1/10 part will shrink up in weaving.

The Company Store
This restored building was originally a lumber company store built by the Alfred Dickie Lumber Company, then later purchased by the Hollingworth and Whitney Lumber Company. In 1927 a fire at John MacLean's dry goods store on Main St. in Sherbrooke, which had a similar structure and foundation, found this structure moved from its original location across from the Tailor shop within the Restoration area to sit perfectly on the foundation of the burnt out structure. A number of years later A. Anderson and Son purchased the building from Mr. MacLean to use as a storage area for his retail store. Sherbrooke Village Restoration acquired the building from Mr. Anderson in the early 1990s and after being moved once again from Main St. in the Restoration to rest on its present foundation, this store is representational of those built by merchants during Sherbrooke's boom period of industrial development. The hatch and cargo hook at the back of the store on the first floor, are excellent examples of how stock would have been moved from the cellar to be stored on the second floor.

MacDonald Brothers Sawmill
The first sawmill in the Sherbrooke area is thought to have been erected about 1809 by James Fisher who came from Truro in 1805. In 1814 a sawmill and grist mill was set up by David Archibald, III, also from Truro, at the site of present day Sherbrooke. Descendants of this Archibald family still operate a water-powered turbine sawmill about twenty miles from Sherbrooke. The year 1826 marks a unique development in the sawmill industry in Sherbrooke. In that year, William T. Archibald and Henry Curnminger entered into an agreement to erect a double mill at the southern end the village in what is now part of the Sherbrooke Village restoration area. The agreement provided for the relocation of Mr. Archibald's mill from its site in another part of Sherbrooke, the installation of a second set of machinery by Mr. Cumminger and the digging of a canal approximately 850 feet in length, 10 feet in width and from 8 to 15 feet deep from Sherbrooke Lake to the St. Mary's River to supply power for the water wheels. By 1856 ownership of the double mill had been acquired by the McDonald Brothers. The mill was abandoned before 1900 and allowed to fall into ruin. For many years nothing had remained on this once active industry except the hand -dug

race which assumed the character of a natural outlet from Sherbrooke Lake. In 1970, with commencement of work on the restoration of a part of the village of Sherbrooke as a typical 19th century Nova Scotia community, the decision was made to reconstruct a working replica of a water-powered up-and-down sawmill on the site of the McDonald Brothers mill. The sawmill building is a two-storey structure with hand-hewn post and beam construction and board and batten exterior cladding. The roof discovered with long board shingles with 16-inch exposure to the weather. The lower storey contains the belt and pulley running gear for the mill, and provision is made for a shingle mill and other woodworking equipment. Upstairs is the log carriage and up-and-down saw with their simple but ingenious mechanisms. The up-and-down sawmill is a mechanical application of its hand-powered predecessor the pit saw. A crank, driven by the waterwheel moves the saw frame and single saw blade in an up-and-down motion rutting into the log on each downward stroke. The up-and-down motion of the saw is also used to move the log carriage forward by means of a system of levers and a ratchet. Several minutes are required for each cut through the length of an average log. With a bountiful supply of water from a chain of five lakes, the reconstructed McDonald Brothers' sawmill is believed to be the only one of its kind in Nova Scotia capable of full water power production.

The Stamp Mill
The gold mining building was an old telephone storage shed built in the early 1900's and later used as the nature center. Gold was discovered in Goldenville in late August of 1861 by Nelson Nickerson, a farmer who was making hay. It was not until October that same year that news of his discovery became public knowledge. By October 18, 1861, more than 200 people had arrived in the district to stake their claims. This discovery followed similar finds in Tangier 1858 and additional finds in 1861 at Oldham, Wine Harbour, Stormont, Waverly, Cochran Hill and Forest Hills. Within a year of the Nickerson's discovery the once empty lands were filled with dwellings and a store. Goldenville became a thriving village. There were 19 companies recorded in 1869, but only four of those produced 85% of the returns. By 1871, 6 companies remained. The first mill was built in 1860. When miners went underground to work, they wore light of their caps that burned carbide gas. Gold was found in quartz rock. In the 1800's a steel drill was used to extract the gold. In 1872 a laborer was paid $1.25 to $1.50 a day and in the 1930's they made $2.40 for an eight-hour day, but many times a man would work for 10 - 12 hours a day for the same money.

The Stamp Mill model

A shaft house was built over the open shaft that went deep into the ground and branched off in different directions and also at different levels. Men would be raised with ore in large barrels or wheel barrows. The ore would then be dumped into the trolley carts. The trolley carts would be pushed over to the large table with the grate. This is called the picking table. Men would stand on the free float boards which could be moved back and forth. The men would have sledge hammers and would have to break the rocks small enough to fit through the grate. From there it would flow down the chute into the ore bins. The bins would have to be opened to let a steady flow of ore through. From the bins, the ore would have been mixed with a flowing supply of water which would have gone under the stamp mill. As the ore went under the stamps it would be crushed into fine grains. It would flow out onto a copper-base table called a sluice. A man would have to spread this table with mercury using a cloth, and then brushing to make small grooves. Any fine gold flowing over the mercury stuck to it and stayed until it was scraped off with a flat utensil. The tables would be cleaned every three to four days. The mercury and gold remnants would be placed in a sack made of closely woven cloth and mercury would be removed by pressing the cloth. The mercury would then be reused. What was left would be placed in the retorting pot. Pots were lined with clay and water to keep the gold from sticking. They would be placed in a forge and boiled at an intense heat, any remaining mercury would evaporate and run out the pipe and condense into water. The gold remains in the pot, in the form of a spongy mass. This is then placed in melting pots (crucibles) and cast into ingots. The stamps that crushed the ore weight 525 lbs. The quartz had to be reduced to 2 inch pieces before going through the stamp mill. The stamps drop 10" - 15" and go up and down 50 - 75 strokes per minute. Approximately 1/3 of Nova Scotia gold came from the min in Goldenville. There were 136 buildings plus a Roman Catholic Church. The mine in Goldenville was worked somewhat during World war II but was abandoned in 1942. Dynamite was introduced in 1872 to the mines. Prior to this blasting powder was used. The powder was not efficient; it did not break the rocks up sufficiently and threw the rock considerably into the drifts.