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The Griffin

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3 ARTIST Jan Davison

4 AWARDS Heritage Trust 2015 Awards Ceremony, Royal Artillery Park, Halifax

6 LECTURE Clair Rankin – St Peter's: the Village on the Canal
Janet Morris

8 RURAL HERITAGE Documenting the Surviving Barns of the Eastern Shore
Gordon Hammond

12 LECTURE Don Chard – Moving the Home: the Halifax Protestant Orphanage,
its Buildings and the Children who Called Them Home (1857-1970)
Linda Forbes

14 AWARDS Award to Barry MacDonald for Excellence in Supporting Heritage Conservation
Dan Conlin

The Griffin

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Nova Scotia**

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Cover image: Detail from LaHave Bakery, by
Jan Davison, 2015, acrylic on board, 30" x 40"
(courtesy of the artist)

President's Report



Joe Ballard

Preservation supporters have battled with threats of demolition for as long as there has been heritage demolition. The preservation movement favours sentimental and humanistic arguments. There is no doubt these have merit but they also have a problem – they are not universally appreciated. There is another argument that is almost exclusively ignored by preservationists – one that, as it happens, uses the same language as financial decision-makers the world over. The argument I refer to is economic and the language used by decision-makers is called managerial accounting.

Now, before you debate whether you should sell your souls to such a crass concept, let me tell you that managerial accounting is not as cold and avaricious as it sounds. It is a decision-making tool that dovetails surprisingly well with preservation needs and concerns. Managerial accounting differs from financial accounting in that it places more emphasis on the future, more emphasis on non-monetary data, is not governed by generally accepted accounting principles, and draws heavily on other disciplines. It supports planning concepts that, quite frankly, need to be employed to successfully challenge the prevailing and flawed wisdom of development =

jobs = economic growth.

One cost concept of managerial accounting that should have greater consideration in demolition decisions related to built heritage is opportunity cost – the cost of an alternative that must be forgone in order to pursue a specific action. In the demolition and re-development of heritage sites, opportunity costs take two forms: costs weighed by the developer and costs weighed by the public and government. The developer must consider the opportunity cost associated with the demolition of the historic building – a capital asset that presumably also has a productive use (the ability to generate revenue). A vacant lot will generally be more attractive to a developer as it is unencumbered by the same opportunity costs. For the public and government, the development of a vacant lot is also a better choice for it offers an accretion in developed property contributing to municipal taxes and economic activity and the retention of an historic building (on a non-vacant lot) with its subsequent economic impact (property tax, property management, heritage building trades) and productive use (revenue generation). All of these are opportunity costs incurred by the public and government in the case of demolition but they are almost never identified as such. Their identification forces a healthy reconsideration of the illusion of just how much (or little) net economic growth is actually created by a perpetual cycle of demolition and construction.

The point is to begin using the decision-making tools of business and the language of commerce in order to articulate heritage preservation arguments that have economic implications. If you don't, be prepared to be dismissed as a latte-sipping, sentimental flower child. If you disagree, write me at president@htns.ca – but first, scan any social media comments associated with news articles that report on the redevelopment of built heritage sites.

ARTIST

Jan Davison

Jan Davison is a painter from Halifax, Nova Scotia. Her work features local landscapes and architecture. A Bachelor of Fine Art graduate of the Nova Scotia College of Art and Design, Davison has worked as Artist in Residence at the Maritime Museum of the Atlantic and as Editorial Illustrator for the *Chronicle Herald*. While studying abroad in London, England, and later residing in France, she created artwork for a broad range of clients and collectors.

Currently Davison's work is represented by Argyle Fine Art Gallery in Halifax and she also works with individual clients on commissions of homes, properties, and landscapes from Nova Scotia and elsewhere across the globe. Davison is the Creative Arts Coordinator for the non-profit organization, Laing House, and enjoys teaching others to create their own art.

To view more of her work, please visit her website: jdavisonart.com.



Hydrostone, by Jan Davison, 2015, acrylic on board, 24" x 30" (courtesy of the artist)



Edna (corner Gottingen Street and Portland Place, Halifax), by Jan Davison, 2015, acrylic on board, 24" x 30" (courtesy of the artist)

Heritage Trust of Nova Scotia
**Illustrated Public
Lecture Series**

April 21 7:30 pm
James Macnutt

**Historic Courthouses
of the Maritimes**

May 19 7:30 pm
John Ashton

**A Lost French Settlement
in Eastern Nova Scotia**

June 16 7:30 pm

AGM and speaker TBA

(AGM starts at 7:00 pm)

Museum of Natural History Auditorium
1747 Summer Street, Halifax
entry off parking lot
(doors look closed but will be open)

Information: 423-4807

Facebook: Heritage Trust Nova Scotia

Twitter: @HTNovaScotia

Heritage Trust 2015 Awards Ceremony, Royal Artillery Park, Halifax

On a crisp sunny Heritage Day (Joseph Howe Day, 15 February 2016), a crowd of more than 80 assembled in the historic Officers' Mess, Royal Artillery Park, to celebrate the 200th Anniversary of the Mess, completed in February 1816, and to recognize the recipient of the Heritage Trust's 2015 Award for Excellence in Supporting Heritage Conservation.

The event began with the arrival of the Lieutenant Governor of Nova Scotia, His Honour Brigadier-General the Honourable J.J. Grant, CMM, ONS, CD (Ret'd). This was announced by Heritage Trust Life Member and Town Crier Blair Beed and the firing of the Citadel Hill gun. Opening remarks by HTNS President Joe Ballard and a welcome from Lt-Col. D. Warren Smith, CD, President of the Officers' Mess Committee, Royal Artillery Park, led the program. His Honour the Lieutenant Governor brought greetings, during which he announced his recent acceptance of the invitation to be Patron of the Heritage Trust of Nova Scotia. Also present to offer greetings were the Honourable Tony Ince, Minister of Communities, Culture and Heritage for Nova Scotia, and Councillor Lorelei Nicoll on behalf of HRM Mayor Mike Savage. Anne Turner Snyder, daughter of the late Colonel Malcolm Turner, CD, former Commander Atlantic, reminisced about her teen years at Royal Artillery Park, when her family lived in the Commanding Officer's residence in the late 1960s.

Noted architectural historian Elizabeth Pacey, CM, DCL, author of *Georgian Halifax*¹ and other books on the built heritage of the Maritimes, presented an illustrated talk on the history of Royal Artillery Park and associated buildings. The Commanding Officer's residence and the Officers' Mess are the survivors of a row of four wooden structures from the early 1800s originally built facing the Citadel across Sackville Street². As Elizabeth Pacey states in her book (p. 38), "the two buildings are the only



Town Crier Blair Beed, Trust President Joe Ballard, Major Peter Dawson of the Princess Louise Fusiliers, Joanne McCormick, President of the Nova Scotia Lighthouse Preservation Society, Lieutenant-Colonel D. Warren Smith CD, President of the Officers' Mess Committee (in back), and Lieutenant-Commander Brenda Nelson, Aide-de-Campe to His Honour the Lieutenant Governor (Griffin photo)

remaining examples of numerous domestic wooden structures used by the army regiments stationed in Halifax in the Georgian era."¹ The need for a Mess was recognized in July 1810, and plans were prepared the following year for a structure with accommodations for three subalterns in addition to the large mess room (where we gathered for this event). The building was designed to be very similar in floor plan to the Commanding Officer's residence, completed in 1805, and deliberately copied other features of the earlier building, including the central gable and fanlight on both front and rear elevations. Additional land had to be acquired to allow for this addition to the Park, accounting for the unusual bend in Queen Street today. The War of 1812 and a shortage of fit and skilled labour delayed construction, but as of New Year's Day 1816 it was "still in progress and nearly finished"¹. Elizabeth Pacey pointed out a number of typical Georgian features in the room around us, including the arched doorways and fine reeding in the mouldings

and fireplace.

The 2015 Heritage Trust Award for Excellence in Supporting Heritage Conservation was presented by Laura MacNutt, Chair of the Awards Committee, to Barry MacDonald, former President of the Nova Scotia Lighthouse Preservation Society, long-time advocate for heritage lighthouses across Canada, and a recognized expert in the history, architecture, and technology of lighthouses. The citation was presented by Dan Conlin, Curator at the Canadian Museum of Immigration at Pier 21³. As former Curator at the Maritime Museum of the Atlantic, he noted that Barry MacDonald was a valued advisor and had facilitated the acquisition of several items in the museum collection.

The event concluded with a ceremonial cutting of the cake by His Honour the Lieutenant Governor and Lt-Col. Smith, a Loyal Toast to HM The Queen proposed by His Honour, a drawing for a door prize courtesy of Petite Rivière Winery, and refreshments.



Officers' Mess, Royal Artillery Park, Halifax, after a several-days thaw following the Heritage Day event; the incompatible covered entry will be removed in upcoming renovations (Griffin photo)



His Honour the Lieutenant Governor addresses a packed room in the Officers' Mess (Griffin photo)

¹Pacey, E.1987. *Georgian Halifax*. Hantsport: Lancelot Press, 160 p.

²A photograph showing part of this row of buildings in 1880, including one without the central

dormer, was published in an article on Royal Artillery Park in the December 2015 issue of *The Griffin* (vol. 40, no. 4, p. 5).

³See page 14 (this issue).

Clair Rankin - St Peter's: the Village on the Canal

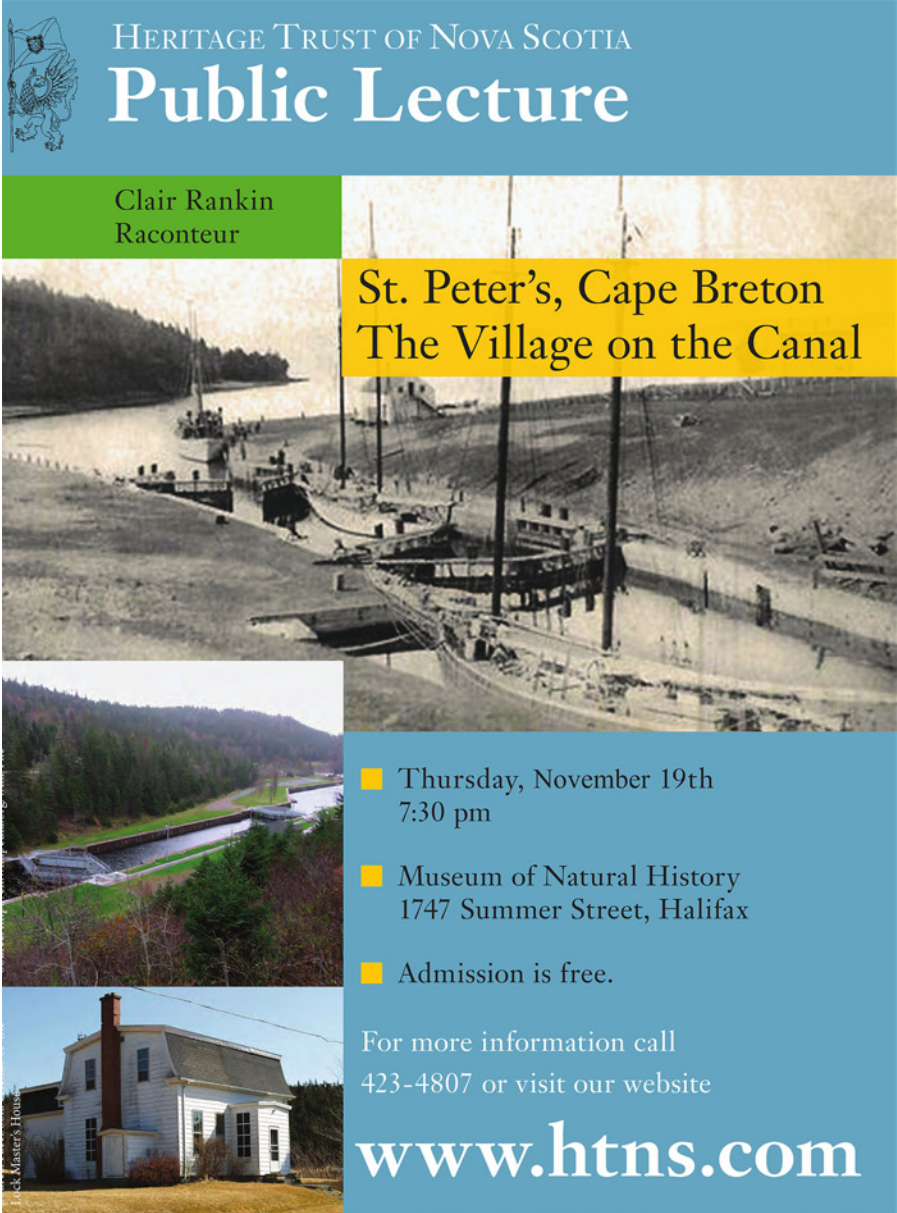
Janet Morris

In November 2015, Heritage Trust members and others took a trip to St Peter's, Richmond County, with Clair Rankin, raconteur extraordinaire. We postponed reporting this talk about a Cape Breton community until now (the talk itself was postponed twice!) because St Peter's seems a good place to break away to in the spring, or to visit on a summer's day. Spring is coming.

The talk took place in the Museum's main-floor gallery, in an enchanting forest setting (yes, fake trees) but still better for imagining the portage route to the Bras d'Or Lakes as it would have been experienced by the Mi'kmaq who visited the area for thousands of years. There are five Mi'kmaq settlements in the area today.

Early European settlers were preceded by Basque fishermen, who established a summer fishery in the 16th century. The French did not arrive until almost 100 years later, when they built a small, fortified settlement in the 1630s. The first European to come and stay was Nicolas Denys, who documented the place in his 1672 history, *The Description and Natural History of the Coasts of North America*, published in English translation by The Champlain Society in 1908. This book is one of the best sources on how the Mi'kmaq lived when Europeans first encountered them. Denys built a timber haul-over road, which was used to pull his ocean-going boats over the portage to the Bras d'Or Lakes. The beleaguered fort changed hands between the French and the British five times during Denys' sojourn – a battlefield of empires. Yet it was a fire in 1669 which wiped out the fort and the settlement; thereafter, Denys settled in what is now Bathurst, New Brunswick. His contribution to St Peter's is celebrated in a Museum built by the community as their Centennial Project in 1967.

The village of Port Toulouse was settled in 1715, two years after the



HERITAGE TRUST OF NOVA SCOTIA
Public Lecture

Clair Rankin
Raconteur

St. Peter's, Cape Breton
The Village on the Canal

- Thursday, November 19th
7:30 pm
- Museum of Natural History
1747 Summer Street, Halifax
- Admission is free.

For more information call
423-4807 or visit our website
www.htns.com

Poster by Arthur Carter

Treaty of Utrecht. Construction of Fort Toulouse began nearby in the same year. It may have been expanded in 1731-1734, when the village consisted of 15 buildings and garden plots in a line along the shore¹. Both the fort and the village were destroyed by the British in 1745, but were rebuilt after the French regained Cape Breton in 1748. The new fort of wooden palisades was burned

by the British after the fall of Louisbourg and the village was renamed St Peter's. The location, east of the canal, is now a National Historic Site, protecting the archaeological remains of Port Toulouse and its fort. The French built a road from Port Toulouse to Louisbourg, the first recorded road in Cape Breton.

In 1793, the British and French were again at war, and the British built a fort



SS Marion in the lock, St Peter's Canal, circa 1880, photograph by Theodore Keisel (Harold Medjuck Collection, reference number 78-724-2474, Beaton Institute, Cape Breton University)

at the top of the hill, Mount Granville, overlooking the town. No shot was ever fired from this fort, which was manned only five years before being abandoned. No structure remains there today, but the site does offer a panoramic view of the village.

The wooden portage road was superseded by a canal, which was started in 1854, but not completed until 1869. As soon as it was opened, it had to be widened, and then widened again in 1915. The excavations produced rock and debris which partially infilled St Peter's Bay. Later, during the World Wars, the canal was an important route, as ships could avoid the ocean infested with German U-boats. The canal is 800 metres in length; the lock is 91 m (~300 ft) long and 14.5 m (47 ft) wide. The tidal nature of the Bras d'Or lakes necessitates double gates, as the lake is sometimes lower than the ocean. The lock gates are the only example of their kind in North America. A swing bridge has spanned the canal since 1869; the current one-lane bridge is a repurposed railway bridge from northern Ontario. A new, two-lane, swing bridge is slated to open in 2017 and will be the fifth bridge since the canal opened. The canal, now

a National Historic Site, is an integral part of the life of St Peter's and is the site of an annual community swim.

The lockmaster's house, built in 1878, was recently slated to be torn down, but a public outcry changed plans. The house will now be restored at a cost of about \$800,000, including removal of UFFI, and the Denys Museum will be relocated there.

Steamer service through the canal connected Bras d'Or communities, Sydney, and the west coast of Cape Breton. Vessels such as the *Marion* passed through regularly, as seen in a photo from about 1880. The railway reached St Peter's in 1903 and operated for 75 years; the station is now a senior citizen's club. The railway right-of-way is now a walking trail, and Battery Park, site of the British Fort, provides an overview of the area. The lighthouse originally had an attached house, but the remaining structure stands solo.

Pictures of the community as it once was show several large buildings. Two hotels graced the town at one time. Morrison's store, once the largest building on Cape Breton Island, is gone. Sadly, an 1860s house, the oldest remaining in the town and most recently a

telephone office, was torn down in December. One historic building remaining is the former home of the famous Nova Scotia photographer Wallace MacAskill. One of four plaqued houses in Richmond County, it is now a museum. Other prominent past residents of St Peter's include Lawrence Kavanagh Jr, who was the son of an Irish immigrant, arrived in 1777, and became a leading merchant¹. He was the first English-speaking Catholic to hold a seat in a legislature in the British Empire (six years before the right was won in Britain). And well-known author Farley Mowat lived nearby for 40 years; his wife still summers there. Mowat donated his land to the Nature Conservancy of Canada.

Despite a perhaps more glorious past, the existing town of 700 remains a centre for the county, with a catchment area of 5000 people. There is much to see, to do, to learn and to enjoy in this community on the canal.

¹Wallace, Birgitta. 2012. Fort Toulouse and Port Toulouse. *Historica Canada*, on-line at <http://www.thecanadianencyclopedia.ca/en/article/fort-toulouse-and-port-toulouse/> (last revised 2015, accessed 2016-03-06).

Documenting the Surviving Barns of the Eastern Shore

Gordon Hammond

I first became interested in the barns of the Eastern Shore when I moved to Clam Harbour from Toronto in the early 1970s. I was struck by the size of the barns (they were generally much smaller than the barns in Ontario) and by the variety of styles and materials used to build them. For the next forty years I watched these barns slowly vanish from the landscape before I found time, in 2011, to start documenting those that remained.

For the purposes of this project, I defined the area of study as the coastal fringe of eastern HRM (Halifax Regional Municipality) from Ecum Secum to Lawrencetown. My definition of a barn was a building *primarily used to house a family's farming and/or logging livestock and associated equipment*. Thus I specifically excluded buildings that were 'barnlike' in nature, such as a stagecoach or carriage building or a wagon shed. The last parameter was that the barn should have been built before 1950.

... roughly 90% of the barns are three-bay English barns ... rectangular in footprint with a pitch roof, gable ends on the shorter walls, and access doors on the longer side

Before starting the fieldwork, I was able to establish that the coastal fringe had soils and/or climate that made farming challenging as a stand-alone enterprise, and that the farming itself was more in the nature of a smallholding, supplementary to other occupations, such as fishing or forestry. More generally, the farm population in this region was in decline from about 1900 onward, but still marginally important up to WW II. The fieldwork to date has confirmed this general pattern, although there are a few barns (three of the 52 surveyed to date) associated with more commercial farming operations.



Typical three-bay English barn with centre-bay threshing floor, Moser River



Hinge made from horseshoes by Fisher Homan, ca. 1930, Moosehead

Finding the barns was undertaken systematically by starting at Ecum Secum and proceeding westward, driving every side road, as well as the No. 7 Highway in both directions. Driving all roads in both directions turned out to be important because many barns would be hidden from roadside viewing by trees, with just glimpses available. Equally important was the need to have a driver, in this case my intrepid wife,

Charlotte.

As each barn was 'discovered', I would photograph all four sides, together with close-ups of any distinctive features such as doors, windows, corner and eaves detailing and hardware. Next I measured the footprint of each barn and the sill to top-plate height. This allowed me to calculate the volume of the barn by taking the rectangular volume area and adding 50% to allow for the hayloft



Dutch-style barn, built by John Eisan in 1874, Ship Harbour

volume under the peaked roof (only one barn to date has an essentially flat roof). Most of the time I was also able to photograph the inside of the barn. This proved important, as it provided information about whether or not the barn was built using materials salvaged from other buildings, which was quite common. Interior photos also allowed me to determine if the main structural timbers were hand-hewn or milled, and how the barn was organized internally. If I was unable to gain access, doors, window and “portholes” (small openings for removing manure from the animal stalls) on the facades were very reliable indicators of the interior configuration.

Before carrying out the physical documentation, I would try to find the owner of the barn to seek permission and, if none could be found, I would ask the nearest neighbour. This procedure worked well because I would invariably be able to find out something about the history of the barn, its name (for example “Ray’s barn” could be how the barn was known locally even though Ray had been dead for many years), when it was built, when it was last used and for what purpose. This procedure could bring to light facts that were otherwise not obvious, for example if the barn had been moved, reduced in size, or even re-purposed (two of the barns were formerly houses).

... the oldest barn documented to date, built in 1874, is a Dutch barn ... the entrance is in the gable end rather than the longer side

To date I have documented 52 barns (between Ecum Secum and Myers Point) with about the same number still to be documented. What I can say with some certainty is that roughly 90% of the barns are three-bay English barns. These are rectangular in footprint with a pitch roof, gable ends on the shorter walls, and access doors on the longer side. The longer side is divided into three bays with the central bay accessing the “threshing floor” (my informants commonly used this term, although none of



Built in 1910 by John Peter Webber, Clam Bay - flattened by snow in the winter of 2015

them could remember threshing taking place). The centre bay was used to bring wagon-loads of hay into the barn through the full-height doors. The hay would then be forked up onto the hay mows either side. The haymows covered the ceilings of the end bays, where the farm animals were stabled (although using one end bay as a workshop was quite common). The hay overhead helped to insulate these spaces in winter.

Interestingly, the two barns that are not three-bay English barns appear to reflect a different long-term cultural influence. The first of these is the oldest barn documented to date, built in 1874. It is a Dutch barn that, as in English barns, is rectangular in footprint with a pitch roof and gable ends, but the entrance is in the gable end rather than the longer side. This barn is located on property granted in the 1780s to a Loyalist family that originated in the Rhineland, where ‘Dutch’ (Nova Scotia corruption of Deutsch or German) barns are the norm. The other Dutch barn, dating from c.1934, was built by a different branch of the same family, suggesting the possibility of a distinct and enduring cultural tradition.

In addition to the physical arrange-

ment of the barns documented to date, I can say that:

- The largest barn is 18,000 cubic feet (510 m³) and the smallest 5,500 cubic feet (156 m³), with two thirds of the barns smaller than 12,000 cubic feet (340 m³).
- Barns built in the 1800s were likely bigger, as evidenced by the size of re-used hand-hewn timbers.
- Most of the surviving barns were built in the 1930s.

Current plans call for completion of the survey in 2016, after which I will move on to document vanished barns from the same area through an examination of archival photographs.

Gordon Hammond is a semi-retired museum planner and has been a key player in the ongoing development of Memory Lane Heritage Village in Lake Charlotte (HRM). His research on Eastern Shore barns was motivated in part by the need for authenticity in the restoration, preservation, and interpretation of the Village’s buildings, and also by the recognition that many of the older barns were vanishing as they were blown down, torn down, or collapsing with time. This was the topic of his presentation in the Trust’s regular monthly lecture series in October 2014.

Roadhouse Barn and Shed at Porters Lake



'Coach' preparing for departure at 14½ Mile Roadhouse (1912). This location is now on Parker Lane in Porters Lake. We see the barn (with a central dormer giving access the loft; the doors are open in the photo below) and a large shed; part of another vehicle is visible at left. Courtesy of Eastern Shore Archives (image D0079P051).

As noted in the accompanying article, carriage buildings and wagon sheds were excluded from the inventory of barns on the Eastern Shore. However, they were important facilities and Gordon Hammond has shared these fascinating images of 'coaches' and the related barn and shed at Porters Lake, Halifax County, in 1912. The vehicles were double-seated, two-horse, light wagons, but were referred to locally as coaches. When Joseph Howe travelled the Eastern Shore in 1860, he reported: "We took the Harvey Road to Musquodoboit Harbour where we remained till Monday morning starting at daylight to the head of Jedore [sic] where the route by carriage terminates."¹ By 1893, Quinn's Stage (carrying the mails) covered the route from Halifax to Musquodoboit Harbour, Jeddore, Ship Harbour, Tangier, and Sheet Harbour, departing Mondays, Wednesdays, and Fridays at 6 am (returning alternate days), with onward connections to Marie Joseph and Sherbrooke.²

These photographs provide fascinating glimpses of moments in time that seem exotic to us today but were everyday experiences for the people in the pictures. We see the children playing,



Mail 'coach' at 14½ Mile Roadhouse (Parkers) on the "old post road" at Porters Lake. The barn had doors at each end to allow a change of horses under shelter. Robert Stoddard was the contractor for mail on the Eastern Shore at this time (1912) – note the mail sack in front of the driver. Courtesy of Eastern Shore Archives (image D0079P054).

the ladies getting settled in the carriage, the driver minding the horses, and the dog just taking in the scene. Our thanks to Thea Wilson-Hammond, Executive Director of the Lake Charlotte Area Heritage Society at Memory Lane Heritage Village, Lake Charlotte, for providing the images and metadata.

¹Letter from Joseph Howe, Provincial Secretary, to the Earl of Mulgrave, Lieutenant Governor of Nova Scotia, 7 July 1860, reporting on a trip to inspect gold diggings in the Tangier area. Nova Scotia Archives RG 1 vol. 160 p. 51 (mfm 15278).

²Source: Belcher's Farmers' Almanac, 1893, cited in <http://newscotland1398.ca/hist/nshistory13.html>

Don Chard - Moving the Home: the Halifax Protestant Orphanage, its Buildings and the Children who Called Them Home (1857-1970)

Linda Forbes

In December 2008, Don Chard wrote a comprehensive history of the Halifax Protestant Orphanage for *The Griffin*¹. In this article, he traced the organization from its beginnings, as one of a number of Victorian institutions founded in response to perceived social ills. The Halifax Infants' Home was another such institution, as was the Home for Old Ladies, later Victoria Hall. The Orphans' Home or Orphanage relocated after 15 years on North Park Street, in response to external factors such as increased development and perceived deterioration of the local environment. The new location, Rose Hall on Campbell Road (now north Barrington Street), offered larger grounds and safer surroundings for the children. Tragically, it also placed them near the heart of the 1917 Explosion. The impact on the Orphanage figured prominently in the 2008 article. Staff led children to the basement, perhaps thinking that the stone foundation



HERITAGE TRUST OF NOVA SCOTIA

**Moving the Home:
The Halifax Protestant Orphanage,
its buildings, and the children
who called them home
(1857-1970)**

**Thursday 18 February, 7:30 pm
Museum of Natural History
1747 Summer Street**

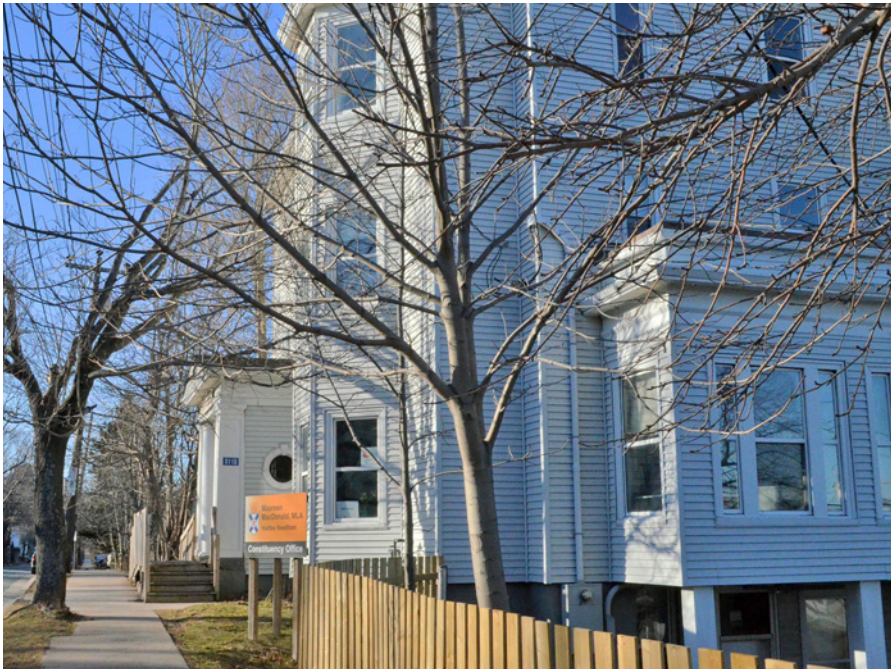
Public lecture by
Don Chard

Poster by Greg McGrath (images courtesy of Veith House and NS Archives)

would provide shelter. Instead, many were trapped when the house caved in and caught fire. The matron at the time, Miss Mary Knaut, was among the

victims. Twenty-six residents were killed and some neighbourhood children who attended the school on site were killed or injured. One girl who had been listed as missing, and hence was included in the Book of Remembrance, was 'found' by the author in school records; newspaper reports of her having been sighted in South-End Halifax after the Explosion, in the company of a woman, led to the suspicion that she had survived. However, Theresa Lancaster subsequently disappeared from public view, leaving her story of the Explosion untold.

In his lecture seven years later, Don Chard took up the tale of post-Explosion life in the Orphans' Home and of finding Theresa Lancaster once more. For those unfamiliar with the history of the Home, he outlined its founding and organization, its management by a Ladies Committee, and the several buildings it called home. In the aftermath of the Explosion, the Protestant Orphanage had several temporary homes. A private house owned by the Brookfield family (Samuel Manners Brookfield was a mem-



Veith House as it appears today (Griffin photo)

ber of the Cunard family and a Board member of the Orphanage) and the Halifax Yacht Club housed the surviving children. What we know as Veith House was the permanent replacement for Rose Hall. Sidney Perry Dumaresq was the architect (his father, JCP Dumaresq, had designed the Halifax Infants' Home in 1899). Once the new building was ready, the Orphanage moved back to the North End, slightly south of Rose Hall, where it operated until the end of the 1960s.

The new location, Rose Hall, offered larger grounds and safer surroundings for the children. Tragically, it also placed them near the heart of the 1917 Explosion.

In examining Tower Road School registers Don Chard found Theresa Lancaster; the story piqued the curiosity of others. Someone remarked that her surname was an unusual one in Halifax. She was not an orphan, yet she and two brothers were residents of the Orphanage. A hunch led to a search for Lancasters from Halifax in the Canadian Expeditionary Force WW I records. An Anglican musician, Leslie Lancaster, was identified (a search of Anglican records yielded his marriage at St Mark's to Jennie Hatter). His children's baptism records, however, turned up at St Patrick's Catholic Church. Was his wife a Catholic? She was. Confirmation of Theresa's father's enlistment provided an explanation for her sudden disappearance from Halifax records in 1919: Her father had returned from the war and the surviving family members moved to Quebec (Theresa, her mother, and two brothers had all survived the Explosion; two younger boys had been killed at Rose Hall). Don expressed the hope that Theresa's later marriage in Montreal might have allowed her account of the Explosion to be passed down to children or grandchildren with whom he may be able to communicate.

In his research about conditions in the Orphanage, Don referred to Annual Reports of the Ladies Committee as well as personal accounts. Reports in the

1920s and 1930s are less informative than one might hope. After the Explosion, Dartmouth native Annie Elford, in her mid-thirties and a widow after two years of marriage to an enlisted soldier, became Matron. As Annie McClure, she appears in the 1911 census as "Assistant" in the Orphanage at 54 Campbell Road. Nineteenth century child-rearing practices continued into the 1940s, according to the Reports from the 1950-1960s. The early 1940s, when elderly spinsters were in charge, were unhappy times; strapping, hard enough to break the skin, was in practice. Then in 1945, Sara Patriquin, a divorcée with three daughters, brought an experienced, maternal touch to the Home. Reports and photos from the 1940s onwards include special events hosted by community groups for the children. Still, treatment varied with individual staff members and neighbourhood children could taunt orphanage residents. Finally, in the late 1960s,

other options for the care of children became available in the community and the Committee decided to close the Orphanage. The Board of the Halifax Protestant Orphans' Home became the Halifax Children's Foundation; it owns the building, which has become a resource centre for the community.

The audience at the lecture included several people with personal ties to the Orphanage. Linda Gray-Leblanc was a resident who returned to become a staff member. She gathers stories from fellow residents and family members and conducts tours of Veith House, which contains a Memorial Room housing artifacts from the building's history. The former Orphans' Home is now a living community memory bank.

¹Chard, D. 2008. The Halifax Protestant Orphanage: 1857-1970. *The Griffin*, 33 (4), 1-4, available on-line at http://www.htns.ca/pdf_Griffin/G0812-4.pdf

ARTIST *Jan Davison*



Ol' School Donuts, by Jan Davison, 2015, acrylic on board, 23" x 30" (courtesy of the artist)

Award to Barry MacDonald for Excellence in Supporting Heritage Conservation

Dan Conlin

Dan Conlin's letter of support for the nomination (and his citation at the Awards ceremony) captured the extent of Barry MacDonald's accomplishments so well that we asked permission to quote it.

I know Barry and his work from my 19 years as Curator at the Maritime Museum of the Atlantic. My job had considerable involvement in lighthouse heritage preservation. I worked extensively with Barry, who was President of the Nova Scotia Lighthouse Preservation Society from the late 1990s until recently. The society under Barry's leadership became the largest lighthouse group in Canada and operates an extensive website and a very successful newsletter. Barry's profile and work has also allowed the society to build a very healthy bank account through donations, making it possible to assist community groups in restoring their lighthouses and promoting awareness of the issues faced by these unique structures in Nova Scotia and across the country. The society has also developed pioneering heritage standards for lighthouses and guidelines for issues such as moving lighthouses.

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Most significantly, Barry led a long campaign to bring in federal legislation to protect lighthouses. Based on the Heritage Railway Stations Protection Act (1985), it gave the first federal heritage protection to lighthouses, which were caught in a Catch-22, being immune to municipal and provincial heritage laws but unprotected by any federal heritage legislation. Barry networked with Members of Parliament and Senators



Award winner Barry MacDonald with Trust President Joe Ballard (left) and His Honour the Lieutenant Governor (Griffin photo)

from across the country and across party lines, and with national groups such as Heritage Canada [now the National Trust for Canada]. His efforts were eventually rewarded when the Heritage Lighthouse Protection Act became law in 2008, despite repeated changes of government. This work made Barry a national figure in this area of heritage building preservation, a role that has continued with his leadership in creating a national foundation for lighthouse preservation.

In addition to Barry's work at an advanced policy level in protecting marine heritage buildings, he has always remained grounded in the practical side. He has a deep knowledge of the intricacies of lighthouse architecture, from shingling techniques to door styles. This has been a great help in assisting groups preserving individual lighthouses, and can be seen expressed in Barry's own home, which he built inspired by lighthouse architecture. As a curator, I benefited repeatedly from Barry's knowl-

edge about rare lighthouse artifacts, many of which he helped to steer into the collection of the Maritime Museum of the Atlantic.

Barry has developed a knowledge, matched by few people, of the complicated bureaucracy of the federal heritage department and Coast Guard. He has been an excellent listener as well as spokesperson in working with people from retired lobster fishermen to federal political leaders. A hallmark of Barry's work has been his positive and pragmatic approach. This has made him a friendly and trustworthy voice to people on all sides of the issue of how best to preserve and promote heritage lighthouses and their sites.

Dan Conlin is a long-time specialist in Atlantic marine history and is currently Curator at the Canadian Museum of Immigration at Pier 21.

Updates from Around the Province

Donna McInnis

Although our community museums are closed for the winter months, heritage advocates throughout the province continue their activity during this season. Some members of the HTNS Board are specifically tasked with representing their regions and we present here some news items highlighted in their reports. Readers are encouraged to forward future news items to the regional contacts (see December issue of *The Griffin* for a list of regional representatives on the Board). They can be reached through contact@htns.ca.

- The Wolfville Historical Society is preparing to restore a historic cairn in Hortonville marking the site of the former Acacia Villa School.

- The building that once served as the South Waterville School and community hall has been demolished, but the community hall sign that used to hang over the front door has been salvaged. Richard Skinner of Cambridge, a former student of South Waterville School, said a personal interest prompted him to preserve the sign at the old school. Skinner's brother John and Merrell Lloyd, both former students who were killed overseas in the 1940s, were supposed to be remembered with a flag pole erected and a tree planted at the South Waterville School, he said. "Just as the school is now gone, so is the flag pole. Now all we have is the school sign. By preserving this sign and a record of the school, I feel the sign now becomes the memorial," Skinner said.

- Amherst is lamenting not only the anticipated demolition of the historically significant, landmark, red sandstone BMO building¹, but also the sale of the building and fixtures of the three-storey department store founded in 1907 as The Two Barkers, later known as Margolians, and then most recently as Doyle's. In addition, both the Bank of Nova Scotia and the Cumberland County Jail are vacant and need to be repurposed.

- However, there is some better news from Amherst. The Cumberland County Court House has a new roof and many repairs to its façade; the Royal Bank is undergoing a major facelift and is looking better every day; and the Amherst Train Station has a new tenant.

- Several tenants have taken up residence in the Lunenburg Academy building, and negotiations are underway for others to occupy this space. The town library is moving to the site and discussions are underway with residents about the types of services they would like to see available. The Lunenburg Academy of Music is another resident. The iconic school building dates to 1894-1895. The first construction contract was awarded to the Oxford Furniture Company and the structure was completed by Lunenburg's Solomon Morash after the former company went bankrupt.

- In Liverpool, the 1766 home of Simeon Perkins, merchant, diarist, and funder of privateers, is one of the regional branches of the Nova Scotia Museum. In May 2015, the Province decided to close the museum, citing structural problems. Recently the Province committed to funding repairs to the building, but it is not expected to re-open during this summer season.²

- Darren Bennett, President of the Commercial Cable Rehabilitation Society in Canso, Guysborough County, indicates that discussion is ongoing with an engineering company. He also reported that the Cable Building will be profiled, along with other derelict heritage buildings in Atlantic Canada, on a CBC Land & Sea program in a few months. Perhaps this important site will be rescued yet.

- The Town of Antigonish produced a promotional brochure in 2015 entitled *Antigonish Built Heritage – Promotion and Preservation*. The document reflects the objectives announced in the town's 2012 Heritage Promotion and Preservation Strategy. Goals include increasing public awareness of the cultural and economic value of built-heritage

resources.

- National Parks and National Historic Sites will offer free admission to all in 2017 as part of the celebration of Canada's 150th Anniversary. Catherine McKenna, Minister of the Environment and Climate Change, is responsible for overseeing Canada's parks and the plan was laid out in her ministerial mandate letter.

- The new steeple was recently erected on the rebuilt St Mary's Polish Church in Whitney Pier. It is a single piece moulded in fibre-glass by boat builders from Port Morien. As a community service, students from the Marconi Campus of the Nova Scotia Community College, working in the metal-fabrication program, have created the cross atop the steeple.

¹See news item in *The Griffin*, vol. 40 (no. 4), p. 6 (December 2015)

²This house was the topic of the HTNS monthly lecture by Allen Penney on Wednesday March 23.



Raising the cross to top the new steeple on the rebuilt St Mary's Polish Church in Whitney Pier, 29 February 2016 (photo courtesy of Sajive Kocchar)

Programs Sponsored by Other Societies

DesBrisay Museum

130 Jubilee Road, Bridgewater, NS
Our Water, Our Life, the Future is Blue, a community photo exhibit raising awareness of our water commons, April 10-24
The Future is Blue: inspirations and insights about water, Wednesday April 20, 7:00 pm
Genealogy workshop: genealogy and social media, Pam Wile, Saturday May 7, 1:00-4:00 pm
The summer the soldiers came to town, John Cunningham (author), Sunday May 15, 2:00 pm
 902-543-4033; kpower@bridgewater.ca (Kendra Power, Program Officer)

East Hants Historical Society

Lower Selma Museum and Heritage Cemetery, 8488 Highway 215, Maitland, NS, B0N 1T0
The Saxby Gale, Jim Abraham (meteorologist) and Jerry Lockett (author of *The Discovery of Weather*), Maitland Fire Hall, Maitland, Tuesday April 12, 7:30 pm
British Home Children, Catherine West (Chair of British Home Children and Descendants Assoc. NS) with Judy Burns and April MacLean (descendants of British Home Children), Elmsdale District School, Elmsdale, Tuesday May 10, 7:30 pm
 902-957-2057 or 902-632-2504; hantshistorical@gmail.com

Friends of McNabs Island Society

Maritime Museum of the Atlantic, Halifax, NS
Deterioration of the Maugers Beach Lighthouse breakwater, Vincent Leys (coastal engineer with CBCL) and Annual General Meeting, Wednesday April 13, 6:30 pm
McNabs Island Beach Cleanup, Sunday June 5 (register early, space limited)
Victorian Gardens, McNabs Island, date TBA in May, working with arborists from the International Society of Arboriculture to prune trees and shrubs in this historic garden

Genealogical Association of Nova Scotia

33 Ochterloney Street, Suite 100, Dartmouth, NS
Perkins House Museum and the Perkins Diary, Linda Rafuse, Thursday April 14, 7:00-9:00 pm
What is a surname study? Peggy Homans Chapman and Lois Perry (Guild of One Name Studies), Saturday April 30, 2:00-3:30 pm
www.novascotiaancestors.ca

Industrial Heritage Nova Scotia

Meets at Maritime Museum of the Atlantic, Halifax, first Monday of month, 7:30 pm
The Davison Lumber Co., Philip Spencer, Monday April 4
Historic bridges of Nova Scotia, Bill Crocker, Monday May 2
www.industrialheritagens.ca

NS Archaeology Society

Theatre A in the Burke Building, Saint Mary's University
 Lectures on the fourth Tuesday at 7:30 pm
"Ye various advantages of ground": applying GIS, geophysics, and LiDAR in the search for Lunenburg's 18th and 19th century fortifications, Dr Henry Cary (Saint Mary's University) and Candace MacDonald (Applied Geomatics Research Group, NSCC), Tuesday April 26
Digital 3D modelling: air- and ground-based techniques for exploring sites, buildings, and landscapes, Paul Illsley (Centre of Geographic Sciences, NSCC), Tuesday May 24
www.novascotiarchaeologysociety.com

Royal Nova Scotia Historical Society

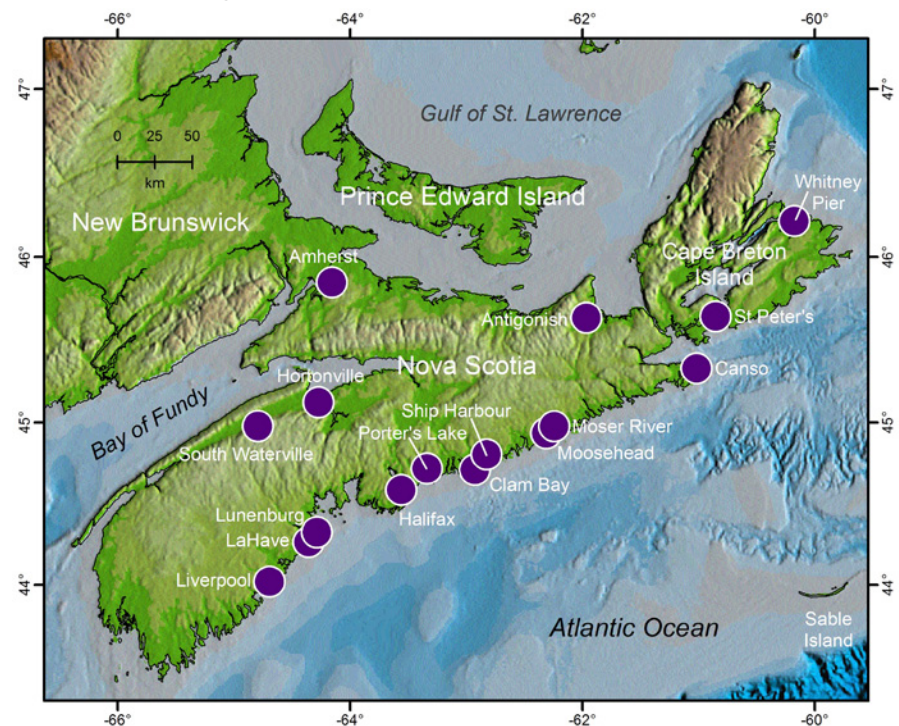
NS Archives, 6016 University Avenue, Halifax, NS
 Lectures on the third Wednesday at 7:30 pm
Outslicking Sam Slick: the mysterious stranger (Henry More Smith) in Nova Scotia: 1812-1815, Gwendolyn Davies (University of New Brunswick), Wednesday April 20.
Immigration to Atlantic Canada: historical reflections, John Reid (Saint Mary's University), Wednesday May 18 (Note different location: lecture will follow Annual General

Meeting and will take place in the Andrea and Charles Bronfman Theatre at Pier 21, Halifax)
<http://rnshs.ca/>

Memory Lane Heritage Village

5435 Clam Harbour Road, Lake Charlotte, HRM, NS
Eastern Shore Cold Water Seafood Festival, Saturday-Sunday June 4-5, 11:00 am to 5:00 pm, \$5 admission (12 and under free), \$5 seafood samples.
 902-845-1937 or 877-287-0697; info@heritagevillage.ca; www.heritagevillage.ca

Locations of subject matter in this issue



Base map data courtesy of Geological Survey of Canada, Natural Resources Canada