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The Griffin

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What's going on in Argyle: The Argyle Municipality Historical and Genealogical Society *by Molly Titus*

Google "Tusket Court House", and what do you get? You get the fine website for ATCHA, or the Argyle Township Court House Archives, showcasing on its first page the oldest standing court house in Canada. The Argyle Township Court House and Gaol in Tusket, Yarmouth County was built in 1805, and now is the centrepiece around which buzzes a hive of heritage activity.

Yarmouth has three municipalities, one of which is Argyle, with its population of 9000, and its 600 member Argyle Municipality Historical and Genealogical Society. This municipality and historical society together fund and support the Archives and a full-time historian and archivist, Peter Crowell. His office is on the ground floor of the provincially designated Court House. Just through the wall of his office is the cold, hostile jail complex - complete with a debtor's cell and privy, and formidable chains and grilles to scare the daylight out of any prospective felons. Upstairs is the handsome courtroom and judge's chambers, where Supreme Court circuit judge, Thomas Haliburton, suited up when he came to Tusket for particularly complex trials.

The Historical Society has purchased the 1877 Methodist Church on the property adjoining that of the Court House. They hope to restore it and house the Archives there in a larger space than the one it currently uses in the Court House. The Society and Peter have

found funding for a part-time Assistant Archivist, 6 bilingual summer positions as Interpretive Guides/Archival Assistants, and various other ad hoc positions. The staff is backed up by a dedicated group of volunteers.

A Vigilant Watchdog

The choice of name for the Society's quarterly newsletter, *The Argus*, speaks volumes for the zeal of

Continued overleaf



Argyle Township Court House (c.1803-05), Tusket, Yarmouth Co. It is the oldest surviving courthouse in Canada; the first court session was held here 29 October 1805. The building was restored in 1981-82. The ground floor contains the cell-block and jail-keeper's quarters; upstairs are the courtroom, grand jury room and the judge's chamber. At the rear on the ground floor is the Argyle Township Court House Archives, which contains all of the documents that survived in the building, many from the 1700s. Courtesy of Argyle Township Court House Archives.

Argyle: *Continued from Page 1*

this lively group. It reflects the first three letters of "Argyle", yes but, more than that, it recalls the 100 shining bright eyes of the mythical Argus, of which only two slept at one time. "Argus was deemed a highly appropriate name to give a vigilant watchdog" the website tells us. Its aim is to publish articles, in French or English (reflecting the area's Acadian, Planter and Loyalist makeup), that pertain to the history of the communities, people, and institutions of the Municipality of Argyle. The Society also has published otherwise almost inaccessible material such as *The Argyle Township Books*, and *Yarmouth Past and Present: a Book of Reminiscences*, among

others. It also publishes an annual calendar.

Heritage Building Inventory

The Municipality of Argyle was quick on the draw in 1985 when it became one of the first municipal units to take part in a program funded by the Province to create an inventory of all the pre-1914 buildings. It was a very ambitious programme, and provincial funding dried up in 1993. However, because there is a full-time staff member to supervise, the group has been able to receive further funding and to continue this project. They have completed the inventory for at least 13 communities in the area, with each building photographed and described in historical, architectural and contextual comments. This inventory is compiled and

housed in the busy offices on the ground floor of ATCHA.

Oh yes, the website - www.argylecourthouse.com. Hit it!

Molly Titus, chair of the Trust's Communities Committee, is this issue's contributor to our ongoing series of articles highlighting heritage groups in Nova Scotia ☒

Built Heritage Award

by Joyce McCulloch

The Heritage Trust of Nova Scotia Built Heritage Award is back on track. In 1989 we joined the Federation of Nova Scotia Heritage's Awards Program to award the first of what became for ten years an annual recognition of both commercial and residential properties.

The Heritage Trust's award is for an individual, group, company

or government department which has preserved a part of Nova Scotian heritage in the form of a built structure.

We hope nominations will be forthcoming this year so that the winner or winners can be our guests at our Annual Dinner in November. There they will receive a citation for their category with the building's history. A picture of the winner and the building with its story will be posted on our Website.

The application form is available on the Trust's Website, www.htns.ca. It can also be requested by mail from the Trust office. The closing date for entries is September 30, 2004.

We know that the square miles of Nova Scotia are rich with incredibly old and beloved buildings whose owners should be recognized for their love and devotion toward protecting a part of our history. Which of your neighbours should be recognized in this way?

Joyce McCulloch chairs the Trust's Awards Committee. ☒

The HTNS website: open for business

The Heritage Trust Website, which has been under reconstruction over the last few months, can now be visited. There you will find the Public Lecture Series listed, publications available, and information about the Trust. Contributions are welcome, notably early warning information about heritage buildings at risk. The Website: www.htns.ca. ☒

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Unless otherwise indicated, the opinions expressed in these pages are those of the contributors and do not necessarily reflect the views of
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Deadline for the next issue:
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Please send your
submissions to
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Website: www.htns.ca



Malagawatch Church arrives at new home *by Rodney Chaisson*

After 8 am on Tuesday, November 25, the Malagawatch United Church began a spectacular, and much watched, journey by road and water from the community of Malagawatch, on the shores of the River Denys Basin, to its new home high atop the Highland Village Museum in Iona, overlooking the Bras d'Or Lakes. On the evening of Saturday, November 29, the journey came to a close as the church arrived at its new home. "This has been a very exciting week," stated Highland Village Director, Rodney Chaisson. "We are very pleased that the church has arrived safe and sound. It is going to make a wonderful addition to our site."

Early Tuesday morning the church left its former home and was transported 1.5 km down the Marble Mountain Road to meet a barge waiting in the River Denys Basin. That journey took under one-and-a-half hours. By mid-afternoon the church was loaded on the barge and then set sail for Iona to the delight and applause of almost 300 onlookers. Many residents of the Malagawatch area were there to say goodbye to an old friend and wish it well in its new home.

Some two hours and 15 nautical miles later, the church arrived in the Barra Strait, where it circled for over an hour while waiting for the falling tide to slacken. While waiting for safe passage through the two bridges spanning the Strait, a large light from the barge was shone on the side of the church, providing an incredible silhouette of the building in the middle of the Strait. Shortly after 6:30 pm, the tug pulled its precious cargo through the bridges to the former government wharf in Iona, where it was tied up shortly after 7 pm. A couple of hundred residents lined the bridges and wharf to welcome the church and get a nighttime glimpse of its arrival.



'A large light from the barge shone on the church, creating an incredible silhouette in the Strait.'



The move over land as the church inches toward its new site.

Wednesday morning the contractors started preparing the church and its trailer for the next stage of the journey. The barge was moved with the afternoon tide to a temporary ramp constructed specifically for unloading the church. Work continued on preparing the church throughout

Wednesday and Thursday. Friday noon, after last-minute adjustments and final preparations made to the barge, the process of taking the church off the barge began. By mid-afternoon, the competent crew had brought the church ashore. With only a few

Continued on Page 4

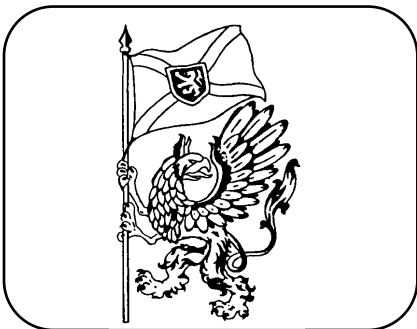
daylight hours left and 1.7 km ahead of them, the contractors, Nova Scotia Power, Aliant, and the Department of Transportation and Public Works agreed to keep going.

At 3:30 pm the church left the wharf and moved down the access road to Highway 223. The three-hour journey went very smoothly despite the road being much narrower in spots and the many overhead wires. As the journey continued through Iona darkness fell, providing another challenge to the movers. Then, as the church approached the Highland Village hill, the two contracting firms agreed that it would be best to continue to the top of the hill: bad weather was predicted over the next few days. It was best to take advantage of the favourable conditions even though it was dark.

Finally the church was hauled up the long steep hill to its new home at the top of the Highland Village hill. A fine toast with wine from Malagawatch grapes was led by Jim St. Clair, "To the Malagawatch Church, to those who gave it, to those who moved it and to those who cared for the project, slainte - To the Church!"

Rodney Chaisson is the Director of Highland Village.

Ed. Note: Over the next few months, installed on its new foundation, the church will have wooden shingles put on the roof and the interior restored, with plaster work and painting completed. It will be ready for the 2004 visitor season at the Highland Village, opening on Saturday, May 22. ☒



Malagawatch United Church: a background note

This church is more than a building. Dedicated in 1874, it was already the third church on its site, replacing an 1829 church and an earlier log church. The "Malagawatch Union Church" was so named by the local Presbyterians to bridge the deep divides that beset the denomination in their time.

There is now only one service held annually – the anniversary service on the last Sunday in July. The church in its new location is presented as a mid-1870's style Presbyterian church, with no changes, interior or exterior. The sturdy hand-hewn timbers survived some precarious angles when it had to be tipped during the move: the mortise-and-tenon joinery includes some half-blind tenons, which are laid in mortices without fastenings. This is only the second whole structure to be moved to Highland Village; a small house survived the trip 20 years ago (see *The Griffin*, June 2001).

The church has lost its Gothic-style steeple, removed about 40 years ago in the mistaken belief that it had weakened with age. It will be replaced as funding permits.

Donations in support of this project will be welcomed by the Highland Village Museum. A personal welcome to the church in the form of a Christmas wreath he had made was put on the doors by a local Roman Catholic, "Aggie" MacNeil, of Iona.

Website: highlandvillage.museum.gov.ns.ca. N'O.B. ☒

History for sale

This is part of our regular feature showcasing interesting heritage properties for sale in Nova Scotia. If you would like to find out what else is on the market, go to www.mls.ca and choose Nova Scotia. The listings often specify the age or historic significance of the building.

Shown below, this stately 200-year old Falmouth home may have seen better days, but it still has much to recommend it.

Currently divided into two flats, the \$105,000 house has retained its archways, high ceilings, hardwood floors and distant view of the Avon River.

Contact: Rose Real Estate Limited, P.O. Box 3420, 630 O'Brien Street, Windsor, NS B0N 2T0. Telephone: (902) 798-0110; fax: (902) 798-0065; e-mail: roserealty@win.eastlink.ca. ☒



Reconstructing built heritage: The Hector (Part 2) *by G.Vernon Shea*

In 1773, the Hector and her 180 passengers landed at Pictou Harbour – thus beginning a massive wave of Scottish immigration to Canada. To commemorate this important event, a full-size representation of the “Boot Schip” was painstakingly built on the Pictou Waterfront. This is the second and final installment of an article by G. Vernon Shea, founding member of the Pictou Waterfront Development Corporation and Project Manager of the ship Hector. Ed.

In 1997, the waterfront project, including the ship *Hector*, came under the management of Pictou Recreation, Culture and Tourism. A meeting was held in the spring of 1997 with all of the principal stakeholders present. These included the Town of Pictou council representatives, Pictou Recreation, the Ship Hector Foundation representatives, and as technical advisors, J.B. McGuire Marine Associates Ltd. Various options were presented, complete with budget figures, and a plan of action was agreed upon. Work would continue on the ship, the goal being a dockside attraction complete with standing rigging only and outfitted as she would have been in 1773. Sources of funding would be investigated and business would carry on, albeit on a limited scale. Shea's Marine Services was contracted by the Town as the Waterfront Operation Manager, a role which included Project Management of the ship.

Work began on the vessel in June with a very reduced work force, enabling only the most basic work to be completed. Deck planking on the poop deck and tower flat was installed and the main deck caulking was completed. Timberheads were sanded and primed and routine maintenance carried out. Grumbling could be heard throughout the town that the ship would never be completed and that additional monies



The Hector Photo: Joan Dawson.

should be spent.

Making the best of a bad situation

The Town of Pictou was now funding the lion's share of the project: the Foundation contributed some, and the federal government, through make work projects, provided some labour, but the skilled craftsmen needed to complete the task were out of reach. We made the best of a bad situation, and carried out mostly cosmetic procedures to enhance the appearance of the ship and give the illusion of progress. It worked. The timberheads were cut to the sheer line, rails installed and all exposed structure above the main wales was painted white. The ship finally took on the profile intended and one could actually see what the finished product would look like. It was in the fall of 1998 that word was received that the Government of Canada would be looking for significant projects of a historical or cultural nature to celebrate the upcoming millennium. An application was made, with the Town of Pictou and the Ship Hector Foundation as partners. All par-

ties concerned were optimistic that this would be what was needed in order to complete the *Hector* as envisaged. The total funding required was \$1,365,077, a mere pittance!

As spring of 1999 approached, anticipation was high as we awaited an announcement from the Millennium Bureau concerning the project. If construction was to proceed, it was imperative that the application be approved. Guarantees had been procured from the Town Council as well as the Ship Hector Foundation, but all were reliant upon the procurement of initial funding. Finally, word was received that \$295,456 would be given to the project by the federal government. This set the wheels in motion: the Town of Pictou donated \$400,000 and the Ship Hector Foundation started the Come On Board campaign, which raised \$703,767 in pledge monies, for a grand total of \$1,399,223.

Work begins in earnest

Planking of the hull started in June 1999 with three shipwrights

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Rose Bank Cottage, Ross Farm Museum, New Ross, Nova Scotia

by Lisa Wolfe and Barry Hiltz

Some time around 1953, an article entitled "Five Fireplaces In Old Lunenburg County Home" appeared in a Nova Scotian newspaper about Rose Bank Cottage. The author, not credited in the article, cites "the old Ross House...(as) being the oldest frame dwelling in the historic Lunenburg County community... still occupied by descendants of the original grantee." The article goes on to say, "In addition to being a comfortable home the Ross House could almost be considered somewhat of a museum... [how intuitive]... The house is of marked architectural interest. The base of the flues measure some 9 by 7 feet of massive rocks, and there are five fireplaces set in the big central chimney." The interest in this 1817 farm house was not confined to the odd newspaper article. In 1970 the property, of which Rose Bank Cottage is a part, was donated to the Province of Nova Scotia. This building has become the centrepiece of Ross Farm Museum.

It's too long a story for the confines of this article to describe how the Ross property became a museum, but suffice to say, it did. In 1970 the first renovations that converted Rose Bank Cottage from "modern" to "period circa 1820" were completed. In 1992, Allen Penney prepared a Condition Report on the cottage for the province. The cottage was deteriorating and it was recommended that extensive repair/maintenance/restoration work would need to be done.

Repair work didn't begin until 1994. Allen Penney's condition report of 1992 was reviewed. There was evidence the building had deteriorated since the report was written and it needed the major repairs urgently. The grade around the building was a major cause of water damage and founda-



An example of the extent of the rot found in some of the windows of Rose Bank Cottage. Photograph: Barry Hiltz.

tion movement problems. We started by digging around the foundation to install drain tile below the floor level of the cellar. This was a slow and meticulous job as the basement was constructed of field stone and had large rocks protruding from the foundation. The excavation was

'The excavation was also performed as an archeological dig to preserve any artifacts that might be uncovered.'

also performed as an archeological dig to preserve any artifacts that might be uncovered. Many hundreds of pieces were uncovered. The majority of these were broken bits of china, glass, earthenware, and some metal pieces; however, there were also a couple of the larger items almost intact, such as an earthenware bowl

showing many signs of wear and repair.

Once the foundation drainage was completed, we started on the building's exterior framework and sheathing, trying to disturb as little of the interior finish as possible. There was some concern about the southwest corner post which appeared to have kicked out. We worked toward this area and continued to the south wall, then the east wall and on to the north wall. This troubling corner post had not kicked out, but was rolling outward with the sill, the result of past repairs in which the half-lap joint was cut off and there was no connection to the south sill. As in other buildings in this area, the most severe weather damage can be found on the south wall, and Rose Bank Cottage was no exception. Severe rot in the top plate and posts was the result of many years of leaking window boxes.

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Windows for your historic home *by Hal Forbes*

I will attempt to walk you through the process of how to purchase a period-correct replacement window. Please accept that this will be my opinion, of which I am rarely without one. First, you will have to ask yourself, how have my existing window(s) failed to the point where replacement is required? Decay, a bad seal, not efficient or better storm window could all be very valid reasons for considering a replacement. Altering the shape, not wanting to paint, or a restless need to find a new project are not such valid reasons to install new windows. [An excellent example of decay can be found in the picture illustrating the extent of damage in *Rose Bank Cottage*, page 6. Ed.]

The proper installation of a new window is an invasive exercise at best. To order a new window to the exact size of your existing window you will have a few options. All will require a little work on your part, but the answers are readily available. If you would like an exact copy of the existing window in the house, there are still small sash mill companies that specialize in reproduction windows. Usually these are exact replicas that are single glazed, not thermal panes, and so still require a storm window, either an interior or an exterior one. This reproduction method will be the most successful to the exterior line of the house but may not be the most efficient. (Refer back to why the initial window was failing.) All dimensional stock like casing width, thickness, backband, and sill stock can all be made to match to your existing window.

If a reproduction window is not an option, then there are several reputable window companies which can offer a thermal wooden, single- or double-hung sash that should be very similar to what you are trying to match.

These companies offer a wide variety of widths and heights, but if you have an odd-sized or problematic window, these companies can usually offer a custom window for a slightly higher charge. Things to remember when ordering are: (1) be very clear on what you are trying to achieve, (2) be specific as to what was existing or you are trying to match, (3) insist that the mullion bars are wooden and mounted to the inside and outside of the sealed unit (these are referred to as divided lites or true divided lites), and (4) remind them of your existing casing width, thickness and sill dimension. These extras are generally available (with a notation) at the time of ordering. They are not standard options without the request. There are also options that a single-glazed window cannot offer: consider low e argon gas, UV filters applied to your window, or removable or tilt options to help clean your window. Don't forget to ask for screens.

There is one last window option, but a less desirable one: insert kits. Some window companies will offer an insert kit that can be retrofitted into your existing (good quality) sash frames. This option is great for not disturbing your interior standing trim, but question the dealer with what success. At this point I have to say that I can think of no application where a vinyl reproduction window could appropriately be featured in a heritage house.

At the time of installation, be very certain that the window installation, flashing and weaving in of shingles has been given as much attention as your quest to find the best window. Question your carpenters, or remind them of your expectations.

One last note prior to installation is how does one address the standing trim on the inside? If this is a main floor window with

formal or ambitious standing trim, the work could get very invasive. If it is a secondary window, then the standing trim issue could be less ambitious. Discuss your concerns on how this will be addressed with the carpenter or even with the dealer at the time of ordering. You might budget for a window at X dollars per unit, but if you haven't anticipated massive carpentry or millwork expenses that could go with this installation, your costs are now X + Y per unit. Avoid disappointment and participate in all decisions.

Last of all, you must maintain your new investment. Keep it painted at all times. In restoration there is a term call "paint destination". There is an expectation that when all work is completed, you will want the definitive custom paint scheme for your house. The sash colour that you choose, applied to your new wooden windows will afford you that final accent colour.

Hal Forbes is a designer and builder with a special interest in heritage properties. ☒

The Mare's Tail wins Canadian House and Home prize

The Mare's Tail, the Lunenburg County home of Heritage Trust members Mark and Marnie Stewart, whose story is told in the December issue of *The Griffin* ("My Old House"), is a winner in the competition sponsored by *Canadian House and Home* magazine. Catch the April issue for the whole story and pictures. Congratulations to the Stewarts! ☒

Cottage: *Continued from Page 6*

Once the south wall was exposed, we discovered this wall construction was completely different from the west wall! The west wall was built of 3-inch-thick planks fitted into a groove in the corner post and

'Repairing an old building is more like reading an interesting book with pages missing than a plain construction job!'

edge-stacked; the south wall was traditional post-and-beam construction: all hand-hewn timbers with Roman numerals carved into them. It was then discovered that the east wall was the same construction as the west wall, with the edge-stacked 3-inch planks, and the north wall was identical to the south wall.

All buildings hide the secrets of the people who constructed them and, until you expose the inner timbers, you cannot see them. Sometimes seeing them doesn't bring you any closer to understanding, but it sure gives you plenty to think about whenever the topic comes up. Rose Bank Cottage was built by disbanded soldiers who, to be honest, were not carpenters, which was clearly evident once the timbers were exposed. This, however, adds to the mystery, with few clues as to why they used such different means of construction. There were many secrets found in the walls.

Things like charred boards and burn marks in small areas, tenons in the sills (possibly for an addition?), and crudely hewn timbers beside very smooth and accurately hewn ones. There were no records for references. Repairing an old building is more like reading an interesting book with pages missing than a plain construction job!

Since the completion of the



Rose Bank Cottage before restoration began. Photograph: Barry Hiltz



Rose Bank Cottage as it now exists after extensive restoration. Photograph: Barry Hiltz.

work carried out in 1994-95, museum staff have been researching and, little by little, bringing the interior work to a close. One of the main rooms, the parlour, has been a long time in waiting to be finished. During the spring of 2003 the wall finishing was complete to the point where they could be "decorated". Then, after extensive research and with the help of Scott Robson from the Nova Scotia Museum, a period-appropriate wallpaper was chosen

and has finally arrived. We are planning to have the parlour finished by May 1, 2004.

Barry Hiltz is Site Manager, and Lisa Wolfe is Director of Ross Farm Museum. Rose Bank Cottage Hours: November through April, Wednesday-Sunday, 9:30 am to 4:30 pm; May- October, daily, 9:30 am to 5:30 pm. ☒

Hector: *Continued from Page 5*

from Lunenburg and the rest of the planking gang from Pictou. In addition, other craftsmen and labourers were manufacturing items of outfitting required to be installed on and in the vessel before the launch. Nova Scotia red oak was used for the hull planks, and again we ran into the problem of finding sufficiently large trees to do the job. The unsatisfactory wales fore and aft were removed and new ones made. A different tactic was used this time around and it worked. Trees of proper size were found and a boiler and steam box were loaned to the site by Scotia Trawlers, without whose co-operation and expertise this project's completion would have been much more difficult. After thirteen weeks the ship had been completely planked, save for one plank which was driven home by His Worship Mayor Lawrence LeBlanc of Pictou one cold and blustery day in November. The vessel was then sanded, primed, and painted to afford some measure of protection from the winter, and Pictou finally got to see what had been kept secret for so long.

A Difficult and Dangerous Launch

In the spring of 1999 the decision was made to attempt a side-ways launch. As Project Manager, I had always felt that this would be the most economical course, as the piles driven for the launch-ways could then be modified and used to construct the wharf where the *Hector* would lie alongside. After much discussion and consultation it was agreed upon and a design was submitted. This type of launch is much more difficult and dangerous, but the results of a successful one are spectacular. Once the planking was completed, work commenced on the driving of the piles and continued early into the new year. This was very hard and cold work as the tide dictated the schedule and it might have to be done at any time during the day or night. But done it was, and the launch date was

set for less than eight months away, September 16, 2000, at 1:00 p.m. Planning had already started for a three-day celebration commemorating the launch which was billed as a "once in a lifetime" event by the committee of volunteers and town officials.

Spring 2000 arrived and with it shipwrights and caulkers from Lunenburg. Work gangs were organized utilizing the quay's workforce to complement the Lunenburgers. Caulking of the hull, a very time-consuming and arduous process, commenced. All plank seams had to be sanded to bare wood, caulked with cotton, then with oakum and then beaten down by a separate gang, the seams primed, then filled with putty, sanded smooth, primed again and then painted. It was very labour intensive and *Hector* is a very large boat. Ongoing at the same time were the construction of the sliding ways, the construction of the standing ways and the anchoring system to keep all in place. Channels, chainplates and deadeyes were fabricated and installed. Hatches, doors, windows, staghorns, mooring ports, freeing ports and access grates were cut, fabricated, installed, tested and painted. The anchor-handling windlass was manufactured and installed, as were decorative carvings and name boards. Bulwarks were sanded and painted inside and out. Decks were sanded and varnished and the entire vessel was given a final coat of paint and prepared for launch. This was all accomplished by mid-August and the vessel could have been launched at any time with a minimum of three days' notice. This afforded the time for an unhurried preparation, enabling all the traditions and the ceremony to be carried out properly. On Thursday, September 14, the standing ways were greased, covered and waiting for their role. Friday dawned bright and sunny. The final touches were added and festivities started.

A Grand Send-Off

On Saturday September 16, 2000, high winds, heavy rain and lightning forced the cancellation of the launch. People had been lining the waterfront since 6:00 a.m., but it was decided it was too dangerous to proceed as scheduled. All the speeches were made and the launch ceremony proceeded to the point of the blessing of the ship. It was interrupted at this point and re-scheduled for 2:00 p.m. on Sunday the 17th. It was a very wet and sad and sorry crew that left the boat yard that afternoon. All carried the same expression. It is very hard to explain the feeling of helplessness that comes when something like this happens after all the hype and hard work and dedication. But perseverance prevailed, and everyone who was there on Saturday showed up again on Sunday, perhaps even more because it was a beautiful sunny day. Although the wind was just as strong as on Saturday, it had changed 180° for the better, allowing us to proceed. Workers and volunteers, some in kilts, began driving up the ship at 1:00 pm. Two retired shipwrights who had launched numerous vessels at Pictou Industries were asked if they would like to assist. You can guess their answer. Cannons were fired, pipes were played, and the final blessing given. The Honourable Myra Freeman, Lieutenant Governor of Nova Scotia, with the helping hands of three school children, sent a bottle of champagne flying to the stem post of the ship *Hector*. With this act completed, the order was given to release triggers and the *Hector* started down the ways at 2:17:59 p.m. Twelve seconds later at 2:18:11 p.m., after an unanticipated delay of 25 hours, 18 minutes and 11 seconds, the ship *Hector* was afloat in Pictou Harbour after a spectacular launch amid 20,000 cheering participants. It was well worth the wait. As a footnote, the two shipwrights previously mentioned said it was the best launch they

Continued on Page 10

had ever participated in.

Work Continues

Work on the vessel did not end with the launch. In 2001 the services of a master rigger were sought, and the Grand Master of square rigged vessels, Mr. Mike Freeman, was contracted to begin work on the rig. Quay workers were assigned to work alongside him and learn some of the art of rigging. The remaining masts and yards were fabricated along with cross and trestle trees, tops, caps and all of the necessary hardware required to make it work. A block shop was set up as was a rigging loft and carver's studio. Mr. Keith Matheson, who had been doing carvings for the ship on a volunteer basis since 1998, was hired to fill this position. Associated outfit items were worked on including hatches, companionways and the crew's quarters. In September another first was completed in Pictou when the three lower masts, the fore, the main and the mizzen, were all raised and stepped in one day, complete with stays and shrouds. Now she started to look like a ship.

A New Beginning?

As my contract ended in November of 2001, this is as far as I can comment on the construction of the vessel. Work is still ongoing and more sticks are added each year. Hopefully, a decision will be made as to the future of the ship and its uses. But until then, one can only watch and wait.

As a point of interest Pictou used to be a Port of Registry for vessels, but this distinction was removed when governments cut back. Through our local Member of Parliament, Mr. Peter MacKay, Pictou was reinstated long enough so that the ship *Hector* became the last vessel to be registered in this town. Another first or last? ☐

Acadian Lecture Series gets off to a good start

Despite frigid weather on January 15, a good crowd, including a number of new faces, turned out to hear John Johnston, a Parks Canada historian, inaugurate the Heritage Trust's series of lectures on Acadia. The series is in honour of this year's celebrations of the 400th anniversary of the French presence in the Maritimes.

Dr. Johnson's topic was "Imagining Paradise: Visual Depictions of Pre-Deportation Acadia." In the absence of any contemporary pictorial records of seventeenth and early eighteenth century Acadian society, later artists used their imagination to depict the settlements and the people of early Acadia. Much of their imagery was based on the idyllic portrayal of life before the Deportation found in Longfellow's poem "Evangeline." The characters of Evangeline and

Gabriel, their tragic separation and ultimate reunion caught the imagination of nineteenth century readers, and they became symbols of the history of the Acadian people. The poem was published in many different editions and in many languages, some of these editions being illustrated. Dr. Johnson showed how some early illustrators drew on the architecture of English villages to portray the rural homes from which the Acadians, dressed as nineteenth century country people, were expelled. This romantic vision of Acadia gave way in the twentieth century to more realistic illustrations, based on archaeology and historical studies, of houses, dyke-building and everyday life. We also saw examples of a commercial vision of Acadia used in trade marks and promotional material.

JD ☐



An idyllic portrayal of Evangeline and Gabriel surrounded by Acadian villagers.

Did you know?

The RMS *Olympic* and Halifax *by Garry D. Shutlak*

The *Olympic* was the first of a trio of liners built for the White Star Line for transatlantic travel. Built by the shipyards of Harland and Wolff in Belfast, Ireland, her keel was laid on December 16, 1908. She was launched on October 20, 1910, and fitted out by May 31, 1911. She cost the enormous sum of \$7,500,000 American dollars. Her maiden voyage was June 4, 1911. The *Olympic* had two sister ships, *Titanic* and *Britannic*, both of which had abbreviated careers: the *Titanic*, as we all know, sank on April 15, 1912, after striking an iceberg on her maiden voyage; the *Britannic*, under commission as a hospital ship, hit a mine and sank in the Aegean Sea November 21, 1915. Most people are aware of the "Titanic connection" to Halifax, but few are knowledgeable about *Olympic's* Halifax connections.

The *Olympic* was one of the world's pre-eminent ocean liners when she became His Majesty's Troop Transport Ship in September 1915. The following year the Canadian government would ask that the ship carry Canadian troops to Europe. *Olympic's* connection to Halifax begins with her arrival here on March 28, 1912, when she docked at Pier 2, part of the old Ocean Terminals near the foot of Cornwallis Street. For Haligonians, it must have been a glorious site to see four great ocean liners, White Star's *Olympic*, Cunarders *Mauretania* and *Aquitania*, and Canadian Pacific's *Empress of Britain* sailing in close and elegant formation up the harbour to the terminals.

Olympic would make over twenty trips between March 28, 1916, and July 6, 1919. In the three-and-one-half years of ferrying troops across the ocean, she carried some 72,000 soldiers – almost a quarter of all Canadian Expeditionary Forces – to the

front. On return trips she carried passengers and brought the wounded home. She also ferried nearly 60,000 troops home to Halifax, including Canadian Victoria Cross winners, aviator Lieutenant-Colonel (Billy) Bishop and Major Thain W. MacDowell.

During the war, *Olympic* was captained by Bertram Hayes. Captain Hayes, in an article pub-

'She was the first giant ocean liner to dock at the New Ocean Terminals at the coaling pier in March 1919.'

lished in 1931, spoke of the great kindness shown to him and his crew in Halifax, and how proud they were of the name "Old Reliable" conferred on the ship by the people of Halifax. She was the first giant ocean liner to dock at the New Ocean Terminals at the coaling pier in March 1919.

The Royal Mail Steamer *Olympic* visited Halifax on two more occasions, both in August of 1931. Visiting for the first time since 1919, she wore not her various war time greys or dazzle paint but the brilliant colours of the White Star Line: black hull, cream superstructure and gold funnels. Her arrival on August 8 in Halifax on a four-day cruise out of New York carrying over five hundred passengers was greeted with whistles, cannons fired from Citadel Hill, the citizens of the city, former soldiers, and the general public. Over three thousand people were at Pier 20, including Premier Gordon S. Harrington, Mayor George Ritchie, and Captain R.G. MacKay, president of the 85th Battalion Club. Captain MacKay had the honour of presenting *Olympic's* Captain E.L. Trant with the Nova Scotia flag. Among the other dignitaries present were Colonel Earl C. Phinney and Alfred N. Jones, agents for the White Star Line. The former band

of the 85th, now known as the Pictou Highlanders, kilted and wearing red tunics, played under the direction of Captain Dan Mooney. The ship was opened to the public and a good time was had by all.

Olympic's final visit to Halifax was a cruise from New York with 640 passengers. She arrived at seven in the morning and departed at seven in the evening on August 29, 1931. On this visit she flew the Nova Scotia flag from her foremast.

In 1935, *Olympic* was decommissioned by Cunard-White Star and much of her interior furniture and fittings were auctioned off. The auction lasted for ten days, and it was not until September of 1937 that the demolition was complete. The ship has lived on in the memories of our World War I veterans, and in Halifax was remembered when Victor Beed decided to name his new dance hall the "Olympic Gardens."

If any members of the Trust or readers of *The Griffin* have pictures of the ship, especially in Halifax, I would like to see them.

Garry Shutlak has been one of The Griffin's longstanding and most faithful contributors. His wonderful miscellany of facts and stories is woven into articles on a variety of topics about the heritage of our province and wondering... "Did You Know?" ☒



George Wright & the Women's Council House *by Amanda Rafuse*

Like most university students, I spent last summer working. My job, however, was not typical. I did not work in a store, as a tour guide or even as a camp counselor. I spent my summer in a one-hundred-year old mansion in the South End of Halifax, studying the history of its first inhabitant, George Wright, and its current inhabitant, the Women's Council of Halifax.

Wright commissioned J.C. Dumaresq to design a mansion at the end of the nineteenth century. Wright wished to erect the home on the new Young Avenue and, therefore, had to follow strict building codes; for example, the home could cost no less than \$5000 to build and must be of a respectable design.

Dumaresq chose to design the home in the eclectic Queen Anne Style. Popular at the time, it is an interesting mixture of classical and gothic features. It was completed by 1904, and Wright lived there until his demise upon the luxury liner SS *Titanic* in 1912.

Wright also commissioned Dumaresq to build commercial property on Barrington Street. Both St. Paul's Building and the Wright Building still stand today. St. Paul's building was designed in the popular "corner style," which allowed for window space along two streets. The well-

known cough remedy, "Buckleys", was first sold from the St. Paul's ground-floor level space. The Wright Building was designed in the innovative Chicago style. The forerunner of contemporary high-rise buildings, the Chicago style allowed buildings to be taller and stronger and, indeed, the Wright Building was the tallest and most colourful building on Barrington Street at the time.

George Wright was well known in elite circles, not only for his prolific building endeavours, but also for his work in the Temperance Movement. He donated large sums of money to charitable causes, including the Women's Council of Halifax. He often travelled, giving talks about the ills of society and prescribing solutions. He was noted as being the dire enemy of cursing and drinking. Wright did not just talk about the ills of society, but was active in trying to remedy them, including the ill of poverty. He conducted a bit of a sociological experiment and built seven mansions along South Park Street; directly behind these he built duplexes for the lower classes (the present day Wright Avenue). Never before had the poor been consciously placed so close to the rich.

Wright very much loved to travel for leisure, and enjoyed a winter abroad in Europe in 1911-

12. His plan was to return to North America upon the SS *Titanic*. Days before departing, Wright drew up his will in London in which he left thousands to charity, and his property at 989 Young Avenue to the Women's Council of Halifax.

Wright was one of several millionaires to die on the *Titanic*. Other Halifaxians on the ship did not recall seeing Wright, nor did he travel with a companion. His body was never found. Friends recall Wright as an early retiree and deep sleeper. Stewards on the ship were ordered to lock the doors to all the luxury suites as the ship was beginning to sink. Is it possible that he never awoke when tragedy struck? Or that he was locked in his room and could not find his key? It is a mystery that will never be solved, but Wright is a man who will never be forgotten. His generous support of the Women's Council of Halifax is still fondly remembered today by all those who visit the house.

Amanda Rafuse was hired by the Heritage Trust as a summer student to work on research about George Wright, put materials on display, prepare a brochure and set up "mini" exhibits about Wright, the house and the Titanic. ☒

HTNS Public Lectures for Spring 2004: l'Année de l'Acadie

Thursday, March 18, 7:30 pm

"Acadian Cemeteries: Windows on a Community: (the post-Deportation Acadian cemeteries of Nova Scotia)."

Speaker: Dr. Sally Ross, historian and translator. Co-author of the *Acadians of Nova Scotia*; author of *Les écoles acadienne en Nouvelle Ecosse, 1758-2000*.

Thursday, April 15, 7:30 pm

"The Acadian Dykes".

Speaker: Professor Sherman Bleakney of Acadia University.

Author of *Sods, Soil and Spaces: the Acadians at Grand Pré and their Dykeland Legacy* (forthcoming).

Thursday, May 20, 7:30 pm.

"Grand Pré and the Acadian Identity".

Speaker: Barbara LeBlanc, ethnologiste, Université Ste. Anne, author of *Postcards from Acadie*.

Thursday, June 17, 8:00 pm

(following the AGM)

"Annapolis Royal/Port Royal, the first 200 years".

Speaker: Brenda Dunn, historian. Author of *Annapolis Royal/Port Royal: the first 200 years*. (To be published in June 2004.) ☞

HTNS helps save historic Mackie House *by Graeme F. Duffus*

In December there was a newspaper story about the Mackie House in Ketch Harbour which had been partially destroyed by Hurricane Juan. The Mackie House, built in 1847, is both a Registered Municipal and a Provincial Heritage Property. The Mackies' son was the pilot of the famous *Mont Blanc*, which exploded in 1917 causing extensive damage to much of the North end of Halifax. Notable among the owners of the house over the years is Kay Hill, a well-known writer of books about Nova Scotia and of the radio drama, "The Gillens," and an artist, who lived in the house for 25 years.

Damage to the house was extensive. The hurricane tore off the entire back, which contained the kitchen, and damaged the siding, roof and windows. The current owner of the house, Gary Brown, well-known for his carvings of ship's figureheads, was forced to move out until the house could be repaired and once again be fit to live in. He and his wife had hoped to be able to move back in for Christmas. But, there was a problem. The house, heated as it was by a wood stove and fireplace, was not insured. Mr. Brown applied for disaster relief in order to re-build. Unfortunately, he received less than the full amount required to make the building habitable and was unable to complete the minimum work required. In order to adequately heat the house a new brick chimney with a metal liner is required for the wood stove. Cedar shingles are required to complete the front and side and the entire back of the house. Modifications to the furnace or another chimney are also required. Labour for the siding is also needed as Mr. Brown's disability renders him unable to do this kind of work. The cost of carrying two homes has proved to be too much, and the Browns have

March 2004

had to move back in despite the state of disrepair.

Mr. Brown's plight came to the attention of the Trust and, as Vice President for Heritage, I was asked to visit Mr. Brown and see what assistance was needed. I presented my report to the Board of the Trust at their meeting on January 31, 2004. There was over-

whelming support to assist this Heritage Property owner, and a motion was passed to provide a substantial sum for assistance to help save the property. This was an extraordinary situation, and my thanks to the Board for their wisdom and compassion. ❏



Above, the exterior of the Mackie House, Ketch Harbour, showing extensive damage from Hurricane Juan in September 2003. Below, the fireplace that provided one of the main sources of heat for the house. Photos courtesy Graeme Duffus.



The President's Report

These are busy days at the Heritage Trust. On the activism front, at the time of writing this note, we are involved in negotiations in an attempt to save four heritage buildings on Franklyn St. in Halifax. I attended before the Peninsula Community Council to speak to those issues on February 16th. In downtown Halifax, the Trust has formally opposed a 19-storey hotel to be built on the site of the Midtown Tavern. The building is of such a height that it would be the first building visible from the courtyard of the Citadel. We have formally intervened at the URB to support the city in its

refusal to allow a 27-storey condominium building at the Brewery next to many heritage properties. The hearing is set for April.

On a more general front, we are currently employing a architecture student to assist in researching buildings to maximize registration of heritage buildings in downtown Halifax. Our website has been redesigned and improved. The lecture series centring on Acadian issues is moving forward over the first four months of the year. The Trust has financially assisted the owner of a provincially registered heritage property in Ketch Harbor. On

Heritage Day, I was part of a panel on Maritime Noon speaking on heritage issues.

On the drawing board, we are planning a conference in the fall of all of the heritage groups in the province, and we are hoping to commence the first of annual house tours in Halifax. An art auction, with pictures of historic properties, is planned for early 2005.

Tempus Fugit
Alan Parish ☒

l'Année de l'Acadie: 400 years in Nova Scotia

West Pubnico is where to go.

For further information, phone 902-762-3380 or www.museeacadien.ca

March 15-19

Exhibit of vintage pictures, Acadian artifacts, of the region.

April 7, 26, May 2, 7:00 pm

Presentation on Champlain and de Monts. Musée Acadien and Archives.

April 21

Tasting: traditional Acadian food (*fricot au poulet*).

May 5-November 7:00 pm (first Wednesday, monthly)

Kitchen parties (music, traditional food). Musée Acadien.

June 1-September 30

Exhibit: Acadian History and Genealogy (maps, documents).

June 1-October 15

Big Acadian Party (re-enactment of the arrival of the French) and guided tour: reconstruction, restoration and preservation of an Acadian village. Village Historique, 902-762-2530 or www.tusket.com.

June 5 or 12

Museum Day at the Musée

acadien: exhibits and traditional food, games, arts & crafts; history and genealogy.

June 21

National Aboriginal Day: history, costumes, artifacts.

Cheticamp

March 14

Traditional Costume Parade: Let the "mi-carêmes" begin.

Grand Pré

May 1

Opening of the Acadian Cross historical site, where the deportation of 1755 began.

Truro (Colchester Historical Museum)

May 8, 2:00 pm and May 23, 2:00 pm

Exhibit: "Cobequid:1689-1755.

Acadian Life"(with entertainment on May 23)

May 27, 7:30 pm

Speaker: Sherman Bleakney, "The Acadians' Dykeland Legacy"

Annapolis Royal/Port Royal

May 15-October 15

Fort Anne National Historic Site

and The Port-Royal National Historic Site (The Habitation)

Amherst (Chignecto)

June 1-October 15

Exhibit: The Way of Life of the Acadian Settlers in Chignecto.

South Shore

May 8, 9, LaHave:

Re-enactment of Champlain's Landing. Risser's Beach and Green Bay. Fort Point Museum open both days. Sunday, 4-7: Lobster supper, LaHave Fire Hall. Information: 902-543-5297.

May 16, 3:00 pm, Port Mouton:

Re-enactment of Champlain's landing (and the sheep falling overboard). Lobster salad supper, 4-6, West Queens Community Centre. ☒

Le Congrès mondial acadien 2004, featuring family reunions, takes place from July 31-August 15 throughout the province. Hundreds of events. Info: 902 424-2227 and www.cma2004.com

Programs sponsored by other societies

Acadie: Events begin in spring 2004 for l'Année de l'Acadie.

Website: www.acadie400.com

Acadian Museum and Archives

West Pubnico, NS. Contact: Diane Poirier, 902-224-2170

Amherst Township Historical Society

c/o Cumberland County Museum, 150 Church Street, Amherst. Contact: Barb Thompson, 902-667-2561. Meets six times year, last Tuesday of the month at 7.30 pm

Argyle Municipality Historical and Genealogical Society

Tusket, Yarmouth County.
www.argylecourthouse.com

Art Gallery of Nova Scotia

1723 Hollis Street, Halifax. For details on hours, admission, exhibitions, lectures, films, concerts, tours, etc., contact Jeff Grey, 424-2903

Bedford Heritage Society

9 Spring Street, Bedford. Dates, times of meetings, programs, etc., contact Marvin Silver, 835-0317

Charles Macdonald Concrete House of Centreville

19 Saxon Street, Centreville, NS. Contact: Fred Macdonald 902-582-7901, or Stephen Slipp 455-0133

Canadian Authors Association- NS Branch

Meets 2pm fourth Saturdays, September to May, in various venues. Contact: Murdina Skinner 434-5658.

March 2004

Writing Contest for Grades 5+6: Topic of your own choice (fiction or non-fiction): prose entry - 100-200 words; poetry entry - 50-60 words. Please submit before April 30.

Chester Municipal Heritage Society

Old Chester Train Station or Box 629, Chester, NS B0J 1J0. Contact: Gail Smith, 902-275-3266

Colchester Historical Museum

29 Yonge Street, Truro, NS. Contact: 902-895-6284

March 2-April 8

Exhibit - Frank Fulton: The Man, The Art, The Iron. Features 138 iron sculptures by local artist, the late Frank Fulton. Full of wit and imagination these pieces depict many well-known people of Colchester County as well as some abstract pieces

April 17, 8am-noon

Annual Yard Sale

May 8, 2pm

Exhibit Opening: "Cobequid: 1689-1755. Acadian Life in Colchester". Features a model of an Acadian home, Acadian kitchen, clothing. Continues until late fall.
June 12, 2-4 pm Museum Day Weekend - Children's Acadian Day, play games, listen to music.

Cole Harbour Heritage Farm Museum

471 Poplar Drive, Dartmouth. Contact: 434-0222

Costume Society of Nova Scotia

Meets 7.30 pm, third Monday of the month, September to March at Nova Scotia Centre for Craft and Design, 1683 Barrington St., Halifax. Information: contact 454-2266

March 16, 7:30 pm

"Acadian Costumes and how they present themselves today", Sally Erskine Doucet. All Nations Church, 2535 Robie Street, Halifax.

Dartmouth Heritage Museum Society

Evergreen House, 26 Newcastle Street, Dartmouth (former home of Dr. Helen Creighton). For hours, events, etc., contact: 464-2300.

February 5-April 3

Exhibit: "A Room with a View".

Dartmouth Cove, a history, from 1749.

Federation of Nova Scotian Heritage

Information - contact: 1-800-355-6873

Friends of the Public Gardens

Sat. March 27 at 9:30 am, NS Museum, Summer St. "The Storm in the Gardens: Juan & Beyond". Speakers: (Alex Wilson & others) and Annual General Meeting. Contact: 425-1057

Friends of McNabs Island Society

Contact: 434-2254

Fultz House Museum

33 Sackville Drive, Lr. Sackville, NS. Information - contact Dale Major, 865-4832.

Genealogical Association of Nova Scotia

March 23, 7:30 pm

"Genealogical Research in Europe".

Speaker: Emery Fanjoy, genealogist.

April 27, 7:30 pm

"Researching Black Loyalist History and Genealogy". Speaker: Debra Davis-Hill.

May 8, 3:00 pm

"Bill Gerrior's Master Chart

Genealogical System". Speaker: Wm. Gerrior

Events in Akins Room, Public Archives of Nova Scotia.

Contact: 454-0322

HRM Library: Alderney Gate Branch

60 Alderney Drive, Dartmouth.
Information: 490-5745. Public lecture series: "The Common House: Domestic life and architecture in Nova Scotia, 1750-1840".
Tuesdays, 12 noon, until April 6:
speaker: Richard Field

Kings County Historical Society/Old Kings Courthouse Musuem

37 Cornwallis Street, Kentville, NS.
Monday-Saturday, 9 am- 4 pm.
Contact: 902-678-6237.

Lunenburg County Historical Society

LaHave Fire Hall, LaHave, NS.
Regular meetings, Tuesdays, 7 pm.
Contact: Jane Houser, 902-634-3489.
May 8-9
Festival Champlain Opening Weekend, Fort Point Museum.
Information: Leslile Anderson, 902-688-2062.

Mahone Bay Settlers Museum/Cultural Centre

578 Main Street, Mahone Bay, NS.
Contact: 902-624-6263

Mainland South Heritage Society

Captain William Spry Community Centre, 10 Kidston Road, Spryfield, Halifax. Meets on last Thursday of each month at 7:30 pm. Contact: Iris Shea, 479-3505.
Thursday, March 25, 7:30 pm
Speaker: Adam Langley, Director, Heritage Explorers, on "Heritage Explorer Programs".

Maritime Blacksmiths Association

Contact: Barry Allen, 454-2266.

Maritime Museum of the Atlantic

Lower Water Street, Halifax.
Information: 902-7490.
March 23, 7:30 pm
"Mastering the Tall Ships". A review of 2000, by Randy Schurmann.

Memory Lane Heritage Village

Lake Charlotte, NS Information - contact: 902-845-2501, or 1-877-287-0697

Northwest Arm Heritage Association

Contact: Guy MacLean, 429-9412

Nova Scotia Archaeology Society

Meets at NS Museum of Natural History, Summer Street, 4th Tuesday of the month, September-May.
Contact: Rob Fergusson, 426-9509.
Tues. March 23 at 7:30 pm
at NS Museum, Summer St.
Topic: "A Nova Scotia Time Travel Project: Predicting the Past".
Speaker: Danny Dyke
Tues. May 25 at 7:30 pm
Fabulous Finds: Second Annual Show and Tell. (Bring your items.)



Nova Scotia Lighthouse Preservation Society

Maritime Museum of the Atlantic, 1679 Lower Water Street, Halifax.
Contact: 424-7490
March 20
Come and make a model of the Margaretsville Lighthouse. For children ages 6-12. Contact: 423-8034

Parkdale-Maplewood Community Museum & Fairground

Barss Corner, Lunenburg Co., NS.
Contact: 1-800-344-2021

Rockingham Heritage Society

For meetings, venues, program, contact Carol Worrell, 443-7073

Royal Nova Scotia Historical Society

Website: www.nsga.ednet.ns.ca/rnshs.
Contact: Janet Guildford, 450-5200
March 17, 6 for 6:30 pm
Annual Dinner Meeting, Dalhousie University Club. "Even if I cannot finish...Winthrop Bell and his Register".
Speaker: Terry Punch. Call Janet Guildford, 454-5200, or Henry Roper, 423-6894, for tickets, \$32.
April 21, 7:30 pm
"The Women of St John: St. John Ambulance Helping out in Post-War Halifax". Speaker: Fran Gregor. Public Archives of Nova Scotia, Halifax.
May 19, 7:30 pm
"Halifax: The Wharf of the Dominion, 1850-2004". Speaker: Jim Frost. Legislative Council Chamber, Province House.

Scott Manor House and Ft. Sackville Foundation

15 Fort Sackville Road, Bedford.
Contact: 835-5368

Urban Farm Museum Society

Contact Jean White, 477-2933
Saturday, March 13, 2-4:30 pm
Emmanuel Church, 322 Herring Cove Rd. Fifth Annual "Seedy Saturday": buy, sell, share, trade, seeds. Heritage and non-hybrid vegetables, flowers, native plants.

Wallace and Area Museum

Events held year 'round. Children's Day every second Saturday.
Contact: 902-257-2191; e-mail: remsheg@auracom.com

Waverley Heritage Society

1319 Rocklake Drive, Waverley.
Contact: Annie Smith, 861-2427.

Yarmouth County Museum/Historical Research Library

22 Collins Street, Yarmouth, NS.
Contact 902-742-5539 ☒