PRINCE EDWARD ISLAND
HISTORIC PLACES

Ken Shelton, 2008

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Abbreviations:

BnF	Bibliothèque nationale de France
BP	Boily Photo
BS	Brian Simpson
CCAG	Confederation Centre Art Gallery and Museum
ES	Elaine Schuller
GA	Georges Arsenault
GB	Grant Brooks
KS	Ken Shelton
LAN	Laura Ann Noye
MA	Meacham's Atlas
MCPEI	Mi'kmaq Confederacy of Prince Edward Island
NDC	Notre Dame Convent
PEIMHF	PEI Museum and Heritage Foundation
PAC	Public Archives of Canada
PARO	Public Archives and Records Office of Prince Edward Island
PC	Parks Canada
PD	Public domain

Prince Edward Island Historic Places

1. PARO, KS, PARO, PARO; 2. LAN, MacAusland Mills, PARO, KS, GA; 3. LAN, PARO, MCPEI, MA; 4. LAN, PARO, MA, KS, PARO; 5. GA, GA, GA; 6. KS, GB, GB; 7. KS, PARO, PARO, PARO; 8. PARO, KS, PARO, PARO, PARO; 9. KS, PARO, KS, PARO, PARO, PARO, PARO; 10. KS, PARO, KS, PARO; 11. ES, PARO, PARO, Martin Caird, Martin Caird; 12. BP, BP, BP, BP, BP, BP; 13. KS, PARO, PARO; 14. KS, PARO, PARO, Victoria Playhouse, PARO; 15. KS, PARO, Daniel Francis; 16. ES, MA, ES, KS, CCAG; 17. KS, KS, Francis Blanchard, PARO, PARO; 18. PAC, PC, PAC, BnF; 19. KS, PARO, KS, PARO, PD, PD, PARO; 20. KS, PARO, PARO, CCAG, CCAG, KS; 21. KS, PARO, KS, GA; 22. CCAG, CCAG, CCAG, CCAG, Frank MacKinnon, CCAG, PARO; 23. PC, MA, PARO, PC; 24. PARO, PARO, KS, PARO; 25. KS, NDC, NDC, NDC; 26. Gail MacDonald, KS, PARO; 27. KS, PARO, PARO, PARO, KS; 28. KS, PEIMHF, KS, KS, MA, PEIMHF; 29. KS, PARO, PARO, KS; 30. KS, KS, PAC, PC, PC, PC; 31. KS, PARO, KS PARO, PARO; 32. KS, CCAG, BS, PARO; 33. KS, BS, BS, KS.

INTRODUCTION

Our heritage places are the most evident and tangible symbols of our past. The built heritage of Prince Edward Island is a reminder of the themes of our history, and it is fitting that buildings and places are seen as suitable vehicles to convey messages about our history. In museum terms, our buildings are our largest and most important artifacts. What could be a better starting point for a discussion of government than Province House? A one-room schoolhouse is, in itself, a lesson in how our communities change, how education is the cornerstone of our society, and how the life of students today differs from that of their grandparents. A lighthouse or a village store can be the focal point for discussion or exploration of our marine past and our economy.

The materials in this binder show how heritage places across the province can be used to bring history to life and to bring life to history. In all of our communities, there are other buildings which tell other stories and if students, in looking at buildings, are also looking at their past then something of value has been passed to them.

The publication of these resources has been assisted through the Historic Places Initiative — a joint federal, provincial and territorial program to increase public awareness of the importance of Canada's historic places. Teachers play a key role in this task, and we hope these resources will become a valuable tool in your work. More information on Canada's historic places can be found at http//www.historicplaces.ca.

EDUCATION AND EARLY
CHILDHOOD DEVELOPMENT

H.T. Holman
Director of Culture, Heritage and Libraries

The history of Prince Edward Island is an important component of our school curriculum. This exciting new resource which highlights some of Prince Edward Island's many historic buildings will add to the rich and diverse resources we have available to teachers and students in our schools.

We would like to thank the many dedicated people who worked to put this resource together. It is only by the commitment of people who are truly interested in preserving and sharing the unique history of Prince Edward Island that we can continue to engage our students in the rewarding and exciting adventure of learning about and understanding our past.

This resource will be widely circulated to schools in Prince Edward Island in both English and French. It is our hope that teachers and students will use this resource as a starting point for discussion around many of the key themes that run through the history of Prince Edward Island such as, transportation, government, economics, technology, and culture.

EDUCATION AND EARLY
CHILDHOOD DEVELOPMENT

Frank Hennessey
Director of English Programs

Imelda Arsenault
Director of French Programs

Prince Edward Island Historic Places

The *Prince Edward Island Historic Places* binder provides supplementary resources that can be utilized in conjunction with curriculum in our Island schools. The following examples may be used by teachers to enrich the learning experiences of their students.

Grade 6 P.E.I. History Curriculum

The 33 fiches compiled within the *Prince Edward Island Historic Places* can be utilized when engaged with the Grade 6 P.E.I History Curriculum. The following table provides one possible categorization of the fiches and their connection to each of the unifying ideas within *Exploring the Island.*

People Ch. 2	Transportation Ch.3	Government Ch.4	Economy Ch.5	Lifestyles Ch.6	Culture Ch.7
MacAusland's Woolen Mills	Green Park	Tignish Post Office	MacAusland's Woolen Mills	Union Corner School Museum	St. Anne's Church of Lennox Island
St. Anne's Church of Lennox Island	Confederation Bridge	Confederation Bridge	Green Park	Notre Dame Convent	The Agricultural Exhibition and Acadian Festival
Green Park	Cape Traverse Ice-Boat Service	Port-La-Joye – Fort Amherst	The Canadian National Silver Fox Breeders' Association	Point Prim Lighthouse	Journal-Pioneer Building
Journal-Pioneer Building	Princetown Road	Government House Fanningbank	Farmers' Bank of Rustico Museum	Orwell Corner Historic Village	Malpeque Community Centre
Lefurgey Cultural Centre	Point Prim Lighthouse	Charlottetown City Hall	F.N. Kays General Groceries	Matthew & McLean Building	Silver Bush Homestead
Silver Bush Homestead	Elmira Railway Station	Province House	Orwell Corner Historic Village		Victoria Community Hall
Farmers' Bank of Rustico Museum		St. Peters Courthouse	Roma at Trois-Rivières		St. Augustine's Church
Port-La-Joye – Fort Amherst			Matthew & McLean Building		Confederation Centre of the Arts
Government House Fanningbank			Basin Head Cannery		Charlottetown Driving Park
All Souls' Chapel					
F.N. Kays General Groceries					
Roma at Trois-Rivières					

Cross-curricular Links

The Historic Places Binder was developed to support existing curriculum in Prince Edward Island schools. The 33 fiches provide the opportunity to develop connections between important places associated with Island history and curriculum outcomes across various subject areas and grade levels. Some examples may include the following:

❑ Using information provided on historic places as a basis for creative writing.

❑ Using numerical data in mathematical problem solving, number sense, and time-related activities.

❑ Using information provided to develop various historical timelines.

❑ Developing student understanding of technological and lifestyle changes.

❑ Providing information for students to utilize when developing multimedia presentations.
❑ Providing students with insights involving provincial identity and culture.

Development of historical thinking

"Researchers have defined *structural* historical concepts that provide the basis of historical thinking."[1] The Historical Places Binder can be used to explore these six historical thinking concepts.

Historical significance

What is the significance of this place or building in the history of the community? Why was it chosen as a place of historical importance for P.E.I.? What would have happened if this place would not have existed? Compare two places and develop arguments on which place had a greater significance.

Evidence

What do primary documents tell about living in these times? For example: the description of the wedding at Lefurgey House, the painting created by Robert Harris as a legacy to All Souls' Chapel, the entertainment program at the opening of the Victoria Community Hall, etc.

Continuity and change

Compare and contrast an historic place with a present-day institution such as Notre Dame Convent and a contemporary school, or the life on Orwell Farm and the life on a farm today. What has changed? What has stayed the same?

Cause and consequence

Why was a place like Elmira Train Station built and what were the consequences on the community? How did it change the area when the railroad was removed from the Island?

Historical perspective

What was it like to cross the Northumberland Strait in an ice boat or to be part of a one-room school at Union Corner? Try to relive the past as a "foreign country."[2]

Moral dimension

Are these historic places important to preserve for the people of P.E.I.? What if they disappeared? Was it a good idea to remove the train from the Island or to breed foxes for financial gain? What would animal rights activists say about that practice?

## Extending the Use of the Historic Places Binder

The Historic Places Binder can also be used as a springboard for a variety of other historical learning activities. Some examples are as follows:

❑ students can write an historical text about a significant place in their community.
❑ students can use the information for research projects such as the Heritage Fair.
❑ teachers can organize visits to many of these historic places.
❑ students can sort the 33 historic places according to a variety of criteria: geographical areas, have/have not visited before, still used as originally planned or not, oldest to most recent, etc.
❑ using the Internet, students can research more information about these places or create website pages to record their own findings.

[1] Seixas, Peter. *Benchmarks of Historical Thinking: a Framework for Assessment in Canada.* Centre for the Study of Historical Consciousness, UBC (2006), p.1.

[2] *Idem*, p.2

Prince Edward Island

Historic Places

1. Tignish Post Office
2. MacAusland's Woolen Mills
3. St. Anne's Church of Lennox Island
4. Green Park
5. The Agricultural Exhibition and Acadian Festival
6. Union Corner School Museum
7. Journal-Pioneer Building
8. The Canadian National Silver Fox Breeders' Association
9. Lefurgey Cultural Centre
10. Malpeque Community Centre
11. Silver Bush Homestead
12. Confederation Bridge
13. Cape Traverse Ice-Boat Service
14. Victoria Community Hall
15. Princetown Road
16. St. Augustine's Church
17. Farmers' Bank of Rustico Museum
18. Port-La-Joye — Fort Amherst
19. Government House Fanningbank
20. All Souls' Chapel
21. Charlottetown City Hall
22. Confederation Centre of the Arts
23. Province House
24. F.N. Kays General Groceries
25. Notre Dame Convent
26. Charlottetown Driving Park
27. Point Prim Lighthouse
28. Orwell Corner Historic Village
29. St. Peters Courthouse
30. Roma at Trois-Rivières
31. Matthew & McLean Building
32. Basin Head Cannery
33. Elmira Railway Station

1

TIGNISH POST OFFICE

PRINCE EDWARD ISLAND HISTORIC PLACE

THE TIGNISH POST OFFICE was built over the course of 1911 and 1912. The plans were drawn up by David Ewart. He was the chief architect for Public Works Canada from 1897 to 1914. When the architect designed this public building for Tignish, he was inspired by the architecture of medieval Europe. John M. Clark's Construction Company in Summerside built the post office.

The two-storey post office was built of brick. The post office was on the ground floor, while the building's caretaker and his family lived on the second floor. The building's tower has a town clock that was made in England.

In 1987, the Tignish Post Office was designated a federal heritage building. It is the only building on Prince Edward Island designed by the architect David Ewart.

THE SITE IS CHOSEN

We are pleased to announce to our Tignish readers that the site for our new post office and customs office has been chosen. The new building will be erected on land belonging to the railway on the west side of main street. This is the most central location in the village and convenient for everyone.

(*L'Impartial*, June 28, 1910.)

LOCATION: 289 Church Street, Tignish, P.E.I.   **GEOGRAPHIC CO-ORDINATES:** N 46° 57′ 06.38″ W 64° 02′ 01.16″

THE TOWN CLOCK

Now those of our villagers who don't have a watch or a clock will only have to raise their eyes to see the time on the four large clock faces on the tower of the public building. Those who are in the habit of loitering in the streets day and night will now find it easy to count the hours lost and wasted in their lives.

(*L'Impartial*, June 16, 1914.)

The Tignish Town Clock, installed by Mr. L.S. Perry in June 1914.

The post office wickets as originally constructed.

MAKING PROGRESS

Mr. J.J. Arsenault, who has the contract for daily mail delivery on rural route 2, has just brought in a fine-looking horse carriage especially for this job. The carriage has a roof and is handsomely decorated in an attractive colour. Inside, in addition to the driver's seat, there are boxes, cupboards, etc., for the letters, magazines and parcels. Mr. Arsenault is the first person in the western end of the province to take the initiative in such a progressive direction. People living along the route can be assured of receiving exemplary service under this contract.

(*L'Impartial*, June 9, 1914.)

Free Rural Postal Delivery Service

Rural mail delivery was introduced on Prince Edward Island at the time of the building of the Tignish Post Office. The mail was delivered house to house by a mailman. (Women rarely delivered mail, though they often worked in the rural post offices.) In the beginning, the mail deliverer travelled by horse and wagon, then later by car. For people living in the country, especially those living a long way from the post office, the new system was much more practical than picking up mail in person.

FACT FILE

June 29, 1841 The first post office in the Tignish area opens. It is located in the original village of Tignish, which was situated near the sea. Nowadays, this historic site is called "The Green."

January 1, 1861 The first three stamps for Prince Edward Island are issued. They are worth two, three, and six cents.

1911 There are 456 post offices on Prince Edward Island. (By 1931, only 117 will be left.)

1912–1916 Albert Brennen serves as the first postmaster of the new post office in Tignish.

1914–1918 The ten postal outlets in the surrounding area of Tignish are discontinued. At one time, there had been post offices in St. Roch, Deblois, Greenmount, Christopher Cross, Nail Pond, Skinners Pond, Peterville, and Seacow Pond.

Canada's Historic Places   Lieux patrimoniaux du Canada

Ken Shelton, 2008

2

MACAUSLAND'S WOOLEN MILLS

PRINCE EDWARD ISLAND HISTORIC PLACE
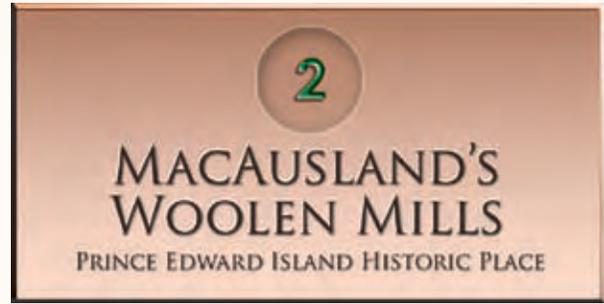
MACAUSLAND'S WOOLEN MILLS in Bloomfield is one of the oldest businesses in the province. This business was started in 1870 by Archibald MacAusland and still remains in his family. In 1949, the original mill building burnt down but was immediately rebuilt.

The MacAusland business began with a sawmill (a mill for sawing logs) and a gristmill (a mill for grinding grain). In 1902, the business added a wool-carding* mill, and, 30 years later, installed a machine for weaving* and spinning* wool.

The mill was powered first by hydraulic turbine (an engine turned by flowing water), later by diesel engines, and finally, in 1973, by electricity. Few changes were made to modernize the mill over the years, and most of the machinery used today is very old.

In the beginning, all the raw wool needed by the mill came from the Island. Later on, not enough was locally available, so it became necessary to purchase raw wool from all over Canada and the United States. The mill built up an excellent reputation for weaving blankets. By the early 21st century, MacAusland's mill remains the only woolen mill in the Atlantic provinces to produce traditional blankets from pure wool.

Having been in business more than 100 years, MacAusland's Woolen Mills is a treasured part of the province's industrial heritage.

Wool Words

- ✳ **carding:** untangling and combing raw wool
- ✳ **spinning:** changing wool into yarn by pulling and twisting it into strands
- ✳ **weaving:** making cloth by interlacing strands of yarn
- ✳ **fulling:** shrinking and thickening wool cloth
- ✳ **hanks:** looped bundles of yarn
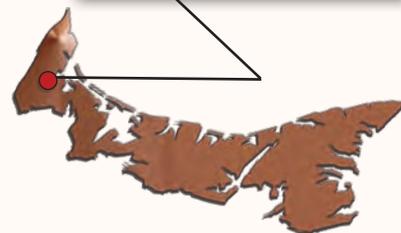
LOCATION: Route 2, Bloomfield, P.E.I.   **GEOGRAPHIC CO-ORDINATES:** N 46° 38' 18.51"   W 64° 01' 21.95"

The MacAusland's Woolen Mills on fire, 1949.

Counting Sheep

Numbers of sheep on Prince Edward Island

Year	Number
1735	190
1753	1 440
1833	50 000
1861	107 000
1891	147 000
1911	91 000
1921	106 000
1951	34 000
2001	3 000

Charles M. Arsenault and his wool-producing Suffolk ram.
(Centre de recherche acadien de l'Î.-P.-É.)

VISITING THE MILL

The mill is a roomy steep-roofed structure. The clatter of the electric-powered weaving loom and the pleasant smell of yarn fills the building. Up a narrow set of steps is the office, with bins of hanks of yarns. In a small room off that is a special bin for the company's stock of fine woolen blankets. The rest of the loft contains the napping machine which fluffs up the surface of the blankets off the loom and raw wool storage. The force of the carding, spinning and weaving machines downstairs shakes the loft's floors.

(Ginny Lewis, *The Eastern Graphic*, January 7, 1981.)

Fact File

1856 Charles Stanfield founds the Tryon Woolen Mills, the first woolen mill on Prince Edward Island. This business is destroyed by fire in 1920 and is not rebuilt. Charles Stanfield moves to Truro, where he founds the world-famous Stanfield underwear brand.

1871 There are 47 carding mills, 13 fulling* mills, and four cloth manufacturers on Prince Edward Island.

1908 Sheep-raising has declined on Prince Edward Island. The farm lands where sheep had grazed are being choked by the spread of noxious weeds. The sheep had no equals as weed-destroyers.

1911 Only four carding and fulling mills are in use in the province.

Ken Shelton, 2008

3

ST. ANNE'S CHURCH
OF LENNOX ISLAND
PRINCE EDWARD ISLAND HISTORIC PLACE
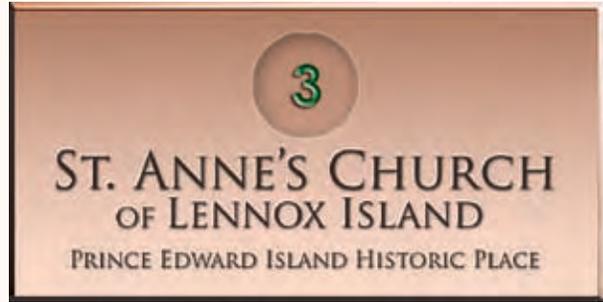
ARCHAEOLOGICAL EVIDENCE and oral traditions indicate an Aboriginal presence on the shores of Malpeque Bay dating back 10 000 years. The first Mi'kmaq families settled on Lennox Island near the end of the 1700s. The mission of St. Anne was established at Lennox Island in 1801 with the construction of a log chapel. In the Bible, St. Anne is the grandmother of Jesus. The Mi'kmaq believed in the wisdom of grandmothers and adopted St. Anne as their patron saint.

The original log chapel was replaced in 1842 by a new chapel, which was later destroyed by fire. The present church was erected in 1895 and designed by the architect George Baker. The money to build this church ($3 500) was raised by the Mi'kmaq over the course of 25 years. The rectory house, the home for the priest, was built in 1904 for $600 to house Reverend John A. MacDonald.

For many years, the Mi'kmaq people of Prince Edward Island have held their most important yearly festival at St. Anne's Church on Lennox Island. They celebrate St. Anne's Day on the last Sunday in July, close to St. Anne's official saint's day of July 26. Each July, Mi'kmaq from across the Maritimes gather on Lennox Island for this celebration to renew family ties and affirm their sense of community.
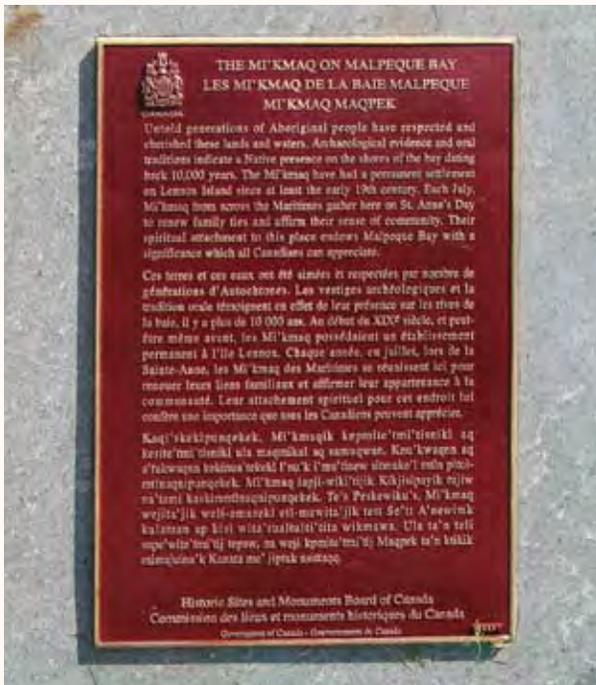
Crowds of people and their boats, heading for St Anne's in 1915.
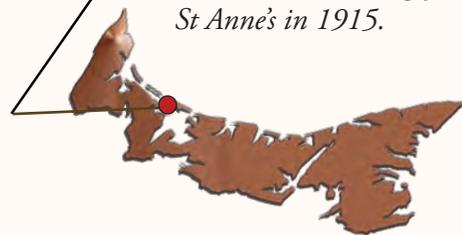
LOCATION: Lennox Island, P.E.I.   **GEOGRAPHIC CO-ORDINATES:** N 46° 36′ 02.19″   W 63° 51′ 17.21″

Preparing for St. Anne's Day in 1918

"In collaboration with Indian Agent Father John A. McDonald, Chief John T. Sark drew up the agenda for the festivities which were a unique combination of religious rites and tribal customs. Men and women seemed to know exactly what were their respective roles. The men prepared the path from the wharf to the church with trees and shrubs gathered from 'up the Cove'; they erected an outdoor altar for Sunday Mass; and they set up the community hall for the midday meal and also built temporary booths for canteens and displays of handicrafts. The women assumed responsibility for cleaning the interior of the church, laundering the linen and decorating the altar with flowers from the neighbourhood. They set up a grotto around the huge statue of their patroness St. Anne and they prepared the food for the noon meal."

M. Olga McKenna, *Micmac by Choice*. "Elsie Sark - an Island Legend," p. 62–63.

St. Anne's Day in 1901

This year, the Micmacs of Prince Edward Island held their national festival with more than usual splendour. The weather was beautiful, and a big crowd came from Grand River, Egmont Bay, Bideford, Miscouche, Malpeque and Summerside... The Lennox Island church can hold 500 people. For important festivals like this one, they just open the large sliding doors and the sacristy* to accommodate more than 800 people.

(*L'Impartial*, August 1, 1901.)

*Sacristy: in a Catholic church, the room where the priest keeps sacred items and prepares for Mass.

From *Meacham's Atlas of P.E.I.*, 1880.

Fact File

❀ The name Malpeque comes from the Mi'kmaq "Maqpa'q," meaning "a large body of water."

❀ In 1868, Martin Francis, a Mi'kmaq teacher, starts Lennox Island's first school in his house. In 1870, he teaches 31 pupils. The first school building is built in 1875.

❀ The Aborigines Protection Society in England purchases Lennox Island in 1870 for the exclusive use and benefit of the Island's Mi'kmaq.

❀ In 1912, Lennox Island, unofficial "Reserve" since 1873, is designated a "Special Reserve" (privately purchased land for the exclusive use of the First Nations). It becomes an official reserve in 1972.

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4

GREEN PARK

PRINCE EDWARD ISLAND HISTORIC PLACE

THE HISTORIC HOME of James Yeo Jr. was built in 1865 in Green Park in the community of Port Hill. James Yeo Jr. was a successful shipbuilder, businessperson, and politician. In his day, in the late 19th century, shipbuilding was a very important industry in Prince Edward Island.

James Yeo Jr. belonged to a rich and powerful family. His father, James Yeo Sr. (1789–1868), was probably the richest man on the Island in his time. James Yeo Sr. made his fortune mostly through shipbuilding. He launched his first ship in 1833. Later on, his three sons joined the business.

The Yeos lived on the western side of Malpeque Bay and owned shipyards in Prince County at Bideford, Grand River, and Port Hill. They also owned one shipyard in England. In total, they built 132 ships, selling most of them to Great Britain.

The Yeo house is a fine example of neo-Gothic architecture, with gingerbread decorations and a tall central peaked gable. James Yeo Jr. built an octagonal turret on the roof. This was used to monitor shipyard activities.

In the mid-1960s, after Yeo house had been abandoned for nearly 20 years, the Province acquired it. By 1973, the fully restored house became one of the PEI Museum and Heritage Foundation's museums.

Launched at Port Hill, on the 24th of September, from the shipyard of Mr. James Yeo, Jr., a very fine juniper built, copper-fastened ship of 800 tons, built under the inspection of Lloyd's Agent for this Island and classed A-1 seven years called William Yeo. This vessel is said to be by competent judges, one of the best built ships launched for Mr. Yeo.

(*The Island*, October 3, 1862.)

LOCATION: Port Hill, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 29′ 15.07″ W 63° 51′ 25.10″

James Yeo Jr.

James Yeo Jr. (1827–1916), was born in Port Hill. In 1854, he married Sarah Glover. They had four boys and three girls. Between 1856 and 1886, James Yeo Jr. launched at least 23 ships. One of these was the *William Yeo* judged to be one of the best built ships by the Yeo family. James Yeo Jr. sat in the House of Commons from 1873 to 1896.

The schooner Victory Chimes *being built in Cardigan in 1918.*

PRINCIPAL SHIPYARDS
on Prince Edward Island in the 19th century
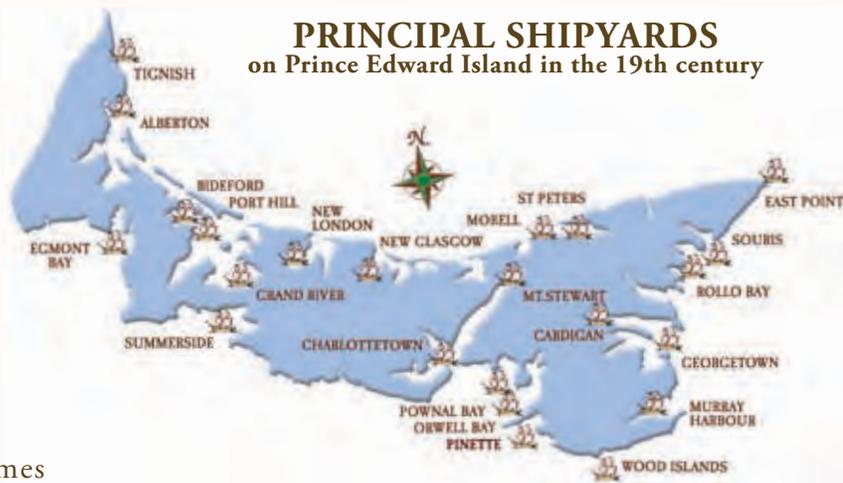
Numbers of Ships Built on Prince Edward Island
(schooners, brigantines, barques)

From 1787 to 1920, over 4 400 ships are built in Island shipyards. The best construction years are between 1840 and 1875.

As suitable trees disappear from the landscape and iron becomes the primary shipbuilding material, the age of sail ends on P.E.I. Each shipyard needed between 25 and 50 workers to build a ship. Workers included the following: sawyers, carpenters, caulkers, blacksmiths, riggers, sail-makers, pulley-makers, and lumberjacks.

Year	Ships
1815	29
1825	37
1835	40
1845	90
1855	82
1865	130
1875	81
1885	9
1895	2
1905	4
1915	1

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5

THE AGRICULTURAL EXHIBITION AND ACADIAN FESTIVAL OF THE ÉVANGÉLINE REGION
PRINCE EDWARD ISLAND HISTORIC PLACE
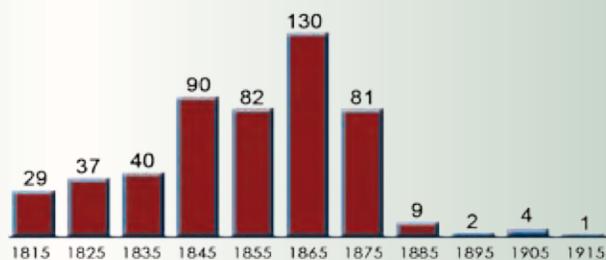
A view of part of the exhibition ground located in the centre of Abram-Village. The building on the right was built in 1876 and was once the Abram-Village courthouse where a travelling judge held small-claims court. For many years, it was used as a dining hall during the exhibition. On the left is the domestic science and crafts building, built in 1939.

ONE OF THE OLDEST agricultural exhibitions on Prince Edward Island is the Agricultural Exhibition and Acadian Festival in Abram-Village. In 1903, the farmers in the Évangéline region decided to hold an exhibition every year to encourage good farming practices. They showed their best livestock and farm produce to be judged by experts.

Until 1947, the only people entering the exhibition came from the villages in what we now call the Évangéline region. Today, participants can come from all over the Island.

In 1971, the Acadian Festival was added to the agricultural exhibition to promote the Acadian culture. The Festival incorporates other events such as a grand parade, a Mass on the water, horse pulls, lobster suppers, youth talent contests, other contests, and dances.

EXHIBITION
AT
Egmont Bay
TUESDAY, OCT. 19th, INST.

The Annual Egmont Bay and Mount Carmel Exhibition will be held at Egmont Bay on the above date, and as a large number of entries in the different classes have been made a most successful show is looked forward to.

The exhibition will be formally opened at 12 o'clock by His Honor Lieutenant-Governor McKinnon.

There will be a well stocked saloon and a good table on the grounds.

If the weather is unfavorable on the 19th the exhibition will be held on the first fine day following.

(*P.E.I. Agriculturalist,* October 16, 1909.)

LOCATION: Baie-Egmont, Mont-Carmel, P.E.I.   **GEOGRAPHIC CO-ORDINATES:** N 46° 53.227′ W 63° 55.845′

1908 ANNUAL REPORT

This exhibition has been going for five years and is run by the Union Farmers' Institute. The 1908 exhibition was the best so far.

We were honoured to have Lieutenant Governor MacKinnon come and open the Exhibition. Premier Haszard also came, and said he was very pleased with the exhibits that he saw.

The entries for grains, root crops and vegetables were just as good as the ones in the bigger exhibitions. The sheep and pigs were also of good quality, and there were some fine horses and cattle. There was a nice display of fruit and ladies' work. Overall, there were 310 entries: grains, root crops and vegetables, 167; livestock, 70; and fruits and ladies' work, 73. A total of $179.55 in prize money was given out.

(*L'Impartial*, October 10, 1907.)

The Exhibition Gets Better and Better

It is fair to say that the quality of the livestock has improved a lot in these villages. This is thanks to the competitive spirit in the annual livestock and poultry exhibition. In recent years, more sheep are being raised and the judges like the quality of these animals. These districts are now well known for their handcrafts, especially knitting and hooked rugs. This is partly due to the Exhibition.

(*The Journal-Pioneer*, August 20, 1954.)

The Bernard family gets ready for the Exhibition

Alice (Bernard) Richard from Saint-Philippe grew up in a family who believed the Agricultural Exhibition was very important. She tells how they used to get ready for the great day:

"This annual event was only one day long until 1971. To have an idea of how the family got ready for this day, the best thing is to follow all the comings and goings of the night before. Rain or shine, Father was in his garden pulling up carrots, beets, turnips, potatoes, parsnips, and mangels. Then he would choose the best cucumbers, onions, tomatoes, squash, cabbage, pumpkins, etc. Then he'd go into the cornfield and pick out the best ears of corn. He also carefully made sheaves of wheat and oats. In the house, people were busy baking and cleaning beans. They also picked out the best bottles of strawberry, raspberry, chicken and other preserves. Sometimes they took some handcrafts to the Exhibition.

On the day, someone would climb the apple tree to pick a few spotless, yellow transparents, which I have done myself. But the biggest job in the morning was to get the animals ready. Having decided which animals to show, we had to take them over to the exhibition grounds. For many years, we took the poultry, sheep and lambs in a cart. We drove the cattle on foot and brought them home in the evening."

(Excerpt from *La petite histoire de Papa: Edmond Bernard*, [1997], pp. 89–90.)

Ken Shelton, 2008

Canada's Historic Places   Lieux patrimoniaux du Canada

UNION CORNER SCHOOL MUSEUM
PRINCE EDWARD ISLAND HISTORIC PLACE

<div style="writing-mode: vertical">PRINCE EDWARD ISLAND HISTORIC PLACES</div>

THE UNION CORNER SCHOOL is a good example of the kind of one-room school that many Island children attended until the 1970s. Once these old schools closed, some became community halls, others became private homes, and some were destroyed. Through the effort of a past student, the Union Corner School was preserved and made into a museum.

The school was built near the Northumberland Strait around 1860. It served a small farming community with family names such as Brooks, Clark, Muttart, Morrison, and Richards. The school, located on the ground floor of the building, accommodated approximately 20 students from Grades 1 to 10.

The second floor was used as a community hall where meetings, variety concerts, plays, and dinners took place. Before 1875, church services were also held in the community hall.

In 1961, Union Corner School closed as a school. In 1994, the building was restored and reopened as the Union Corner School Museum.

Fact File

1833 There are 74 schools on the Island.

1852 Free Education Act is passed enabling all children to attend school for free.

1931 There are 414 one-room schools on the Island.

1966 School books are free for Island students from Grades 1 to 8 and, later on, for all students through to Grade 12.

2004 A total of 22 562 students attend the 75 schools on the Island.

Interior of the Union Corner School Museum.
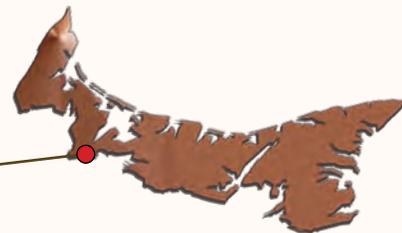
LOCATION: Route 11, Union Corner, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 23′ 23.88″ W 63° 59′ 42.83″

Interview with Grant Brooks

During the 1950s, Grant Brooks attended the Union Corner School from Grades 1 to 8. He remembers that some years as few as eight students attended the school. In 1994, Mr. Brooks decided to restore and convert his old school and make it into a museum.

What was it like to attend a one-room school?

It was cold in winter, but a lot of fun in summer playing games outside at lunch break and recess. Sometimes we'd sneak down to the shore. Of course, teachers wouldn't be very pleased for us going down to the shore.

When you got to school in the wintertime, was the school heated?

Yes, the teacher lit the fire. The school was heated with wood. The neighbours used to take turns taking wood to the school. The wind would blow right through the walls; there was no insulation.

Did you walk to school?

Yes, and we lived a mile from the school. I remember very well my father sometimes driving us there in a box sleigh in the winter. The snow was so deep that the horse would get stuck, would give up and lie down, just quit.

We'd shovel all around him so we would get the snow out from around him and then get him up on his feet.

Where did you get your water?

We used to take turns and get a bucket of water from the Muttart family across the road.

How did the teacher teach since she had students in all different grades?

She would set you up with your lesson, and then she would go around to the next one and do the same. Each one was taught individually, but then she'd give a lecture on the blackboard. Everybody was involved in that.

Students at the Union Corner School around 1950. Grant Brooks is the first boy on the left. The teacher was Émile Buote.

The Department of Education Inspector Visits the Union Corner School

Date: 1863

School: Union Corner

Inspector: William Henry Buckerfield

Schoolmaster: James Burns

Enrolment: 37 (12 boys and 25 girls), 22 present

**Studies**: *All the students are learning to read and spell, and 19 are learning to write. Fourteen students are learning math and nine are learning geography. None of the students are learning grammar.*

School books: *First six readers in the National Series;* Grey's and Thompson's Arithmetic; *Bible; World map; Map of Prince Edward Island*

Canada's Historic Places   Lieux patrimoniaux du Canada

PRINCE EDWARD ISLAND HISTORIC PLACES
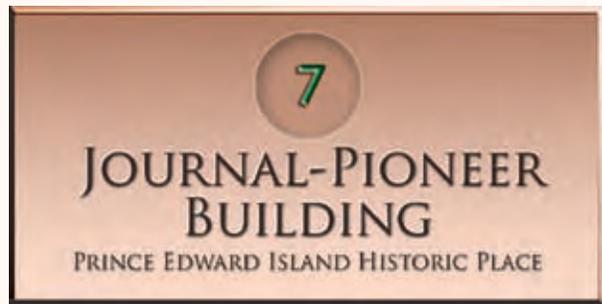
ONE OF THE MAIN heritage buildings in the City of Summerside is the Journal-Pioneer Building. This building stands at the corner of Queen and Water streets. This historic corner was also the site of Summerside's first store, opened by James Gourlie around 1845. The current Journal-Pioneer Building was built in 1895 to replace the *Summerside Journal* offices that had been destroyed by fire. Some interesting features of the building are its round corner with an ornamental crest on top, brick pilasters (rectangular pillars), and oval windows. All the bricks used in the building were made in Bedeque at the Frederick W. Strong brickyard.

From 1889 to 1947, four newspapers were published in Summerside. They were the *Summerside Journal, The Pioneer*, the *Prince Edward Island Agriculturist,* and the *Island Farmer*. The Journal-Pioneer Building was constructed for William A. Brennan, who published the *Summerside Journal* and the *Prince Edward Island Agriculturist*. In 1951, the *Summerside Journal* was combined with *The Pioneer* to become the *Journal-Pioneer.*

In 2006, the Journal-Pioneer Building was transformed into condominiums, but some office space was retained for the newspaper.
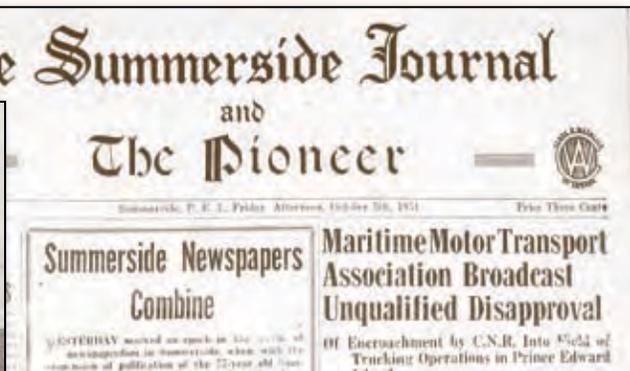
Above left: *The Journal-Pioneer Building in 1912.*

Above right: The Summerside Journal *and* The Pioneer *announce the combining of the two publications on October 5, 1951.*

LOCATION: 4 Queen Street, Summerside, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 23.506′ W 63° 47.593′

William A. Brennan

William A. Brennan had the Journal-Pioneer Building constructed in 1895. He was the owner of the *Summerside Journal*. His business was called the Journal Publishing Company Limited. He also published the *Prince Edward Island Agriculturist*. This newspaper was founded in 1882 to promote agriculture in the province. Brennan did excellent business. His company became one of the biggest printers in the Maritimes.

As well as his interest in journalism, Brennan was a great lover of horses. He started a breeding farm called Parkside. He brought in purebred champion horses from California. Many of his horses broke speed records.

William Brennan married Rosara Lefurgey. She was the daughter of John Lefurgey, an important shipbuilder in Summerside and a Conservative politician in the Legislative Assembly. In 1916, William Brennan died suddenly of a heart attack on his way to work. The Journal Publishing Company Limited remained in the family until 1972.
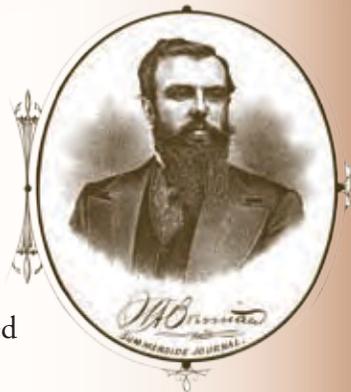
Working for a newspaper provided one of the few skilled trades for women in the 19th and early 20th centuries. Typesetters are shown here at L'Impartial *newspaper, around 1907, in Tignish.*

The *Summerside Journal*

The *Summerside Journal* was the first newspaper in Prince County. Joseph Bertram started it in 1865. Its mission was to report on literature, science, commerce, agriculture, and news. It started as a weekly newspaper. At various times it was published two, three, and five times a week. In 1959, it finally became a true daily paper, published six days a week from Monday to Saturday.

Ken Shelton, 2008

Canada's Historic Places   Lieux patrimoniaux du Canada

Above: *Sixty-five members of the Canadian National Silver Fox Breeders' Association are pictured here in a photo taken in front of the Association's building on Water Street, Summerside, Prince Edward Island, around 1930.*

8

THE CANADIAN NATIONAL SILVER FOX BREEDERS' ASSOCIATION
PRINCE EDWARD ISLAND HISTORIC PLACE

IN THE 1890S, ROBERT OULTON started a small, secretly run fox-breeding farm on Cherry Island, near Alberton. He discovered a way to breed foxes to have a desirable "silver" pelt. He was a pioneer of the silver fox industry. By the 1920s, this industry had become the Klondike Gold Rush of Prince Edward Island.

In 1926, the Canadian National Silver Fox Breeders' Association built its head office at 292 Water Street in Summerside. The association, founded in 1920, registered foxes and developed international markets. The Association had branches in New York and London.

During the early 20th century, the industry made a significant impact on the provincial economy. Large houses were built with money from the silver fox industry in Summerside and in other communities in the western part of the province. Today, they are called "Fox Houses."

The industry started to decline during World War II. In 1946, there were 3 729 breeding farms on the Island, but only 189 remained by 1955. Changes in fashions, market overload, and animal rights activists were partly responsible for the industry's collapse.

Left: *A breeder with a fox. (*International Fox Museum*)*

LOCATION: 292 Water Street, Summerside P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 23′ 29.80″ W 63° 47″ 31.42″

"It Was Fun to Ride the Freight Elevator"

The following is an interview with Earle Lockerby whose father was a fox breeder and worked with the Association.

Mr. Lockerby, do you remember your first visit to the Canadian National Silver Fox Breeders' Association building?

Oh, I must have been a very young boy. I spent a lot of time there in the 1940s. It was fun to ride the freight elevator which linked all three floors. Elevators were rare on the Island at that time.

Can you describe the inside of the building at that time?

Offices were on the ground floor, and pelt-handling facilities occupied the second and third floors. Solid oak furniture and panelling throughout the office area gave the place a very distinguished appearance and feel – appropriate for a national headquarters. I remember the large typewriters and adding machines.

Were there any fox pelts around that you could touch?

The fox pelts were all securely stored in concrete and steel vaults. It could could hold up to 60 000 fox pelts, worth an immense amount of money in those days. The pelts got shipped to Montreal, Toronto, New York, London, and Paris for use in garment manufactures.

Fact File

1896 The first pelts of captive silver foxes from Cherry Island (presently Oulton Island) are sold.

1911 A male silver fox is sold for the astounding sum of $20 000.

1913 There are 277 fox farms on Prince Edward Island with 3 130 foxes. The value of all the fox cubs born is roughly three-and-a-half million dollars.

1926 Edgar Milligan and George Morrison of Northam sell 855 breeding foxes to the United States. The train carrying the valuable cargo is nicknamed the "million-dollar train."

1946 A fox pelt is worth $25.

1956 A fox pelt is only worth $7.

Two Foxes for One Luxury House

In 1912, Summerside businessman Robert T. Holman sold his luxury home to Frank Tuplin. Mr. Tuplin was a silver-fox breeder from New Annan. He paid for the house with a pair of silver foxes!

9

LEFURGEY CULTURAL CENTRE
PRINCE EDWARD ISLAND HISTORIC PLACE

THE HOUSE KNOWN TODAY as the Lefurgey Cultural Centre was built in 1867 by William Tuplin. It is named after John Lefurgey who purchased the house in 1871. He was a shipbuilder, merchant, and political figure. This beautiful house, which he referred to as Bonny Castle, has 23 rooms.

In 1924, the pharmacist J.E. Dalton bought the house from the Lefurgeys. He was also a successful businessman involved in the silver fox industry.

In 1966, Wanda Wyatt purchased the home from the Dalton family. She was very fond of this house because it used to belong to her maternal grandparents, John and Dorothea Lefurgey. Wanda Wyatt was an advocate for the arts and decided to turn the house into a cultural centre.

In 1998, the Lefurgey Cultural Centre became part of the Wyatt Heritage Properties. This historic house was the perfect place to promote the history and culture of the city of Summerside.

To the right we see Dorothea Lefurgey and her children in 1901.

The inset photo shows John E. Lefurgey.

A Very Fine Dwelling House

The *Summerside Journal* reported on December 19, 1867, that *"...Mr. Tuplin has this summer erected a very fine dwelling house. It is, we think, one of the largest in the Town and has a cupola on the top, from which a fine view may be had of the harbor and surrounding country. Mr. Mathew Dempsy was the architect."*

LOCATION: 205 Prince Street, Summerside, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 23.651′ W 63° 47.292′

This photo depicts Bonny Castle in 1900.

A Wedding at Bonny Castle

In the old days, weddings were held in the home of the couple's parents. On September 13, 1881, the oldest Lefurgey child, Rosara, married W.A. Brennan. John and Dorothea Lefurgey invited many of their friends to a dance at Bonny Castle. Here is the invitation to the party, and part of a report about it that was printed in the *Summerside Journal*.


The Wedding Festival

On Tuesday evening the wedding feast, in honor of the marriage of their daughter, was attended, with pleasure and satisfaction by nearly one hundred of the invited guests and relatives, comprising young, middle-aged, and elderly persons, among whom were some of the principal residents of the Province. More than one hundred invitations had been issued, and nearly all were accepted. Dancing began at 9 p.m., in the east drawing-room, and which afforded sufficient space upon its waxed floor for the usual wall-ligne of spectators, the musicians, and two full sets of quadrilles. The elderly persons, not witnessing nor participating in the dancing, found means to amuse themselves with cards and conversation in the west parlor, and truly we have never witnessed a greater degree of satisfaction and mutually respectful admiration in so large a company, many of whom met each other for the first time.

(*Summerside Journal*, September 5, 1881.)

Almost Lost!

On March 14, 2004, the Lefurgey Cultural Centre was badly damaged in a fire. Luckily, this historic house was saved. Over the next few years it was carefully restored to the way it looked before the damage.

Ken Shelton, 2008

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10

MALPEQUE COMMUNITY CENTRE
PRINCE EDWARD ISLAND HISTORIC PLACE
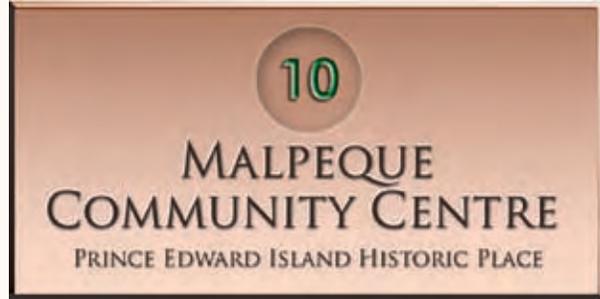
THE MALPEQUE COMMUNITY Centre is one of the oldest community halls in Prince Edward Island.

It was built around 1852 by members of the Princetown Royalty Mechanics' Institute. This group was formed in 1849 and promoted public education in Malpeque. They needed a suitable place to hold lectures and evening classes.

The Princetown Royalty Mechanics' Institute stopped its activities in the late 1880s. The hall was then used by other community groups such as the Independent Order of Foresters, the Women's Institute, and the local Freemasons.

The Malpeque Community Centre has also been used for many different events: variety concerts, plays, lectures, political meetings, picnics, community suppers, and movies.

In 1967, the Malpeque Women's Institute took over management of the 100-year-old hall. Today, the people of Malpeque still use the hall for major events and summer ceilidhs.

Right: *Malpeque Hall in 1981. Since this picture was taken, the side windows have been replaced by two large picture windows.*

Bottom: *Ceilidhs are still an important part of Island culture and are happening in many community halls.*

LOCATION: Route 20, Malpeque, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 31′ 44.36″ W 63° 41′

Mechanics' Institutes of P.E.I.

The first Mechanics' Institute established in Charlottetown in 1838.

Classes and social events were held one evening a week from December to March, and were up to two hours long.

They were devoted to the communication of "Useful Knowledge," and self-education of skilled workers and artisans.

Examples of communities (1838–1860) with Mechanics' Institutes are Vernon River, Georgetown, Port Hill, Margate, Princetown, and Souris.

They organized public lectures on such topics as lights and shades, ocean currents, hydrostatics, pneumatics, and phrenology (using the shape of the head

Charles Young, in later life. As a young man, he was the moving force behind the introduction of the Mechanics' Institute to Prince Edward Island.

to determine personality).

Institutes experienced difficulties in getting guest lecturers, and political and religious leaders used their lectures to advance controversial ideas.

Clair Crozier Remembers

Clair Crozier was a young boy during World War II. He remembers some of the events held at the Malpeque Hall in 1943 and 1944.

What sort of events were held at the community hall when you were a boy?

Thursday nights, in Malpeque, that was an exciting night in the summertime for all the young people and older ones. Mr. Yeo from Charlottetown had picture shows. That's when the pictures were on reels. The reels would last ten minutes. There was a gentleman there by the name of Hartwell Abbott. I can remember him standing up on the stage between the reels, and he'd start telling jokes, doing recitations, and telling stories, maybe a ghost story. He was as good entertainment as the show was; in fact, maybe better!

Were there concerts and plays as well?

The Air Force was stationed in Summerside. The airmen would go around all the communities putting on shows for good communication with the local people. They'd put on these great shows at the hall with beautiful singing. Air force guys, all with their uniforms. Us young people got quite a kick out of that. They had comedies, and some of them even dressed up as ladies! The concert would last at least two hours. We enjoyed that.

What was the biggest event of the year?

The Christmas concert was probably the biggest thing for us. It was a big outing for the young lads to go to the woods to find a tree. We used to bring home what they called running spruce. You'd pick it off the ground and bring home bags of it, and the women would put it around the windows in the hall. They also made wreaths. You spent a whole week getting ready for the Christmas concert. It was a big thing! They had plays, recitations. Some did singing.

Ken Shelton, 2008

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11

SILVER BUSH HOMESTEAD

PRINCE EDWARD ISLAND HISTORIC PLACE
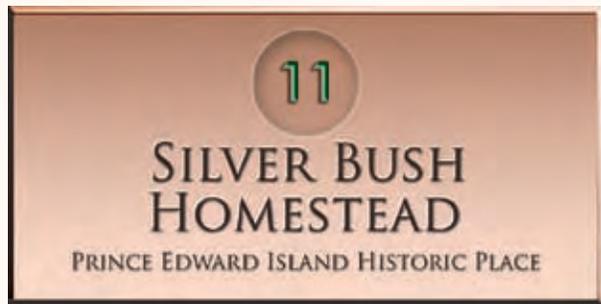
THE SILVER BUSH HOMESTEAD at Park Corner was author Lucy Maud Montgomery's favourite house. It belonged to her uncle and aunt, John and Annie Campbell. She named the Campbell place "Silver Bush" because a clump of silver birch trees grew near the house. John Campbell had built the house in 1872 in the Gothic Revival style of architecture. This style was very popular on Prince Edward Island at that time. In 1911, Lucy Maud Montgomery married the Rev. Ewan Macdonald in the parlour of the house.

Over the years, Silver Bush has changed very little; it has remained just as Lucy Maud Montgomery knew it. Unlike many other houses of that period, all the rooms, with the exception of the pantry, are just as they were at the turn of the 19th century. Many pieces of furniture that Lucy Maud Montgomery writes about in her novels, even the harmonium played at her wedding, are still in the home today.

The Campbell family has been living in Park Corner since the late 1700s. Since 1971, they have made part of the Silver Bush house into the Anne of Green Gables Museum.

Smothered in Orchards

*In* The Alpine Path: The Story of My Career, *L.M. Montgomery recalled:* "Uncle John Campbell's house was a big white one, smothered in orchards. Here, in other days, there was a trio of merry cousins to rush out and drag me in with greeting and laughter. The very walls of that house must have been permeated by the essence of good times."

(L.M. Montgomery, *The Alpine Path: The Story of My Career*, p. 43.)

LOCATION: Route20, Kensington, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 53.227′ W 63° 55.845′

> March 2, 1901, Park Corner, P.E.I.
> ...This is certainly the greatest house in the world for fun. We have had so many jolly rackets here.... From my earliest recollection a visit to Park Corner was the greatest treat in the world. Each room has its memories — the kitchen where we toasted our toes at the glowing old "Waterloo," the front rooms where we spent so many jolly evenings, the big bedrooms upstairs where we slept and talked; and best of all, the famous old pantry, stored with good things, into which it was our habit to crowd at bedtime and gnaw bones, crunch fruitcake and scream with laughter. That pantry is historical.
> There is a certain old screw sticking out from the wall on the first stair landing which always makes me realize clearly that I am grown up. When I used to visit Park Corner in the dawn of memory that screw was just on a level with my nose. I used to measure myself by it every time I went over. Now, it comes to my knees!

(*The Selected Journals of L.M. Montgomery,* Volume 1, p. 257.)

Above right: *The fireplace in the parlour where L.M. Montgomery married Ewan Macdonald.*

Above left: *L.M. Montgomery's room at Silver Bush.*

Important Dates for Lucy Maud Montgomery and Silver Bush

1874 Lucy Maud Montgomery is born on November 30th in Clifton, PEI. She is the daughter of Clara Macneill Montgomery and Hugh John Montgomery.

1893 Lucy Maud Montgomery begins her studies at Prince of Wales College in Charlottetown to become a teacher.

1896 For the first time, Lucy Maud Montgomery is paid for her writing. She earns five dollars for her story "Our Charivari," published in *Golden Days.*

1905 She starts to write *Anne of Green Gables.*

1908 *Anne of Green Gables* is published in June. In the first five months, 19 000 copies are sold.

1911 On July 5th at Silver Bush, Park Corner, Lucy Maud marries Ewan Macdonald, a Presbyterian minister. The couple settles at Leaskdale, Ontario.

1933 *Pat of Silver Bush* is published, once again using the Campbell farm as the setting.

1935 *Mistress Pat* is published once again using the Campbell farm as the setting.

1942 L.M. Montgomery dies on April 24th in Toronto and is buried in the Cavendish cemetery.

12
CONFEDERATION BRIDGE
PRINCE EDWARD ISLAND HISTORIC PLACE
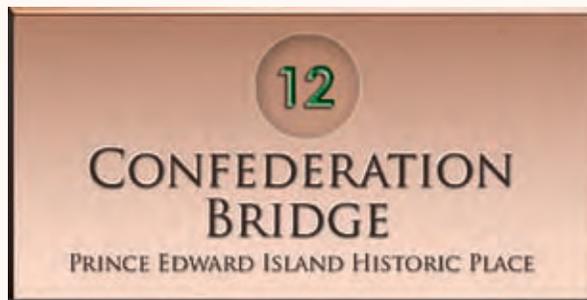
MAY 31, 1997, WAS A memorable day in the history of Prince Edward Island as the Confederation Bridge officially opened. A big celebration was held the day before. Fifty thousand people came from all over North America to walk and run across the 13 kilometre-long bridge from Prince Edward Island to New Brunswick.

Islanders had been asking the federal government to build a continuous link with the mainland since P.E.I. joined Canadian Confederation in 1873. Beginning in the 1700s, people and cargo travelled across the Northumberland Strait on ice boats. The journey was often dangerous, and some passengers suffered frostbite or died when the boats got stuck in the thick ice.

In 1885, Senator George Howlan presented a new idea to the government. He suggested they build a tunnel or "subway" at the bottom of the Northumberland Strait. He felt this would provide an easy way to quickly transport products from the Island to Canadian and American markets.

The tunnel was never built. Instead, a new railway ferry service was introduced in 1912 by Prime Minister Robert Borden. The railway and vehicle ferry service improved over the years, but in the early 1980s, discussion on a fixed link to the mainland started once more. On January 18, 1988, a provincial plebiscite was held. Nearly 60% of Islanders voted to build a bridge joining P.E.I. to the mainland.

On October 7, 1993, Strait Crossing Development Inc. was awarded the contract to design, build and operate the bridge. It took three-and-a-half years to build, and cost a billion dollars. This huge structure is the longest bridge in the world built over water that freezes for part of the year. The bridge has two lanes. It is open 24 hours a day, seven days a week. It takes about 10 minutes to cross the bridge in normal conditions. The bridge was built to last 100 years.


LOCATION: Borden - Carlton, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 15′ 12.96″ W 63° 42′ 08.20″

The Confederation Bridge Is Built!

Left: *Workers on a pier shaft in the Borden fabrication yard.*
Below: Svanen *heavy lift vessel carrying a main girder.*

Above: *West approach bridge.*

Right: *Oct. 22, 1996, main bridge meets approach bridge.*

Fact File

■ The Confederation Bridge is 12.9 kilometres long, making it the longest bridge in the world over ice-covered salt water.

■ The bridge is curved in three places to help drivers pay attention when they are crossing.

■ The highest curve at the Navigation Span reaches 60 metres above water. This is high enough for cruise ships to navigate under the bridge between its piers.

■ Five thousand workers helped build the Confederation Bridge.

■ In the construction, 478,000 cubic metres of concrete were used.

■ Workers dredged 277 100 cubic metres of silt from the bottom of the Northumberland Strait to put the pillars in place.

■ At the peak of construction, 42 marine vessels were used in building the bridge.

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Ken Shelton, 2008

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CAPE TRAVERSE ICE-BOAT SERVICE

PRINCE EDWARD ISLAND HISTORIC PLACE
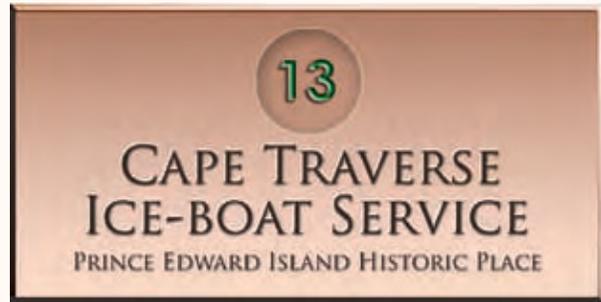
ON SEPTEMBER 26, 1970, an historic monument was dedicated to the ice-boat service between Cape Traverse, Prince Edward Island, and Cape Tormentine, New Brunswick. This service across the ice of the Northumberland Strait ran from 1827 until 1917. Ice-boat crews rowed where there was open water but had to haul the boats across sheets of sea ice. The main purpose of the ice boats was to carry the mail, but they also took passengers.

The ice boats were usually five metres long and one to two metres wide. The boats were covered on the outside by tin plate to protect them against the ice. They also had runners, to turn the boats into sleds when they were being hauled across the ice.

Usually, the boats crossed the Northumberland Strait two or three times a week. Two fleets, each with three to six boats, made the crossing at the same time. One fleet left from Cape Traverse and the other from Cape Tormentine. In the best weather, the crossing took three-and-a-half hours.

GROVER LEWIS HITCHES UP TO AN ICE BOAT

"The boats are pulled over the ice by straps slipped over the shoulder. I thought it would be quite cool riding, as it was five degrees below zero. So I took a strap and paid my three [dollars]. On this trip each man of the crew had to pull 92 pounds of mail and baggage, besides the weight of the boat... I had not been out long before I found I was getting cold. Before I started I had tucked my trousers in around my [arctics], but soon found that every step the tops went below the crust, and it was not long before snow was creeping into my shoes. I was forced at last to take off my shoes and substitute a pair of long-legged boots that were in the boat. After that I was all right."

(*Boston Transcript*, 1909.)

LOCATION: Route 10, Cape Traverse, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 24.1651' W 63° 65.7210'

Crossing the Northumberland Strait by ice boat.

DEATH OF A CREW MEMBER

On Sunday, a sad fatality marked the re-opening of the ice-boat service at the Capes.

The boats under the command of Capt. Thomas Howatt, left Cape Tourmentine at 8:10 a.m. with thirty-three bags of mail. Shortly after leaving the board ice at Tourmentine Shore, when the ice-boats were working their way through the loose ice and lolly, the ice suddenly started to raft and overshoot. Mr. Lemuel Dawson, of Albany, a young man of twenty-seven years, a member of the crew, was so unfortunate as to trip, and was caught by the rafted ice which was thin and piling. He was dragged beneath the boat among swirling masses of ice and disappeared from view before his comrades had hardly time to realize the awful thing which had occurred.

(*Summerside Journal*, February 14, 1917.)

Order of Events

In the 18th century, the French called the Cape Traverse River the "rivière de la Traverse." This was the narrowest part of the Northumberland Strait where the Mi'kmaq went across to the mainland by canoe.

1827 Ice-boat service begins between Cape Traverse and Cape Tormentine.

1855 Henry Haszard, a medical student returning home to P.E.I., dies of exposure after an ice boat is trapped out on the Strait overnight due to a late winter storm.

1877 The *SS Northern Light* is the first steamship to make ferry crossings in winter.

1885 On January 27, a sudden storm traps three ice boats with 22 crew and passengers on the Strait for two days, resulting in serious injuries from frostbite but no fatalities.

1886 Passengers on the ice boat have to pay $3 if they help haul the boat and $6 if they ride.

1917 On April 28, the ice-boat service ends.

1917 Beginning service on October 16, the *SS Prince Edward Island* becomes the first ice-breaker ferry to operate year-round between Borden and Cape Tormentine.

1997 Confederation Bridge links the Island to the mainland.

PRINCE EDWARD ISLAND
HISTORIC PLACES

Ken Shelton, 2007

Canada's Historic Places   Lieux patrimoniaux du Canada

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VICTORIA COMMUNITY HALL
PRINCE EDWARD ISLAND HISTORIC PLACE
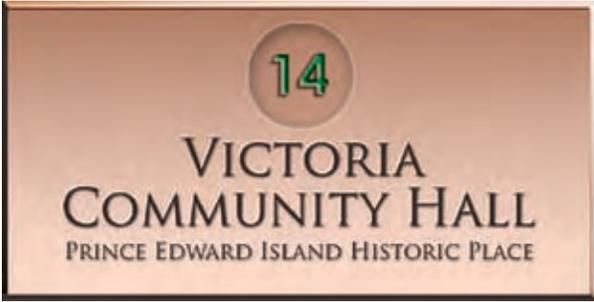
T HE VILLAGE OF Victoria-by-the-Sea has a beautiful community hall built in 1915. Win Bradley, a skilled carpenter from Kelly's Cross, was hired to design and build the hall. He made a simple but elegant plan for a building with two floors, with wooden siding and a gambrel* roof. Victoria Community Hall was especially suitable for concerts and plays.

The floor of the auditorium sloped so the audience had a good view of the stage. In the old days, the seats were not fixed to the floor. To stop the hard wooden chairs from sliding towards the stage, holes were put all over the auditorium floor to hold the front legs of the chairs. Two wood stoves, located on each side of the stage, were used to heat the Hall. The vaulted ceiling in the auditorium enhanced the quality of the acoustics.

Many activities have been held at the Victoria Community Hall over the years: concerts, plays, lectures, suppers, bazaars, political meetings, movies, and more. In 1982, the Victoria Playhouse Inc. theatre company was formed and restored life to the old hall.

*A gambrel roof is a gable roof with two slopes on each side, the lower slope being steeper. On the Island, it is also known as a hipped roof .

THE HOLY NAME CLUB
OF CHARLOTTETOWN
Prince Edward Island

—Presents—

THE MERRY MINSTRELS

Staged Under the Direction of
J. AUSTIN TRAINOR·
Member of the N. M. P. & F. A.

Accompanist: Albert Blanchard
Master of Ceremonies: Edward Hornby

Victoria Hall, Victoria, P.E.I.
August 18, 1933
AT 8.15 P.M.

HOLY NAME SOCIAL COMMITTEE

Moderator — — —	Rev. Emmet O'Hanley
President — — — —	Patrick B. McTague
Secretary — — —	Edward F. Hornby

John McQuaid	Ledwell Doyle	Ernest McCarey
Benedict Callaghan	Urban Gallant	Wilfred Arsenault
Edwin McMillan	Phillip McQuaid	Frank L. Coyle
	Roy McGillivray	

LOCATION: Victoria, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 12.889′ W 63° 29.460′

Grand Concert

A grand concert was given in the public hall of Victoria on Thursday evening, December 30th. It was the official opening of the hall and the directors are justly proud of the grand success. All the numbers on the large program were exceptionally well rendered. The program is opposite ...

The large hall was crowded to the doors and Mr. E. Boswell, the chairman, remarked that although many at first thought the hall far too large he now regretted that they had not made it a few feet longer. Between four and five hundred witnessed the entertainment and many were not able to get in. It was therefore decided to repeat it on the following evening.

Over two hundred dollars ($200) were realized to go towards the hall. Only two weeks before, in this same hall, at a Red Cross Bazaar the sum of $122 was realized which goes to show the generosity of the people of this section of the province. — V.

(*The Guardian*, January 5, 1916.)

OPENING
Male chorus, Rule Britannia by twelve voices.

Reading
Mr. Frank Flood, Kelly's Cross.

Solo
Miss Jessie Sharp, Summerside.

Sunbeam Drill
(Pantomime) by ten young girls.

Solo
Dr. Houston, Kensington.

Piano Violin Solo
Miss Ella Camero, Crapaud, and Mr. Elmer Ross, Charlottetown

Army Camp Fire Scene
By a number of young men.

Solo
Miss Jessie Sharp, Summerside.

Patriotic Flag Drill
by sixteen young ladies.

Full Chorus
A Song of Canada — by a number of the leading sopranos of Queens and Prince Counties.

Sale of Baskets and Pies

God Save the King

Ken Shelton, 2008

This 1924 photo was taken at Covehead. It shows members of the Clyde River Drama Club that put on the play "In the Good Old Summertime." It ran for 22 nights in community halls across Queens and Kings counties.

In 2008, Will McFadden, Josh Weale, and Stephen MacDougall featured in "The Foursome" by Norm Foster.

15
PRINCETOWN ROAD
A SCENIC HERITAGE ROAD

ACROSS PRINCE EDWARD ISLAND, a few small roads are designated Scenic Heritage Roads. "These roads grew out of the need to get from one place to another. The early roads were a compromise between the line of least resistance across a varied terrain and a desire to travel as directly as possible."[1] They are now part of our heritage, and they take us back to a time when the Island had no cars or paved roads. Woodland must adjoin at least 50 percent of a Scenic Heritage Road's length, but many Scenic Heritage Roads still offer beautiful views of the countryside. There is little or no housing or development on these old roads.

One of the oldest heritage roads is the Princetown Road located near Fredericton in Queens County. The road was opened in the 18th century to join Charlottetown to Princetown on Malpeque Bay. This was thought to be important because in 1765, Samuel Holland had chosen Princetown as the capital of Prince County. Walter Patterson, the first governor of the Island, ordered work on the road to begin around 1771.

The road was 55 kilometres long and was difficult to build because of all the hills and valleys in this area. Construction was completed in 1827.
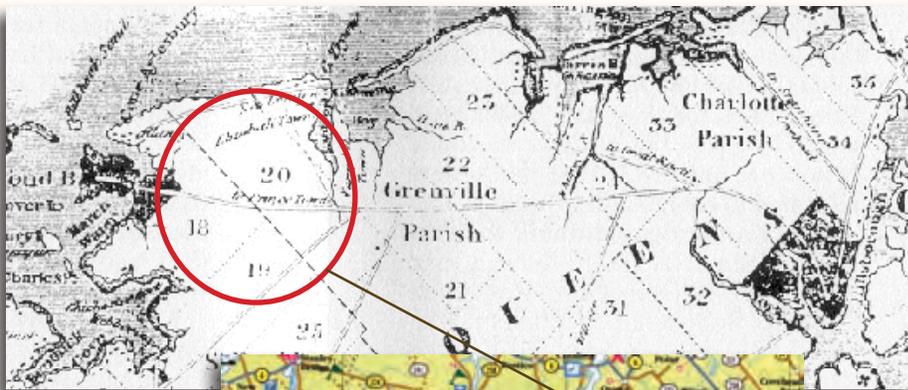
The 1829 Island map, above, shows the route of the old Princetown Road.
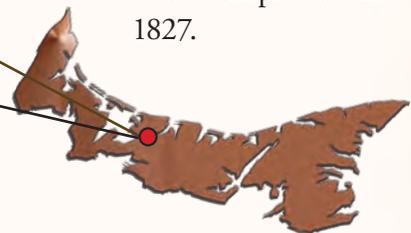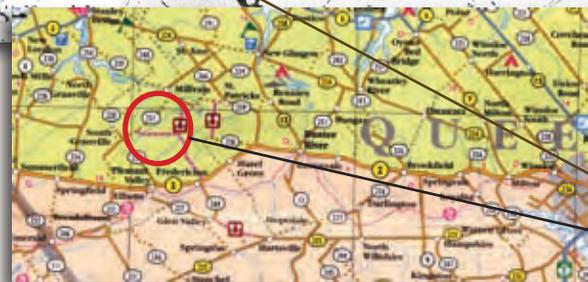
1. Fred Horne and Jackie Waddell. "Roads Less Travelled By: Scenic Heritage Roads on P.E.I.," *The Island Magazine*, #24 (Fall-Winter, 1988), p. 30.

LOCATION: off Route 231, Fredericton, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 23.885' W 63°

Did You Know?

Samuel Holland's plan for Princetown to be the capital seat of Prince County never reached more than a plan on paper. Princetown did not become the county town. This title went to the village of St. Eleanors, where the county courthouse was built in 1833. Later, the title passed from St. Eleanors to the town of Summerside. In 1947, the village of Princetown changed its name to Malpeque.

Road Construction

Walter Johnstone was a Scot who lived on the Island in the early 19th century. He wrote about the way they built roads at that time.

"A survey is made by one well acquainted with the neighbourhood; trees are then marked with chips along the trunk; this they call blazing them. The next process is to cut down as many trees as to open a way to ride or walk in. The next is to cut down as many more, {rooting out the stumps} as to allow a carryall or slay {sledge} to pass. Next, to level the cradle-hills; and lastly to cast up the earth like a new formed road in Scotland... There is no spouty* ground here, and if any of it is swampy and wet, they cut down small soft wood trees, and lay across the bottom as close as one can lie at the side of another, and casting earth from the sides of the road upon these, make it both firm and durable."

(Walter Johnstone, Travels in Prince Edward Island, Edinburgh, 1823.)

*Spouty: given to spouting or discharging water.

Riding Was Out of the Question

One man recalls going along the Princetown Road in 1825 with Lieutenant-Governor John Ready. The road was so bad that they even had to carry the wagon!

"I remember being one of a party who accompanied the present Governor to Princetown, when he drove the first four-wheeled vehicle which had ever travelled the road, and I shall never forget the difficulties which accompanied the journey. Notwithstanding the aid of a band of pioneers who [were] provided [to] us, for the purpose of levelling the hills and hollows which everywhere obstructed our progress, the shoulders of the whole party were put in requisition to keep the EMPTY WAGON upon its wheels – for riding was out of the question."

(The Island Magazine, *Number 19, p. 24.*)

A typical corduroy road made from rough-hewn logs.

PRINCE EDWARD ISLAND
HISTORIC PLACES

Ken Shelton, 2008

16
ST. AUGUSTINE'S CHURCH
PRINCE EDWARD ISLAND HISTORIC PLACE
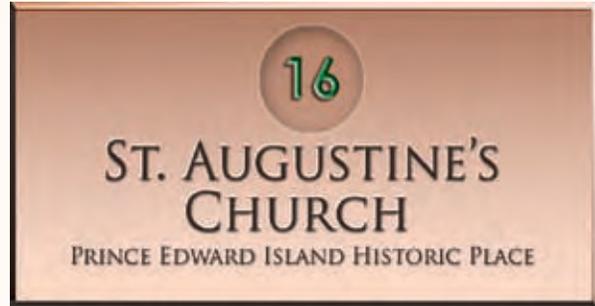
ST. AUGUSTINE'S CHURCH in Rustico was built in 1838. It is the oldest Catholic church still being used in Prince Edward Island. The church was probably designed by the architect Isaac Smith of Charlottetown and built by Hilaire Arsenault, a contractor from Barachois, New Brunswick. The inside of the building was not completed until the mid-1840s. It is believed that the midnight Mass of Christmas 1838 was the first Mass held in the new church.

Inside the church, a balcony wraps around three sides, supported on ten columns. The light enters through a series of multi-paned, paired Gothic windows. The church tower is decorated with a beautiful four-leaf design. The tower holds three bells purchased in London, England, during the ministry of Father Georges-Antoine Belcourt.

TO PLASTERERS.

TENDERS will be received until Tuesday the first day of July next, for Lathing and Plastering the Catholic Church of Rustico. The work to commence on or before the 15th day of August. The Tenders to express *separately* the amount for materials and labour. Security will be required for the fulfilment of the Contract. Any information with the Specifications may be had, by application to

JOHN GAINSFORD, or
ISAAC SMITH.

Charlottetown, June 16th, 1845.

The Largest Building on the Island

The Frame of a building designed for a new Roman Catholic Chapel, was raised at Rustico last week, being in length 80 feet, breadth 54 feet, four corner posts 26 feet. The height of the tower from the base, 61 feet, and of the spire, 80 feet. This, when finished, will be the largest building on the Island. It is beautifully situated on a rising ground, near the old chapel, and will form a conspicuous object from different points of view.

(Royal Gazette, *August 7, 1838.*)

ST. AUGUSTINE CHURCH, RUSTICO, LOT 24, P.E.I.

LOCATION: Rustico, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 26′ 30.40″ W 63° 19′ 01.28″

Louis Tesson wrote about his visit to St. Augustine's Church on August 15, 1891.

"I could see the cross on the square tower of the church from far away. The wooden building is modest, with a simple charm. There are three altars side by side. On the right, the Virgin holds up her arms with an angelic smile like a mother calling her children; on the left, St. Joseph seems lost in thought of higher things. In the middle is the main altar, covered with a beautiful white cloth and six silver candlesticks. Above it is St. Augustin, wearing his golden priest's robes and a mitre on his head."

(*L'Evangéline,* September 10, 1891. Translated from the original French.)

View of the St. Augustine's Church altars, 2008.

A drawing made in 1880 by the artist Robert Harris. It shows a group of Acadian women wearing traditional French dress kneeling at the back of St. Augustine's Church in Rustico, Prince Edward Island, which has a high Acadian population.

The Bells of St. Augustine's

Around 1862, the local parish people bought three bells and an organ for their church. These important items were paid for by the parishioners with help from the French emperor, Napoleon III. In 1863, the parish priest, Father Georges-Antoine Belcourt, wrote that the Acadians of Rustico were very proud of their bells and organ. The bells still hang in the steeple and ring out joyously across the fields of Rustico.

Canada's Historic Places   Lieux patrimoniaux du Canada

Ken Shelton, 2008

17
FARMERS' BANK OF RUSTICO MUSEUM
PRINCE EDWARD ISLAND HISTORIC PLACE

THE FARMERS' BANK OF RUSTICO Museum is located in Rustico, the oldest Acadian community in Prince Edward Island. The building was erected in 1866 as the parish hall. It is an impressive building made of Island sandstone. At the time that it was built, the people of Rustico believed they had one of the finest stone buildings on the Island. Today, the museum in the building tells the story of the bank and its founder, Father Georges-Antoine Belcourt.

The Farmers' Bank of Rustico was founded in 1864. This was an important event in the history of banking and Credit Unions in Canada. The bank was owned by the farmers of Rustico, making it the very first people's bank in the country. The Farmers' Bank of Rustico was the forerunner of the "caisses populaires" and credit unions in North America.

From 1867, the bank had an office in the parish hall. It was open for a few hours every Wednesday afternoon. That was when the directors met to approve loans. The bank even issued its own $1, $2, and $5 bills. Although the bank was a success, it closed down in 1894. This was the result of Canadian banking law that would not allow small banks to operate.

In 1971, the Historic Sites and Monuments Board of Canada unveiled a plaque to recognize the Farmers' Bank's significance.

Right: *The entrance of the Farmers' Bank of Rustico Museum.*

Below: *A $5 banknote issued by the Farmers' Bank in January 1872.*
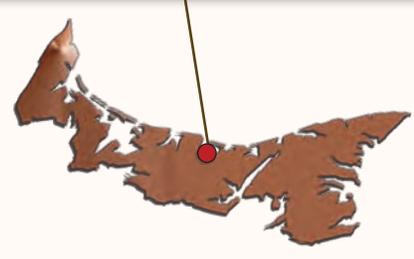
LOCATION: Church Road, Rustico, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 25' 23.63" W 63° 17' 00.12"

Father Belcourt

In 1859, Father Georges-Antoine Belcourt came to Rustico from Quebec to be the parish priest. This energetic man helped the people in the community for ten years. Father Belcourt believed that education was very important and started a training school for Acadian teachers.

Father Belcourt persuaded the men in the parish to join his Catholic Institute of Rustico. At these Institute meetings, he gave lectures on agriculture, economics, geography, and the sciences. He suggested various projects for Rustico such as a library, a musical band, a parish hall, and a bank.

The creation of a bank would allow Acadian families in Rustico a way to buy land and pay their bills without getting into too much debt.

Three years after the establishment of the Farmers' Bank, Father Belcourt wrote to a friend: "Our bank is making modest progress... It is doing tremendous good among the Acadians. The farmers pay their landlords and merchants with their own bank notes [dollar bills]."

Restoration Of The Farmers' Bank

In 1993, the Friends of the Farmers' Bank of Rustico was founded to restore the building, which was in very bad shape. The group worked hard to raise funds from governments and citizens to begin restoration. When the inside walls of the bank were removed, two stone fireplaces were discovered. These fireplaces had been covered over and forgotten.

Canada's Historic Places   Lieux patrimoniaux du Canada

Ken Shelton, 2008

18

PORT-LA-JOYE– FORT AMHERST
NATIONAL HISTORIC SITE
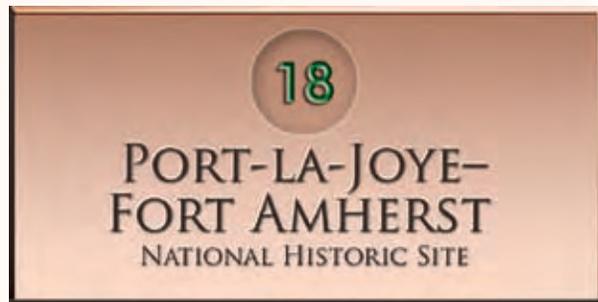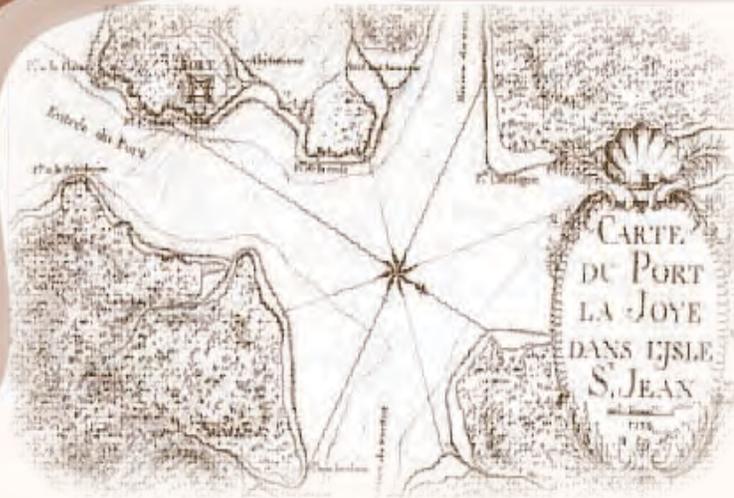
PORT-LA-JOYE–FORT AMHERST National Historic Site is located at Rocky Point. The site played an important role in the settlement and development of Prince Edward Island through the French and British periods.

In 1719, the French government gave the Compagnie de l'Île Saint-Jean responsibility for settling immigrants on the Island. The Compagnie sent out employees and soldiers to the Island in 1720. Thirty soldiers were installed at Port-la-Joye to protect the colony. In 1726, the French government began to administer Île Saint-Jean directly as a dependency of Louisbourg.

Over the years, a number of buildings were constructed on the site of the fort. These included a chapel, a storehouse, a bakery, a forge, a powder magazine (a building for storing ammunition), barracks (soldiers' housing), and the commandant's lodgings.

Many important events occurred at Port-la-Joye. Starting in 1726, the French governors invited the Mi'kmaq from the Island and the mainland to attend an annual assembly. The event lasted several days and gave the Mi'kmaq and the French an opportunity to celebrate their friendship. Port-la-Joye is also the site where British troops assembled French and Acadian settlers to deport them in 1758.

The British government added to Port-la-Joye by building Fort Amherst. Ten years later, in 1768, the fort was abandoned when the garrison of soldiers moved to Charlottetown.

In 1967, Port-la-Joye–Fort Amherst became a national historic site. In 1987 and 1988, archaeological excavations uncovered the cellar of a house belonging to Michel Haché dit Gallant. He had arrived at Port-la-Joye in the early days of the colony.

Excavations in the house cellar of Michel Haché dit Gallant and Anne Cormier.

LOCATION: Fort Amherst, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 36′ 02.19″ W 63° 51′ 17.21″

Michel Haché-Gallant dit Anne Cormier

Michel Haché dit Gallant and Anne Cormier are the ancestors of all of the Island's Gallants. In 1720, they moved from Beaubassin in Acadia to settle at Port-la-Joye. For many years, the family of Michel Haché dit Gallant and Anne Cormier and those of their sons and daughters formed the heart of the civilian community in Port-la-Joye. The 1735 census shows that they occupied 11 of the 15 houses in the village. That year, Michel sowed 18 bushels of grain and owned 15 head of cattle. Michel drowned near Port-la-Joye in 1737. He was about 75 years old. Seven years after his death, his children left Port-la-Joye to settle farther north on the Island.

This drawing of Port-la-Joye dates back to 1734. On the left, the artist has drawn the fort that was planned for construction. On the right is the village where Michel Haché dit Gallant's family lived.

(Bibliotèque nationale de France.)

Letter from François Bigot, Commissary of Louisbourg

Port-la-Joye held a strategic position in the protection of the colony. It dominated the harbour entrance, where three rivers merged together. However, François Bigot, the commissioner of Louisbourg, did not believe that Port-la-Joye was the best place to locate a military post on Île Saint-Jean. In a letter dated October 4, 1740, he expressed his opinion to the Minister of the Marine in France...

Your Lordship, I must advise you that the expense the King can expect to have related to this post seems pointless, since this is not the best place on the island for His Majesty to keep a garrison. This harbour is the least populated, there is no commerce, life is very hard because there are no fish, and the land has the poorest soil. For these reasons, it will never have more families than the ones that are there now. Some of those are even inquiring about settling elsewhere because they can't survive there.

(Translated from the French text.)

(National Archives of France, C11B vol. 22, fol. 158.)

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Ken Shelton, 2008

GOVERNMENT HOUSE FANNINGBANK
### 19
NATIONAL HISTORIC SITE

GOVERNMENT HOUSE in Charlottetown is the official home of the Lieutenant-Governor of Prince Edward Island. The Lieutenant-Governor is the Sovereign of Canada's official representative to the provincial government. Official welcomes of important visitors are held in Government House.

In 1834, this large wooden building was constructed by the architect Isaac Smith and Charlottetown builders Henry Smith and Nathan Wright. Its architectural style was popular in England in the 18th and early 19th centuries and came to be known as "Georgian." Georgian style valued classical balance in buildings.

Government House is also called "Fanningbank." This is because in 1789 Governor Edmund Fanning set aside a beautiful piece of land on the riverbank for a residence for the Lieutenant-Governor. The land was known as "Fanning Bank" even before Government House was built there.

Prince Edward Island's Government House is one of the oldest vice-regal residences in Canada. In 1973, it was made a national historic site.
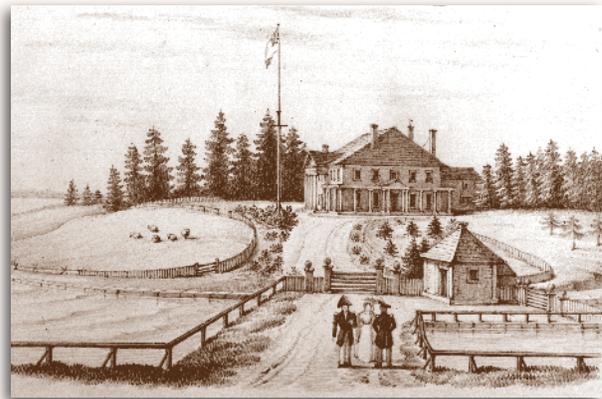
An early drawing of Fanningbank was made by A.E. Santagnello around 1852.

Government House was built during the time of the Island's sixth lieutenant-governor, Sir Aretas Young. He died on December 1, 1835, after living there for only a year.

LOCATION: 1 Terry Fox Drive, Charlottetown, P.E.I.   **GEOGRAPHIC CO-ORDINATES:** N 46° 13′ 52.05″ W 63° 08′ 10.16″

ONE GRAND PARTY

John Harvey was the second lieutenant-governor to live in Government House.

On January 19, 1837, he held the first grand party in this elegant house. A Charlottetown newspaper described the festive event:

> An entertainment, upon a grand and splendid scale, was given by His Excellency, Sir John and Lady Harvey at Government House on Thursday evening last; and as this was the first occasion upon which the rooms at Government House were thrown open to a large evening party, no pains were spared to give full effect to the enlivening scene. His Excellency and Lady Harvey received their guests in the centre drawing room, and at ten o'clock dancing commenced, which was continued with great spirit and animation until after one o'clock. The rooms were brilliantly lighted, and this, added to the crown of beauty and fashion with which they were thronged, exhibited their handsome proportions and striking appearance to peculiar advantage.
>
> (*Royal Gazette*, January 24, 1837.)

The Grand Salon This large room is surrounded by a gallery held up by eight columns. Large receptions are held in this room.

The Sovereign's Bedroom Queen Elizabeth II used this room in 1959.

PRINCE EDWARD ISLAND
HISTORIC PLACES

This photo of the delegates to the 1864 Charlottetown Conference is no doubt the most famous photo taken at Government House. It was taken on the morning of September 6, 1864. In the evening, the delegates came back to the house for an official dinner and dance given by Lieutenant-Governor George Dundas.


Canada's Historic Places   **Lieux patrimoniaux du Canada**

Ken Shelton, 2007

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ALL SOULS' CHAPEL

PRINCE EDWARD ISLAND HISTORIC PLACE
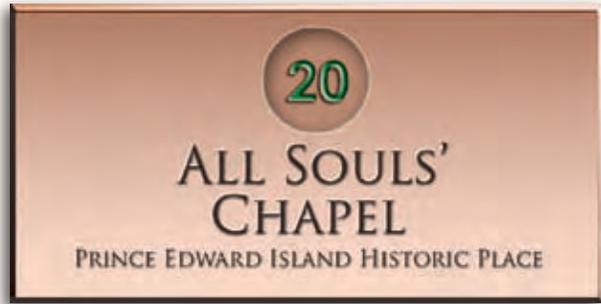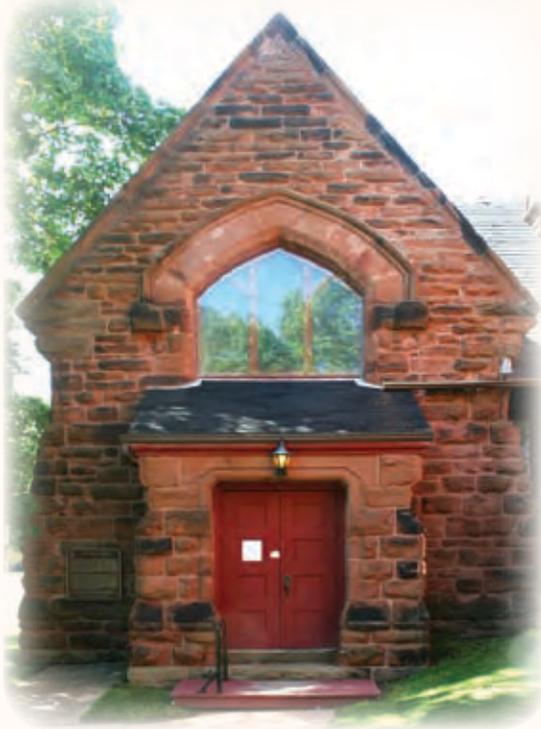
ALL SOULS' CHAPEL is one of Prince Edward Island's gems. It is connected to St. Peter's Anglican Cathedral in Charlottetown, but stands as a separate structure; it is not meant to be thought of as part of the main church. It was built in 1888 in memory of Reverend George Wright Hodgson, the first priest-incumbent of St. Peter's Cathedral. The chapel was designed by the architect William Critchlow Harris Jr., and it incorporates 18 paintings by his famous brother, the artist, Robert Harris. Today, the chapel is also a memorial to the talented Harris family.

William Harris, the architect, wanted this small church to be built mainly with Island materials and by Island artisans. The Lowe Brothers of Charlottetown built the chapel exterior with red sandstone. Delicately carved wooden panels decorate the interior of the chapel and reflect the architect's careful thought in dedicating this church to "all souls."

"Of all his church interiors none come[s] closer to revealing William [Harris]'s mind and heart, his own personal religion, than All Souls' Chapel."

(Robert C. Tuck, *Gothic Dreams*.)

*The picture at left shows the interior of All Souls' Chapel.*
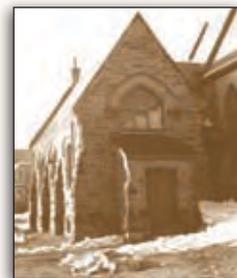
LOCATION: 11 Rochford St., Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 14′ 02.68″ W 63° 07′ 58.20″

The Architect William Harris

William Critchlow Harris Jr. was born in Great Britain in 1854. His family moved to Prince Edward Island when he was only two years old. William Harris worked as an architect from 1875 to 1913 in Charlottetown, Winnipeg, and Halifax. He designed many beautiful churches and grand houses integrating the Gothic style (a style often recognized by its high, pointed arches and vaulting). We can still enjoy many buildings William Harris designed on Prince Edward Island. William Harris died in Halifax in 1913.
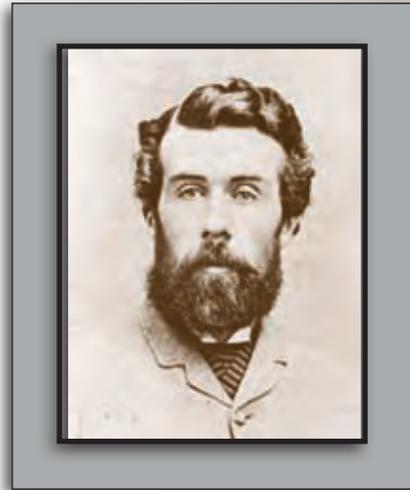
The painter Robert Harris did this painting in memory of family members who died before 1914, and it now hangs in All Souls' Chapel. The painting depicts Christ blessing a family in the Holy Land. Left to right: Jesus Christ, Martha Harris (1856–64), Clare Harris (1880–92), Sarah Stretch Harris (1818–97), the architect William Critchlow Harris Jr. (1854–1913), Dora Harris (1892–1911), and William Critchlow Harris Sr. (1813–99).

The Painter Robert Harris

Robert Harris was born in Wales in 1849. He was seven when his family moved to Charlottetown. Even as a child, he knew he wanted to be a painter. He loved drawing and painting and studied art in Boston, London, and Paris. In 1883, he was chosen to paint the official portrait of the Fathers of Confederation. Robert Harris settled in Montreal and, over his lifetime, he probably painted more than 300 portraits. He was always very fond of Prince Edward Island, and many of his best paintings are of Island scenes. Robert Harris died in Montreal in 1919.

Ken Shelton, 2008

Canada's Historic Places   Lieux patrimoniaux du Canada

CHARLOTTETOWN CITY HALL

21

PRINCE EDWARD ISLAND HISTORIC PLACE
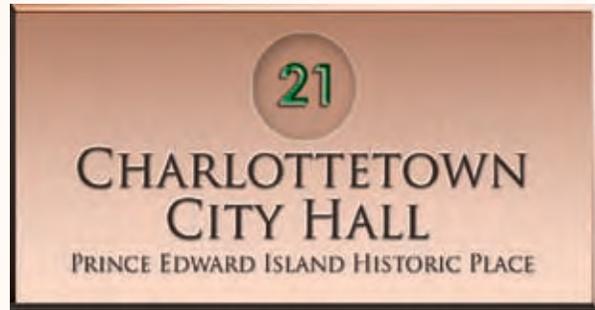
THE CITY OF CHARLOTTETOWN City Hall, built in 1888, is the oldest city hall in Prince Edward Island. Island architects Lemuel Phillips and Charles B. Chappell used the Romanesque style to design this public building. This style, popular in the 19th century, is characterized by heavy stonework and round-arched windows.

When the hall first opened, the main floor housed the police station, with five holding cells in the basement. The second storey held the council chamber, the municipal court, and some offices.

The fire station and a stable were also part of the original city hall building. The stable was needed to keep the horses that pulled the fire pumps. The 80-foot high bell tower contained the bell known as "Big Donald."

The bell was used to alert fire fighters when there was a fire. The fire hoses were also hung in the tower to dry. In 1916, an addition was built to provide space for the fire engines.

In 1988, when Charlottetown City Hall was 100 years old, it was restored to its original style and designated as a National Historic Site.

Right: *Charlottetown City Hall around 1905.*

Left: *The City of Charlottetown bought the bell "Big Donald" in 1875. It was named after the fire chief of the time, Donald MacKinnon. In 1966, it was taken down from the tower and placed near the old main door of the City Hall.*
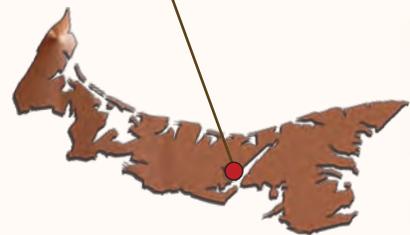
LOCATION: 199 Queen St., Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 14.119′ W 63° 07.761′

By-laws from the Past

The municipal council was first elected in 1855. In 1855–56, the following by-laws were adopted to ensure good rule, peace, welfare, and government.

All sleds or sleighs found in use coasting down the hills or about to be used shall be seized and forfeited to the city.

No person shall drive any sled or sleigh within this city without having two good and sufficient bells affixed to each horse under a penalty of not more than five shillings for each and every offence.

Every person who shall drive any truck, sled or carriage for the conveyance of goods shall not on any pretence whatever drive swifter through said City than a slow and easy trot, and at all times with proper reins.

No person shall be permitted to allow any gates to open outwardly on any street or sidewalk, so as to be an obstruction, and any person permitting their gates so to open, shall subject themselves to a fine not exceeding five shillings for each and every offence.

Queen Street as it was around 1900. City Hall is in the background.

UPPER QUEEN STREET, CHARLOTTETOWN, P. E. ISLAND.

Fact File

1765 Samuel Holland recommends the site that is now Charlottetown as the capital of St. John's Island. It is named after Queen Charlotte, the wife of King George III of England.

1855 Charlottetown is incorporated as a city. The population is 6 513 people, about nine percent of the Island population. Robert Hutchinson is the first mayor of Charlottetown.

The first meeting of Charlottetown City Council is held in Robert Hutchinson's living room in his home at 70 Sydney Street.

The Charlottetown Police Force is founded, with six police officers.

The Charlottetown Fire Service is organized. George Coles serves as the first fire chief.

1994 The City of Charlottetown grows to include the communities of Hills-borough Park, East Royalty, West Roy-alty, Winsloe, Sherwood, and Parkdale.

Ken Shelton, 2008

Canada's Historic Places   Lieux patrimoniaux du Canada

22
CONFEDERATION CENTRE OF THE ARTS
NATIONAL HISTORIC SITE
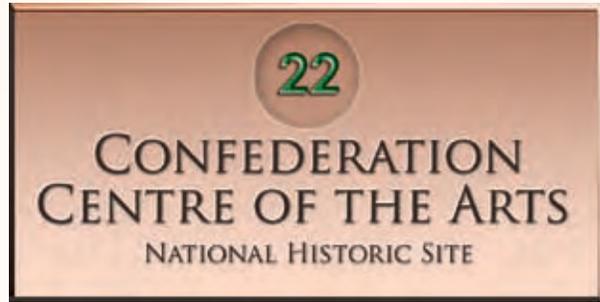
THE CONFEDERATION CENTRE of the Arts is a memorial to the Fathers of Confederation. It was built in 1964 and opened by Queen Elizabeth II for the centennial of the Charlottetown Conference. This conference was held in 1864 and laid the foundation for Canadian Confederation. All of Canada played a part in establishing the Centre: to construct the huge building, each province and the federal government committed 15 cents per capita (for each citizen), for a total of $5.6 million.

The building includes a theatre, a provincial library, an art gallery, and Memorial Hall that is dedicated to the Fathers of Confederation.

The building brings 1864 and 1964 into a conversation. Wallace sandstone from Nova Scotia was used on the face of the building. This was the same stone used on Province House where the delegates to the Charlottetown Conference met in 1864.

The Centre is a good example of brutalist* architecture in Canada, a style associated with the 1960s. When the Centre was built, new ideas were also used for the interior design and sound system. It was also well known for its innovative lighting system and construction techniques.

In 2005, the Confederation Centre of the Arts was made a national historic site by the Historic Sites and Monuments Board of Canada.

*Brutalist architectural design was common from 1950 to 1970. It was a modern style that used raw concrete forms to create repetitive geometric structures. The term "brutalist" comes from the French béton brut.

The names of the Fathers of Confederation are recorded on the walls of Memorial Hall.

LOCATION: Confederation Centre of the Arts, Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 12.889′ W 63° 29.460′

Frank MacKinnon, Principal of Prince of Wales College, was the main person behind the idea of the Confederation Centre of the Arts.

The Confederation Centre houses the largest public art gallery in Atlantic Canada. It has a permanent collection of over 15 000 Canadian works. At the heart of this collection are the papers of Lucy Maud Montgomery and the collection and archives of Robert Harris.

The main theatre in the Confederation Centre can seat up to 1 102 people.

The Confederation Centre of the Arts is built on Queen Square. From 1813 to 1958, the Charlottetown Farmers' Market was held on the square. The old post office was between the market and Province House, seen here from the corner of Grafton and Queen Streets. The Charlottetown market was also the community's cultural centre.

Ken Shelton, 2008

Canada's Historic Places   Lieux patrimoniaux du Canada

23
PROVINCE HOUSE
NATIONAL HISTORIC SITE
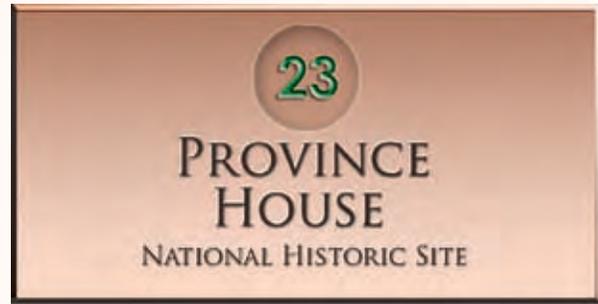
SINCE 1847, PROVINCE HOUSE has been the workplace of the province's politicians. This is where the Legislative Assembly debates and passes laws. This Legislative Assembly is the second oldest in Canada and the smallest, now with only 27 Members of the Legislative Assembly (MLAs). Before Province House was built, the MLAs of Prince Edward Island had no official meeting place to conduct the business of the colony. They met at a courthouse which had been constructed by John Plaw in 1810.

In 1837, Lieutenant Governor Sir John Harvey was alarmed that the colony had no place to house public records. He proposed the construction of a legislative building. There was warm support for his idea and a £5 000 budget was provided.

Isaac Smith, a well-respected architect and builder in Prince Edward Island, was chosen to handle the project. It took four years (from 1843 to 1847) to complete Province House. Most of the building materials came from Prince Edward Island, except the sandstone blocks used for the walls. These came from Nova Scotia. Even the luxurious furniture that decorated the building was designed by Islanders.

In 1983, Province House was officially proclaimed a National Historic Site because of its historical significance in the development of Canada.

Canadian Firsts

The Prince Edward Island Legislative Assembly has produced several firsts in Canada.

1917–19 Aubin-Edmond Arsenault was the first Acadian premier.

1986–93 Joseph Ghiz, a Lebanese-Canadian, was the first premier of non-European heritage.

1993–96 Catherine Callbeck was the first woman premier.
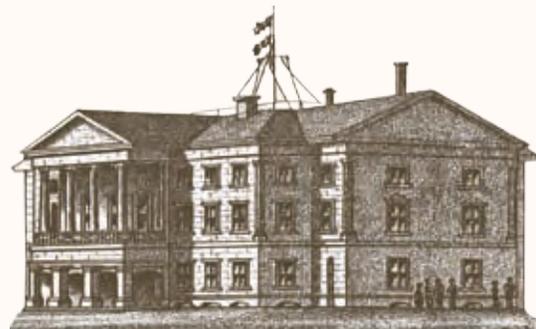
LOCATION: Grafton Sreet, Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 14′ 06.19″ W 63° 07′ 34.15″

The Cradle of Confederation

Canada was founded on July 1, 1867, but the idea of a new country was first officially discussed at a meeting in Prince Edward Island in 1864.

The Charlottetown Conference was held at Province House in September 1864. At that time, the Maritime provinces were colonies of England. Their leaders had decided to meet and explore the idea of forming a Maritime union. Delegates from the province of Canada (Quebec and Ontario) invited themselves to join the group. About 25 delegates took part in the discussion to consider various forms of union. Among the delegates was John A. Macdonald, who later became the first prime minister of Canada.

The delegates at the Conference attended meetings and receptions for eight days. The highlight of the week was a grand ball at Province House. The Legislative Council chamber was transformed into a reception room, while the Legislative Assembly became a beautiful ballroom.

Restoration

Parks Canada has restored several of the rooms in Province House. The Confederation Chamber, where the delegates met in 1864, is now restored to the way it looked at the time of the Conference. The chairs and tables are the actual ones used by the delegates. The library and some of the offices were also restored and decorated in the style of that period. The restoration team carefully studied old photos and

furniture marks on the floor to arrange the rooms as they looked during the Conference.

Canada's Historic Places   Lieux patrimoniaux du Canada

24
F.N. KAYS GENERAL GROCERIES
### PRINCE EDWARD ISLAND HISTORIC PLACE
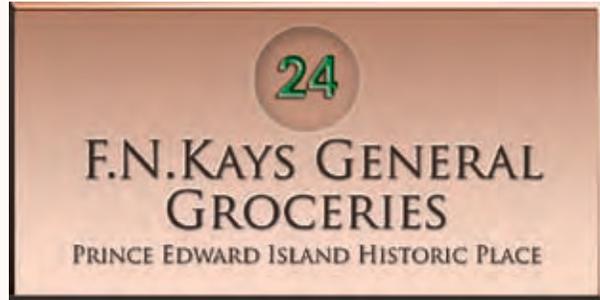
IN 1900, AT THE AGE OF 16, Frank N. Kays left his village of El Kfeir in Lebanon to come to Canada. He first worked in Nova Scotia, but in 1910 he settled in Charlottetown. In a house on the corner of Hillsborough and King Streets, he opened a small grocery store called F.N. Kays General Groceries.

In 1923, he built a larger house on the same spot using part of it as a store. Frank and his wife Koucap had seven girls and one boy. Their son Nicholas worked with his parents and became co-owner of the grocery store. Later, Nicholas's son Frank worked in the business, and it stayed in the family until the end of the 20th century.

Frank Nicholas Kays and his wife Koucap Kays (born Michael).

Eleanor (Kays) Jay remembers...

The grocery store was a meeting place, as the customers all knew one another. Business was much different then. All families did not have an icebox or a refrigerator, and therefore preparing meals meant daily shopping. Customers received the personal touch, as each person was waited on individually. There were telephone orders to be delivered. Many grocery items had to be weighed for each order – cheese, dates, flour, meats, sugar, and vegetables. Customers brought in their containers for kerosene and for molasses.
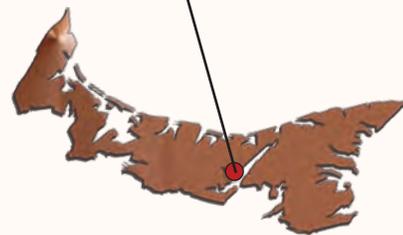
LOCATION: Hillsborough Street, Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 14.117′ W 63° 07.263′

Some Lebanese Family Names on Prince Edward Island

Before 1900

Basha	Koury
Shelfoon	Haddad
Joseph	
Solomon	
Sharbell	

After 1900

Fren	Moses	Kays	McKarris
Zaib	Besylia	Dow	Weatherby
Summarah	Shama	Abraham	Zakem
Francis	Michael	Tweel	Ghiz
Tulle	Reid	Mamye	Rashed

Almost all of the Lebanese families settled in Charlottetown, but the Sharbell and Shelfoon families settled in Portage and Tignish, and the Solomons went to Georgetown.

The first Lebanese immigrants arrived on Prince Edward Island around 1888. They were well known as peddlers and good business people. Often, at first, new immigrants went around the province selling their wares from door to door. When they had saved enough money, they often opened a grocery store or some other small business. At one point, there were about 40 grocery stores owned by Lebanese immigrants and their descendants in downtown Charlottetown.

"Our store was on the corner of Grafton and Weymouth Streets. As I recall, most of the corner neighbourhood stores were operated by Lebanese families and consisted mainly of the largest room at the corner of the house. The family usually lived at the back, side and/or above the store. Operating the store was more than just a business; it was a way of life much like the family farm where the husband, wife and all of the children, usually five to eight, worked together to make it a success. Those were the days when children were considered an asset. Unfortunately today they are too often considered a liability."

(Frank Zakem, *The Neighbourhood Family Run Corner Store Experience.*)

At the Occasion of the Opening of Our
NEW CASH & CARRY STORE
Corner of Grafton and Weymouth Streets
we offer our customer's this sale of
Specials You'll Need

MIXED CANDY per lb 15c 2 lbs.	25c	TOILET PAPER 8 rolls	25c	MOLASSES per gal.	50c
Campbell's TOMATO SOUP 3 tins	25c	PALMOLIVE SOAP, 5 cakes	23c	Perfection CREAMERY BUTTER, 2 lbs.	55c
Macintosh APPLES, per doz.	25c	Blue Ribbon MATCHES 3 boxes	23c	ORANGES doz.	25c
Aylmers TOMATO JUICE 25 oz. tin	10c	ONIONS 10 lbs.	17c	P & G SOAP 10 bars	35c
CORN FLAKES 3 pkgs.	23c	ROBIN HOOD FLOUR 98's	3.59	SURPRISE SOAP 10 bars	45c
		ROBIN HOOD FLOUR 24's	99c	COCOA 2 lbs.	21c
WALNUTS per lb.	44c	SUGAR 10 lbs.	49c	DATES 4 lbs.	25c
BROOMS each	23c	TEA, any brand lb.	45c	FIGS 3 lbs. Also Dry Goods	25c

We Carry a Full line of Groceries and Guarantee Satisfaction
ALBERT J. ZAKEM
PHONE 1506   Corner   Grafton and Weymouth Streets

September 8, 1936

Canada's Historic Places   Lieux patrimoniaux du Canada

Ken Shelton, 2008

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NOTRE DAME CONVENT

PRINCE EDWARD ISLAND HISTORIC PLACE
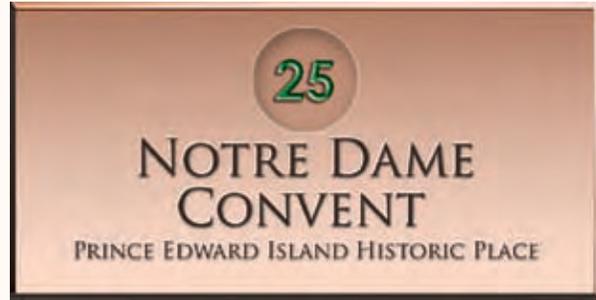
THE NOTRE DAME CONVENT in Charlottetown was the home of the first private school for girls in Prince Edward Island. The sisters of the Congregation of Notre Dame (a Montreal-based congregation) founded the school in 1857. It was called the Notre Dame Academy. Until 1971, the school played an important role in education and in promoting the arts.

In 1869, a new five-storey red brick convent replaced the original building. The Notre Dame Convent was used both as a school and as a home for nuns. Students from outside Charlottetown could also board at the Convent while attending classes. In 1911, an extension created space for a chapel, a dormitory, and a common-room.

Today, the Notre Dame Convent is used for retreats and as a home for senior sisters.

Right: *Student classroom at Notre Dame Convent, around 1943.*

Below: *Sisters at the Notre Dame Academy in 1932.*
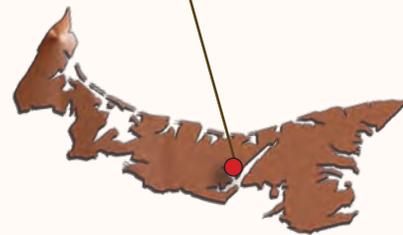
LOCATION: 246 Sydney Street, Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 14′ 12.07′′ W 63° 07′ 15.66″

Catherine Hennessey Remembers Notre Dame Academy

Catherine Hennessey is a graduate of the Notre Dame Academy.

What was special about Notre Dame Academy?

Well, I was a third-generation student of Notre Dame Academy. My grandmother and my mother went there. My four sisters also went to Notre Dame. It was entrenched in us. It was a Catholic private school. Kids came from all over the Island, and a lot of girls came from Quebec to study English.

Were the arts an important part of Notre Dame Academy?

Oh yes! Music was very much part of the school. The halls would be filled with music, either music lessons or singing lessons. We would have a Christmas concert, a spring recital, and a closing in June. Mother St. Marguerite, who taught the art lessons, had students in the evening. She taught leather work, and for a while she had a kiln doing some pottery.

Did you have special events during the year?

We had the "High Tea" every year in November. It was a grand supper and a bazaar. The alumnae were in charge. It was such fun, three days getting ready. They would play bingo and have a fishing pond. We sold handicrafts made by the students and more importantly by the alumnae. You would buy your mother's Christmas present. The place would be really crowded.

Did you wear uniforms?

Yes, we wore uniforms. Deportment was important at Notre Dame. It was important to act civilized. If you chewed gum, five marks were taken off. If you lost ten marks in a month, then you were in real trouble. You had to be neat and clean and not spill ink.

Boarding students at Notre Dame Convent around 1900.

Opening Dates of the Congregation of Notre Dame Convents

1857 Notre Dame Convent, Charlottetown
1863 St. Joseph's Convent, Charlottetown
1864 St. Joseph's Convent, Miscouche
1868 Our Lady of the Angels Convent, Tignish
1868 St. Mary's Convent, Summerside

1871 St. Mary's Convent, Souris
1882 St. Augustine's Convent, Rustico
1940 Stella Maris Convent, North Rustico

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Ken Shelton, 2008

Gold Cup finish, 2008.

CHARLOTTETOWN DRIVING PARK

PRINCE EDWARD ISLAND HISTORIC PLACE
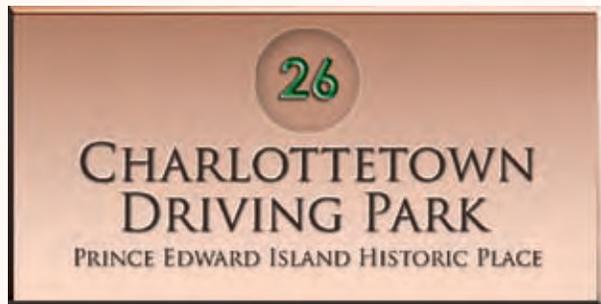
THE CHARLOTTETOWN DRIVING PARK and Provincial Association were founded in 1888. The Provincial Association was responsible for building a racetrack and facilities for the provincial exhibition. The official opening of the Charlottetown Driving Park took place on October 1, 1890.

Horse racing has been a long tradition in Prince Edward Island. In 1831, Bishop Angus B. MacEachern wrote, "Our people are extravagant in tea drinking, dress, grog, and horse racing." By the 1940s, there were so many racetracks across the province that the Island was nicknamed "the Kentucky of Canada." Still, before the Charlottetown Driving Park was built, the nearest racetrack to Charlottetown was the Upton Track.

Since 1890, the Charlottetown Driving Park has offered race cards that have attracted the best horses and drivers in Eastern Canada. Old Home Week is one of the most popular events each year. It is held in August, and a number of races take place during the week. The last one of the week is the famous Gold Cup and Saucer Race.

The judges' stand at the finish line is the only one of the original buildings to survive. It serves as a monument to the founders of the Charlottetown Driving Park.

Some changes have been made to the original judges' stand. Especially, a balcony has been added. The platform in front of the stand was used for entertainment between races, like in a circus.

It has been said that there are in Prince Edward Island more men to the square acre who talk horse than there are in any other part of the world.

(*The Daily Examiner,* 1890.)

PRINCE EDWARD ISLAND HISTORIC PLACES

LOCATION: Kensington Road, Charlottetown, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 14.796′ W 63° 06.994′

The Official Opening of the Charlottetown Driving Park, October 1, 1890

Between five and six thousand persons witnessed the races at the Charlottetown Driving Park on Wednesday last. The track was good, though a little slow, and there was a strong breeze.

Strangers from abroad visiting Charlottetown last week, were surprized to find such exhibition and trotting grounds in Prince Edward Island, and were delighted with the various appointments and equipments, and with the exhibits.

(*The Prince Edward Island Agriculturist*, October 6, 1890.)

This picture was taken by photographer C. Lewis on October 1, 1890, at the official opening of the Charlottetown Driving Park. On the right is the judges' stand. On the left is the grandstand.

THE CHARLOTTETOWN DRIVING PARK RACES

WILL BE HELD AT CHARLOTTETOWN ON

WEDNESDAY and **THURSDAY,**

September 11, 1901. _____ Sept. 12th, 1901.

$1,250.00 Premiums

As the photo shows, the style of sulky used in those days had large wheels. In 1893, this style was replaced by the smaller "bike sulky" that is used in racing today.

HERNANDO v BLACK PILOT

From early dawn streams of carriages poured into Summerside from every road; the morning express, two heavy specials from the east, and the regular train from Tignish, were all packed with a living freight, and by one o'clock, the biggest gathering of people ever seen in this town was surging into the new Summerside Driving Park. What was the cause of this immense crowd? Why, the long talked of Hernando-Black Pilot match race, which was to take place that afternoon. It is certain that about six thousand people were on the park during the progress of the contest. Some estimates of the attendance were much higher.

(*The Prince Edward Island Agriculturist*, September 3, 1888.)

The Summerside Raceway was opened on July 1, 1888. On that day, a race was held that became a legend in the history of horse racing on Prince Edward Island. It starred Hernando, a horse brought from the USA by Robert McLeod, and Black Pilot, a horse bred on the Island by the Dockendorff family. A reporter told how the event drew a huge crowd. The honour of Island-bred horses was at stake! Black Pilot won this famous race.

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POINT PRIM LIGHTHOUSE
PRINCE EDWARD ISLAND HISTORIC PLACE
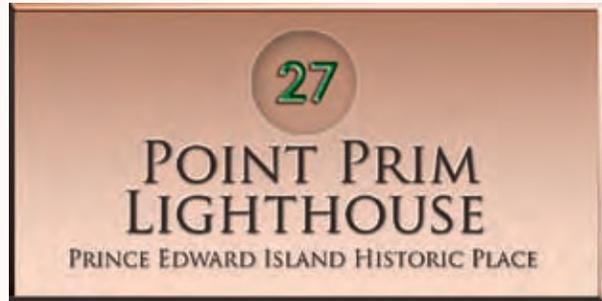
THE POINT PRIM lighthouse was built in 1845. It is unique, as it is the oldest and only round lighthouse in the province.

This 18.3-metre lighthouse was designed by well-known Charlottetown architect Isaac Smith. The outside of the lighthouse was originally built of brick. Two years after the lighthouse was built, the bricks started to crumble, and they had to cover the whole tower with wooden siding. Inside the lighthouse, there are five levels. From the top floor, there is a spectacular view of the Charlottetown Harbour and of distant Nova Scotia.

The Point Prim Lighthouse was built to guide ships into Charlottetown Harbour. The light could be seen from 21 kilometres away. During winter, lighthouses were closed as few ships travelled the ice-laden waters. During World War II, Point Prim Lighthouse remained open throughout the year to watch for ships and enemy planes.

The lighthouse at Point Prim has become a tourist attraction. It is one of the few lighthouses open to visitors in the summer.

Notice to Mariners.

THE new LIGHT HOUSE on POINT PRIM was lighted for the first time, on THURSDAY EVENING, the FOURTH inst., and will continue to be lighted as long as the navigation remains open. The Light House stands near the extremity of the Point, and the Light, which is WHITE, and FIXED, is Sixty-six feet above high water, and can be seen from the deck of a schooner at the distance of about 13 miles. It bears S. 39 deg. E. by Compass, from the S. W. Point of St. Peter's Island; and N. 29 West by Compass 8¼ miles from Rifleman Reef, off Flat River.

Secretary's Office, Prince Edward Island,
8th December, 1845.

(*Royal Gazette*, December 16, 1845.*)*
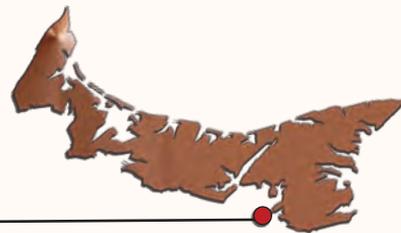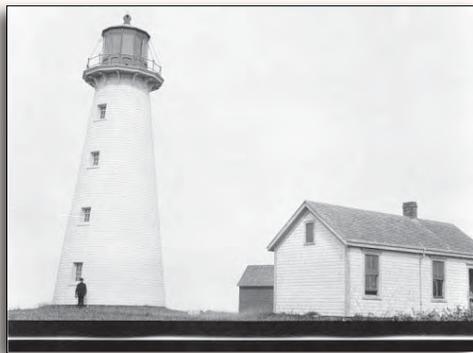
LOCATION: Point Prim, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 03.013′ W 63° 02.340′

Phantom Ship Sighting

Two keepers of the Point Prim Lighthouse claim to have seen the legendary "Phantom Ship." Keeper Manson Murchison of Point Prim tells of witnessing this ghostly apparition one dark night just west of Pictou. When keeper Angus Murchison saw the phantom ship another dark night, it was so real to him, it caused him to open the lighthouse in the spring of the year, which keepers were obliged to do if they sighted a ship in the Strait. The light had been closed down for the three winter months, and he had to work hard to get everything in working order. By the time the light was operational, the ship had disappeared.

Angus Murchison

Angus Murchison (1893–1983) from Point Prim was light keeper from 1920 to 1955. He took the job after serving as a soldier in World War I. In 1921, he married Gladys Mary MacAuley, and they had eight children. Angus had a farm about a mile from the lighthouse. The family lived on the farm, but the children often came to the lighthouse. Sometimes they spent the night in the light-keeper's cottage. They liked to keep their father company and help with the work. They helped maintain the lighthouse, clean the prisms, and polish the brass. In his leisure time, Angus enjoyed painting and sculpting.

Map labels: NORTH CAPE, NORTHPORT, WEST POINT, CAPE TRYON, NEW LONDON, NORTH RUSTICO, COVEHEAD, ST PETERS, NAUFRAGE, EAST POINT, SOURIS, CAPE EGMONT, INDIAN HEAD, SEACOW HEAD, BLOCKHOUSE, VICTORIA, POINT PRIM, WOOD ISLANDS, PANMURE ISLAND, CAPE BEAR
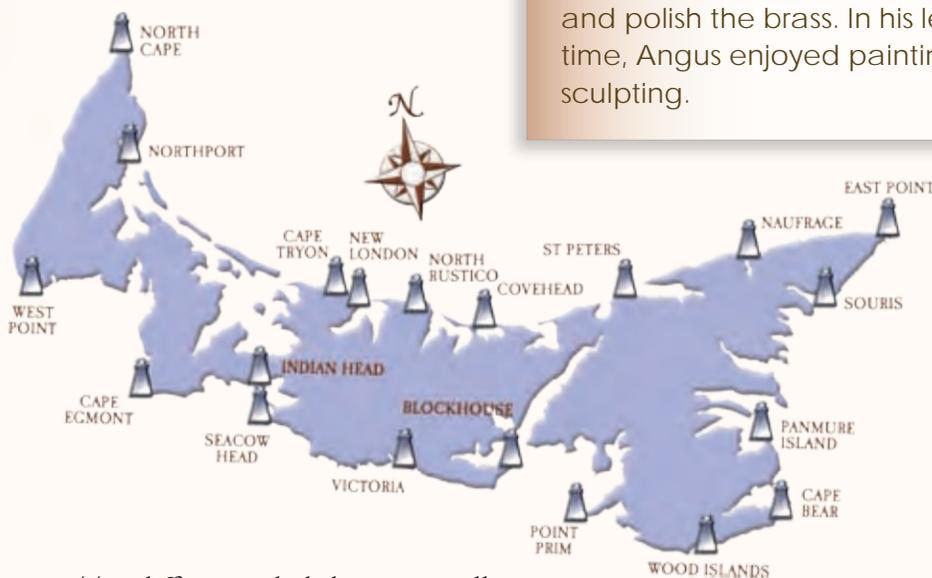
There are 44 different lighthouses still working on Prince Edward Island. They come in different sizes, from the small range lights at the end of the wharf to the majestic lighthouses like the one at Point Prim.

In 1966, the Prince Edward Island Lighthouse Society was founded to save the province's lighthouses. The Society works with the Canadian Coast Guard and other agencies to preserve the lighthouses, artifacts, and related documents.

Canada's Historic Places   Lieux patrimoniaux du Canada

Ken Shelton, 2007

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ORWELL CORNER HISTORIC VILLAGE
PRINCE EDWARD ISLAND HISTORIC PLACE

THE FARM AT ORWELL CORNER Historic Village recalls the rural life of the Island in the early 1900s. In 1901, the people of Prince Edward Island mostly lived off the land. The Island had 13 749 farm families. The average farm was 87 acres (about 35 hectares).

For many years, Orwell Corner farm was owned by Denis E. Clarke and his wife, Mary Anne Cragg. In 1856, when he was 16 years old, Mr. Clarke came to the Island from Ireland. He and his wife had seven children. In addition to farming his 53-acre farm, Mr. Clarke operated a general store and was the Orwell postmaster. Orwell Corner farm remained in the Clarke family until 1909.

The farm consisted of a main barn which housed cattle, a threshing floor for grain, and a loft for storing hay, straw, and grain. Near the barn was a stable for the horses and another building for vehicles such as carts and sleighs.

Buildings like these were common all over the Island in the early 1900s, but today the small family farms have almost disappeared. Orwell Corner Historic Village opened in 1973 as a way to preserve a memory of the Island's farming heritage.

Top left: *The Clarke general store.*
Above: *The Clarke family.*
Left: *Orwell Corner intersection.*
Right: *The Orwell School.*

LOCATION: Orwell Corner, P.E.I.　　　　GEOGRAPHIC CO-ORDINATES: N 46° 09′ 03.05″ W 62° 50′ 05.99″
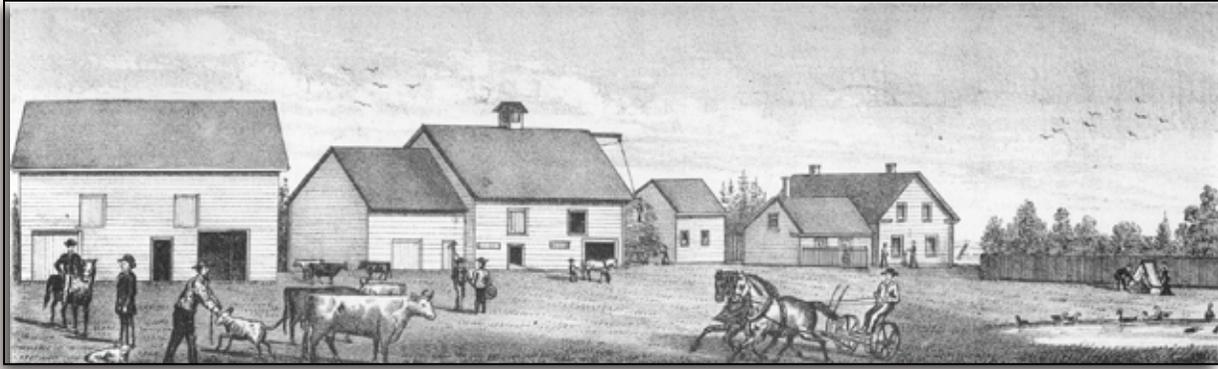
The Donald McMillan Farm, Covehead. (Meacham's Atlas, 1880.)

A typical farm grew wheat and other grains, 18 acres (seven hectares) of hay, four acres (two hectares) of potatoes, and one acre (almost half a hectare) of turnips. Livestock typically included about seven dairy cows, three horses, 10 calves, 25 sheep, 10 pigs, 75 chickens, 10 ducks, and four geese.

Childhood Memory

The whole family was involved with the farm, as it was both our life and our livelihood, we children participating increasingly as we grew older. Even before school age, children could be helpful in small ways, such as carrying in the kindling while an adult took in the firewood, and in gathering eggs...

When we were around eight to ten years old, we took cattle – milk cows and young animals – to and from the pasture, as they all had to come home for water. We could drive a horse for the hayfork...or to free an adult who carried out a horse-drawn operation requiring concentration and both hands, such as spraying potato plants.

In time we became capable of really helping. We weeded turnips, all those seemingly unending rows. On the hay wagon we built the load as Dad and a hired helper forked up the coils of hay... We helped to plant and dig potatoes, as well as other field work.

(Jean Halliday MacKay, *The Home Place: Life in Rural Prince Edward Island in the 1920s and 30s.*)

Ken Shelton, 2007

Canada's Historic Places   Lieux patrimoniaux du Canada

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ST. PETERS COURTHOUSE

PRINCE EDWARD ISLAND HISTORIC PLACE
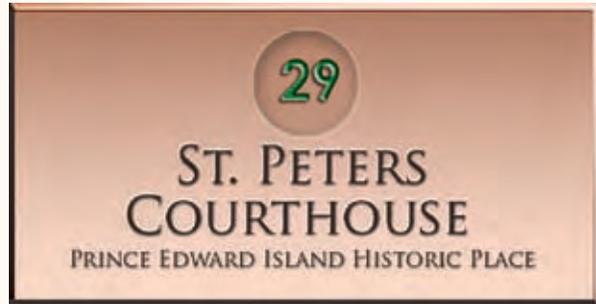
ST. PETERS COURTHOUSE was built in 1874–75. The village of St. Peters was chosen in 1873 as the location for one of the five law courts in Kings County. This relieved the Supreme Court of the smaller cases and brought the legal system closer to the rural people. The county judge held court in St. Peters five times a year. He heard minor cases, such as collecting small debts, and also some criminal cases.

From 1936 to 1951, the Courthouse was also used as a school. When the court was in session, the students were given a holiday. The courts were held in the St. Peters Courthouse until 1968. Later, Albert Quigley purchased the building and turned it into a community hall called the Quigley Memorial Hall. In 2001, the village of St. Peters restored the old courthouse, and it is now a theatre and museum.

Right: *The village of St. Peters around 1870–80.*

Below: *The St. Peters Courthouse around 1941, when the building was also used a school.*
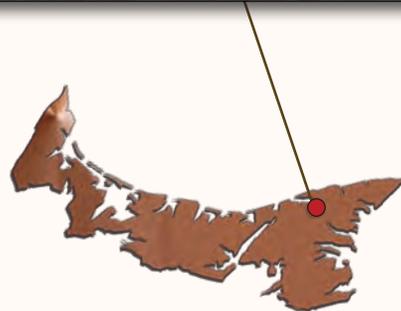
LOCATION: Route 2, St. Peters, P.E.I.　　　GEOGRAPHIC CO-ORDINATES: N 46° 24.859′ W 63° 35.082′

A Clerk of the Court Remembers

Don Anderson was the last clerk of the St. Peters Courthouse. He held the position from 1958 to 1968. He was also a farmer and a school trustee.

What did the courthouse look like inside?

The main part of the courthouse was the area where there were benches that would hold 50 or 60 people. There was a sort of elevated stage, and on top of that was the judge's desk. In the back of the courthouse, on one side, was the jury room, and on the other side was the judge's chamber.

What was your role as clerk of the court?

I kept the minutes of an individual case for the judge. It was an interesting experience for a young person because we were taught that police officers and judges were people that you looked up to and respected. They were very stern but fair. Of course, they are only human like the rest of us, but I found that it was an eye-opener for me. First of all, I found out that there was a human side to a judge, but when the court was held, boy, it was different; everything was done according to the laws of the court. But the judge was not a difficult man to work for.

What kind of cases were heard in St. Peters while you were the clerk of the court?

It was petty types of cases. As far as claims were concerned, anything over $500 would be dealt with in the County Court. Mostly the cases would involve unpaid bills, and they would take it to court to get a judgment and then they would have an execution of the judgment. It would be the only way that they would get their money back.

Fact File

In 1811, the first courthouse in Prince Edward Island was built in Charlottetown. It was located where the Confederation Centre of the Arts is today.

Between 1874 and 1877, six small courthouses were built, in Alberton, Abrams-Village, Bonshaw, Dundas, Souris, and St. Peters.

Sessions at St. Peters Courthouse were held each year in January, March, May, September, and November.

St. Peter's Courthouse was used as a school for Grades 7 to 10 from 1936 to 1951. It also attracted students from


other communities, such as Souris and Charlottetown.

In 1991, a war memorial was erected in front of the old St. Peters Courthouse. It commemorates the 308 men and women from the community who served in World War II and the Korean War.

Canada's Historic Places   Lieux patrimoniaux du Canada

30
ROMA AT TROIS-RIVIÈRES
PRINCE EDWARD ISLAND HISTORIC PLACE
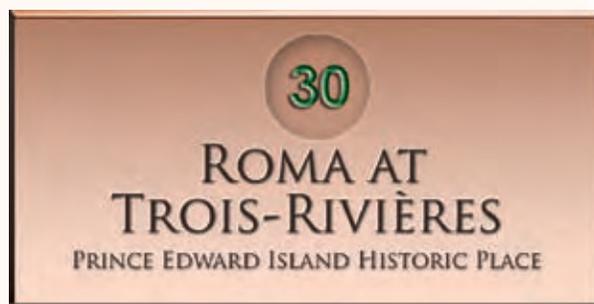
THE "ROMA AT TROIS-RIVIÈRES" historic site at Brudenell Point tells the story of Jean-Pierre Roma. He was an energetic and idea-filled Frenchman who lived in the 18th century. From 1732 to 1745, he brought his energy and ideas to Prince Edward Island. He worked hard to build a strong business in the eastern end of Île Saint-Jean.

Jean-Pierre Roma was born in Bordeaux, France. He became one of four owners of the Compagnie de l'Est de l'Île Saint-Jean. In 1731, the King of France gave this company a very large parcel of land in the eastern part of the Island. This was to be settled with people, with the lands cleared and roads built.

In June 1732, Jean-Pierre Roma arrived at Trois-Rivières full of dreams for the future. He planned to establish a trade centre for New France based on fishing, shipbuilding, and the exchange of goods.

From 1732 to 1745, Jean-Pierre Roma put a lot of money and energy into developing the colony. He was admired for his hard work and dedication to his dreams, but his projects were plagued with problems. In 1745, Roma's dreams were finally shattered by imperial conflict, and he and his family moved to Quebec, never to return to Île Saint-Jean.

Roma's Trials and Tribulations

1732 Jean-Pierre Roma arrives at Trois-Rivières with approximately 200 workers.

1734 Roma's partners in the Compagnie de l'Est refuse to invest any more money.

1735 A census shows only 10 people living at Trois-Rivières.

1737 Six of Roma's workers, including the cooper (the barrel-maker), leave Trois-Rivières.

1738 Mice invade and destroy all the crops.

1740 All the livestock die when one of the servants sets the barn on fire.

1741 Roma's ship and its cargo are lost in a storm.

1745 Trois-Rivières is burned down by troops from New England.

Restoration work and re-enactments are an ongoing volunteer effort at the "Roma at Trois-Rivières" historic site.

LOCATION: Roma Point Road, Brudenell, P.E.I.   **GEOGRAPHIC CO-ORDINATES:** N 46° 10.883′ W 62° 33.649′

During our tour of Île Saint-Jean, we visited Trois-Rivières where we saw for ourselves the great work there. Monsieur Roma has put up new buildings to house the company's workers and equipment, and a warehouse to supply their needs. They have cleared about forty acres of land. Some of it is sown in wheat and peas. The crop looks good. He has built a road from Trois-Rivières to Havre Saint-Pierre, another from Trois-Rivières to Port-la-Joye, and several other connecting roads.

We were surprised at all the work done by Monsieur Roma. He has been energetic, but careful with money. Instead of wasting the company's assets, spending big money, and doing his own pet projects, he has only done necessary work.

This map was drawn in the 1730s, with north at the bottom. The settlement of Trois-Rivières is on the point of land between Rivière Saint-Jean (Montague River) and Rivière de l'Ascension (Brudenell River).

(Bibliothèque Nationale, Paris. Archives publiques du Canada.)

(Above) *Letter to the Minister of the Marine in France from Saint-Ovide de Brouillan, Governor of Louisbourg, November 2, 1734.*

Archaeological digs have revealed artifacts and the sizes and types of buildings on the site.
To the left you can see the remains of the
the Company House where J-P Roma lived. Above are a Chinese porcelain tea bowl and saucer and a French wine bottle of the 18th century.

Ken Skelton, 2007

Canada's Historic Places   Lieux patrimoniaux du Canada

31
MATTHEW & McLEAN BUILDING
PRINCE EDWARD ISLAND HISTORIC PLACE
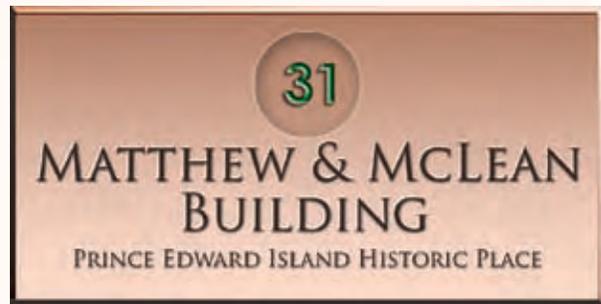
IN 1869, URIAH MATTHEW and John McLean opened a store in Souris. It became one of the most important stores in Kings County. Customers could buy anything from a needle to an anchor, or even a coffin!

Matthew & McLean Ltd. was more than just a large department store. Matthew and McLean owned farms, a fleet of fishing boats, three lobster factories, and even a tin-can factory. They also owned several wharves and warehouses, allowing the business to export a variety of products by train or boat. At the height of its glory in the 1920s, Matthew & McLean was one of the biggest businesses in Prince Edward Island, employing over 200 people.

After World War II, the company faced growing competition from other buyers of fish and farm products. Gradually, Matthew & McLean gave up all its other activities and kept just the store. In 1974, Babe Matthew, representing the third generation to run the business, decided to close the store. The day of the large rural department store was over.

In 2004, the lovely, historic Matthew & McLean building was restored. A museum that tells the story of the company and the Souris region is now in the building.

Matthew & McLean
LIMITED
General Merchants
WHOLESALE AND RETAIL
Fish Dealers, Lobster Packers and Exporters
SPECIAL ATTENTION PAID TO FISHING VESSELS
—— ICE AND BAIT ON HAND IN SEASON ——
Highest Prices Paid for FISH of all kinds at Fish Warehouse on Wharf
LIVERPOOL AND CADIZ SALT, BARRELS, ETC., ALWAYS
READY FOR IMMEDIATE SHIPMENT TO FISHING CENTRES
Special Attention Paid to Island Produce
SOURIS and BRIDGETOWN, P. E. Island

The town of Souris is well laid off, with wide and excellently kept streets, and no town of its size and population, in all Lower Canada, has more or better sidewalks. Every street has its plank sidewalk (Main Street on both sides...). The streets are also well lighted at night, oil lamps being used. The business establishments have a prosperous appearance and all seem to be doing a good trade.

(*The Summerside Journal*, 16 October 1901.)

LOCATION: 95 Main Street, Souris, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 21.281′ W 62° 06.519′

The Matthew & McLean store around 1900.

These comments are from Islanders who remember the Matthew & McLean store and who shared their memories.

You could buy men's clothes and women's clothes, suits, hats, and shoes – everything you wanted. They had a great stock. Food of all kinds. They bought eggs and sold them, and potatoes and onions. They never had much meat, only bean pork in the summertime. You couldn't buy fresh meat at them places.

(Pat Hennessey)

You could buy a pair of boots for around a dollar and a quarter, dollar fifty, seventy-five. Anything over two dollars, you were up in the high stuff then.

(Clive Bruce)

Bolts of cloth and flannelette and spools of thread for the sewing machine and dye. When you went upstairs there were lovely dishes and then there were shoes...

(Mary Malone)

The warehouse that was in back of the store was full of tea and sugar and flour and nails and spikes and stovepipe and shovels and forks and picks and pretty near anything you wanted to mention, it was in that warehouse. Then they had another warehouse down there where the Bluefin is. They kept lumber in it – and shingles and wire for fences and stuff like that.

(Gus Gregory)

McLean's had a horse shed, pretty near where the Bank of Commerce is now. There was an oats box in front – rings to tie your horses to. You drove in there with your horse and wagon and there was a man there who took the horse out of the harness and fed him and looked after him and when you came back he put the horse back on the wagon. To feed the horse and everything, it might be a dollar.

(Gus Gregory)

(Collected by Reg "Dutch" Thompson)

Below: *Main Street, Souris, around 1900.*

Ken Shelton, 2008

32
BASIN HEAD CANNERY
PRINCE EDWARD ISLAND HISTORICAL PLACE

In 1858, Prince Edward Island's first factory for canning mackerel, lobster, and oysters opened in Charlottetown. By 1873, there were still only two canneries on the Island. As the lobster fishery developed, the number of canneries increased to a total of 100 by 1883 and 246 by 1900.

The provincial government built the Basin Head cannery in 1941. The factory started by making "chicken haddie" (canned hake). This product found a market during the Second World War (1939-1945), feeding soldiers and war refugees. The cannery also produced salt hake and cod before it closed in the mid-1950s.

In 1974, the Basin Head cannery was preserved when it became part of the Basin Head Fisheries Museum.

The drawing, above, by Robert Harris, shows workers packing lobsters in a cannery at Canoe Cove in 1880. (Confederation Centre Art Gallery).

Fact File

1734 The cod fishery is the Island's first industry. In Havre Saint-Pierre, most of the 176 inhabitants work in the fishery.

1804 The world's first cannery opens in Paris. The food to be canned is packed in glass jars, sealed, and then cooked under pressure.

1858 The first canning factory opens in PEI. Previously, the only ways to preserve fish on the Island were to salt, smoke or dry it.

1958 The North Rustico Fishermen's Co-op factory is the first to market frozen fish fillets on the Island.

LOCATION: 95 Main Street, Souris, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 22′ 39.66″ W 62° 06′ 32.78″

CHICKEN HADDIE FOR SOLDIERS

1. Cut off the head and gut a freshly caught hake.
2. Skin the hake manually and place on steam trays for transport to the cooker.
3. Cook the hake with the steam of a boiler heated by wood.
4. Let the hake cool briefly and then place on packing tables.
5. Extract the hake from the bones and pack it into one-pound cans lined with parchment.
6. Place the cans in a sealer and load in a retort basket.
7. Retort* for up to two hours.

The Basin Head cannery, around 1942.

8. Set the cans into a cooling tank. After cooling, place cans into boxes in dry storage for labelling.
9. Label cans manually.
10. Repack in cartons and ship to Halifax to be convoyed across the Atlantic to feed our soldiers.

(Anne Hennessey Garrett)

*In this set of instructions for canning hake, "retort" means to heat the cans under pressure to sterilize them and their contents.

Top Ten Fisheries by Value in PEI (1889)

1.	Lobsters	$ 247 313
2.	Mackerel	$186 750
3.	Herring	$135 760
4.	Oysters	$123 771
5.	Cod	$84 784
6.	Hake	$28 472
7.	Smelts	$20 766
8.	Eels	$18 140
9.	Mackerel, canned	$11 912
10.	Trout	$5 682

Sessional Papers of Canada vol.23, no.17, 1890

### Top Ten Fisheries by Value in PEI (2006)

1.	Lobsters	$113 391 000
2.	Mussels	$22 813 000
3.	Snow Crab	$9 461 000
4.	Oysters	$7 793 000
5.	Tuna	$3 265 000
6.	Herring	$2 621 000
7.	Mackerel	$2 227 000
8.	Rock Crab	$1 661 000
9.	Sea plants	$1 572 000
10.	Soft-shelled clams	$1 194 000

(PEI Fishery Statistical brochure, 2006)

PRINCE EDWARD ISLAND

HISTORICAL PLACES

Ken Shelton, 2008

Canada's **Historic Places** Lieux patrimoniaux **du Canada**

ELMIRA RAILWAY STATION

PRINCE EDWARD ISLAND HISTORIC PLACE
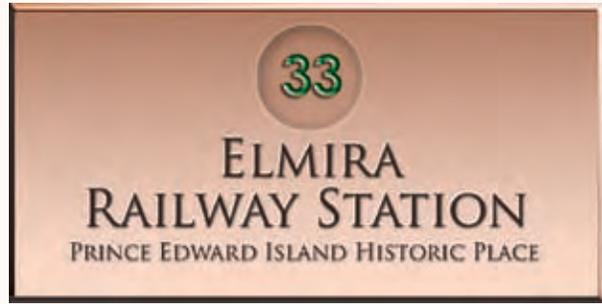
IN 1871, THE PRINCE EDWARD ISLAND government started building a railway. By 1875, trains were running along a main line from Tignish to Souris. Later on, branch lines were added, like the one from Souris to Elmira. This 15.8-kilometre line opened in 1912.

The Elmira station was officially opened on October 26, 1912. It was called the "End of the Line" because of its location at the most easterly point of the Island.

The Elmira station served the east end of the Island until it closed in 1972. The building was saved and became the provincial railway museum in 1975. In 2005, it was designated as a provincial heritage place.

Order of Events

1871 Railway construction begins.

1874 The first trains run on the Island.

1875 The railway officially opens.

1905 The Murray Harbour branch line opens, including a railway bridge over the Hillsborough River in Charlottetown.

1912 Elmira Railway Station opens.

1969 All passenger train service ends.

1972 Elmira station closes.

1989 All Prince Edward Island railway service ends.

1994 The Island government converts the Island railway system into the Confederation Trail.

*The telegraph and cable office provided an important service to the whole district.*
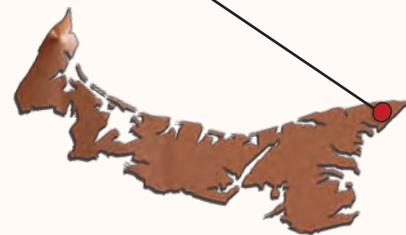
LOCATION: Elmira, P.E.I.   GEOGRAPHIC CO-ORDINATES: N 46° 26.390′ W 62° 03.916′

The Growth of Villages

Before the railway was built, the biggest villages on Prince Edward Island were found along the coast, where transport was by ship. New types of land transport such as trains brought growth to places inland. Many villages sprang up thanks to the coming of the trains. The villages of O'Leary,

Wellington, Emerald, Kensington, Fredericton, and Morell are good examples. Before the trains and stations came along, these places barely existed. But with the arrival of the railway, they turned into small service centres with at least a store, a hotel, a post office, and several houses.
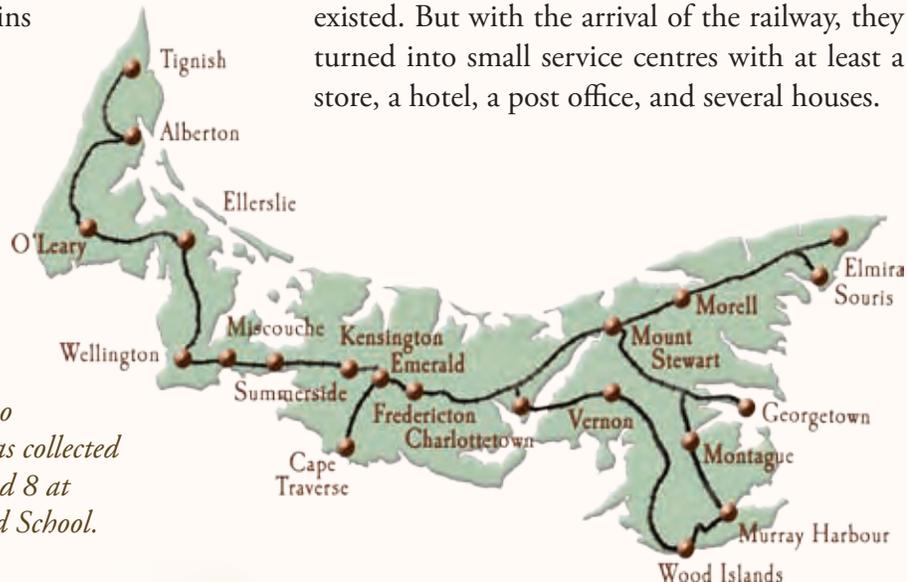
The information for the two "Remembering" sections was collected by students in Grades 7 and 8 at Eastern Kings Consolidated School.

PRINCE EDWARD ISLAND
HISTORIC PLACES

Remembering:
Ray Campbell

Ray Campbell is a native of Elmira, Prince Edward Island. Ray's job at the Elmira Railway Station was as a Station Agent. His job included sending telegrams to all other railways in telegraph code. The code was a series of long and short sounds (Morse code) sent over telegraph wires in the days before the average person had a home telephone.

Ray took the train as a passenger on many occasions. He said that he took the train to Charlottetown when he needed to shop for new clothes or to get presents for Christmas. If you took the 6:30 a.m. train from Elmira you would get to Charlottetown at 10 or 10:30 a.m. You could do some shopping, and you would leave Charlottetown on the 2 or 2:30 p.m. train back to Elmira.

Remembering:
Adelaide Conway

Adelaide's house was located next door to the Elmira Railway Station. She loved the train coming in and out of the station and the strong smell of coal from the steam engines. The most important packages delivered to the station were chickens. Everyone would be waiting for their chickens.

Adelaide's most memorable moments were when everyone met at the station to play cards and talk while they would get a good fire going.

During the war, Adelaide received a telegram from Elmira station. The telegram told her that her brother had gotten lost in a battle, but he was found in a trench. Luckily, he was in a hospital in Germany recovering.

Canada's Historic Places   Lieux patrimoniaux du Canada