



June 2019

Volume 44 No. 2 ISSN 0384 7335

The Griffin

A Quarterly Publication of Heritage Trust of Nova Scotia



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The Griffin

A quarterly newsletter
published by
**Heritage Trust of
Nova Scotia**

Patron:

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The Honourable Arthur J. LeBlanc,
ONS, QC,
Lieutenant Governor of Nova Scotia

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Layout: Douglas Porter

Printers: etc. Press Ltd

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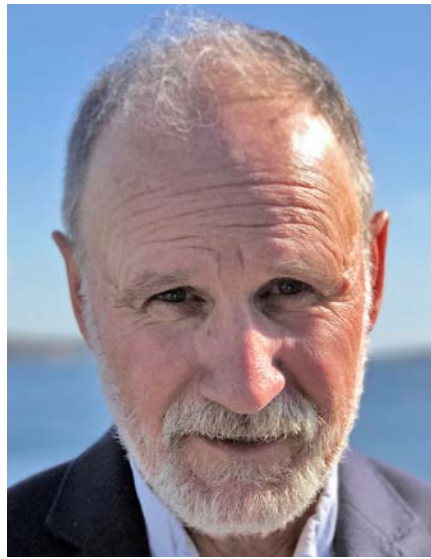
We welcome submissions
but reserve the right to edit
for publication. Contributions
appear in both print and
web editions.

**Deadline for the next issue:
15 July 2019**

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President's Report



Andrew Murphy

On Friday, April 5th, the new draft of the Centre Plan for Halifax was released. This is the fourth major revision since the process began, seven years ago.

Over these years there has been considerable debate within Halifax over two competing visions for the city's future. One vision is that of Brent Toderian, Chief Planner of Vancouver from 2006 to 2012, whose push for densification embraced the tall, energy-inefficient, glass towers for which that city is known as an alternative for Halifax. Toderian has been a consultant for the developers who are proposing the tall, densely spaced towers at Carlton Street.

The other vision draws inspiration from the influence of Copenhagen-based architect and planner Jan Gehl. Gehl is a founding partner of an urban design consulting firm of the same name. As their tagline, "Building Cities for People," suggests, Gehl and his firm are known for their pedestrian- and cyclist-oriented style, including mid-rise, "human scale" buildings, and the special consideration they pay to the influence architecture has on things like wind and shade. Gehl notes that Copenhagen is a northern city like Halifax and wonders why a city would want to create shade

and unpleasant wind downdrafts.

The Heritage Trust's HRM Committee has spent considerable time reviewing this new draft of the Centre Plan, and so far, it seems to be reasonable. It establishes 10 Heritage Conservation Districts, three of which are in Dartmouth. Among the big gains here are several large North End districts, such as Creighton's Fields, and the re-inclusion of Brunswick Street as an important heritage district. The tally of 10 does not include the new downtown districts, which will be accounted for in a separate downtown plan. Outside of proposed heritage districts, much care has been taken to not increase the development capacity of existing heritage buildings in order to encourage their retention; increased development rights would encourage demolition. This draft also shows a new respect for parks, and for shadows created by tall buildings. The essence of Centre Plan v.4 is form-based zoning, which controls the massing of buildings by limiting FAR (Floor Area Ratio). There are no angle controls in the proposed rules, but major setbacks are required, especially for towers.

The fourth draft of the Centre Plan is comprehensive – many hundreds of pages. We are generally favorable to it, but we continue to perform due diligence. This summer we have two interns, Greg Urquhart, a recent graduate of Dalhousie's M.Arch. program, and Carter Beaupré-McPhee, a Masters student at the Dalhousie School of Planning. Greg and Carter will be helping us by creating 3D computer models to show how the new rules of the Plan will look as they are applied to create a denser city core.

Also encouraging is the recent (May 14th) unanimous council vote to start the Historic Properties/ Granville Block/ Legislature Precinct heritage district process, as well as the initiation by the city of a process to register 72 heritage structures in the downtown area, quite a change in direction indeed!

Cover image: Fire Station No. 2, by Kathy Richards, 2019, acrylic on wood, 4"x5" (courtesy of the artist and Argyle Fine Art)

ARTIST

Kathy Richards

Kathy Richards is an artist whose passion for life is conveyed in her work.

A native of Halifax and self-taught, she has taken classes at the Nova Scotia College of Art and Design, where she was encouraged to pursue her life's desire with more ardency. Her work has been exhibited in various shows over the years and she has been honoured to receive several awards. She is currently an active member of The Contemporary Art Society (Past President) and a member of the Art Gallery of Nova Scotia Her work is exhibited at Argyle Fine Art, Teichert Gallery at the Art Gallery of Nova Scotia, and at times in other venues.

Artist's statement

Creativity has always been prevalent in my life, along with a great love and respect for life and the world that surrounds us. I am often in awe of nature and the intricate beauty she has created, as well as of the man-made structures that make up our world. A lot of my inspiration is found within the areas where nature and man co-exist, but I never limit my options.

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Above:

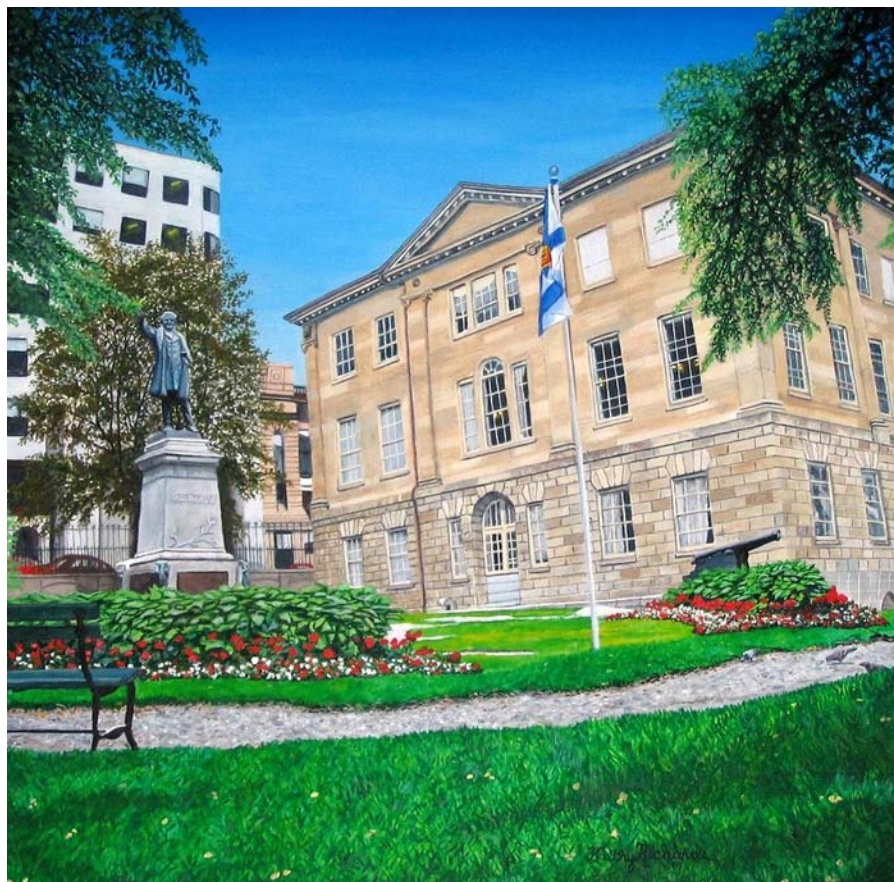
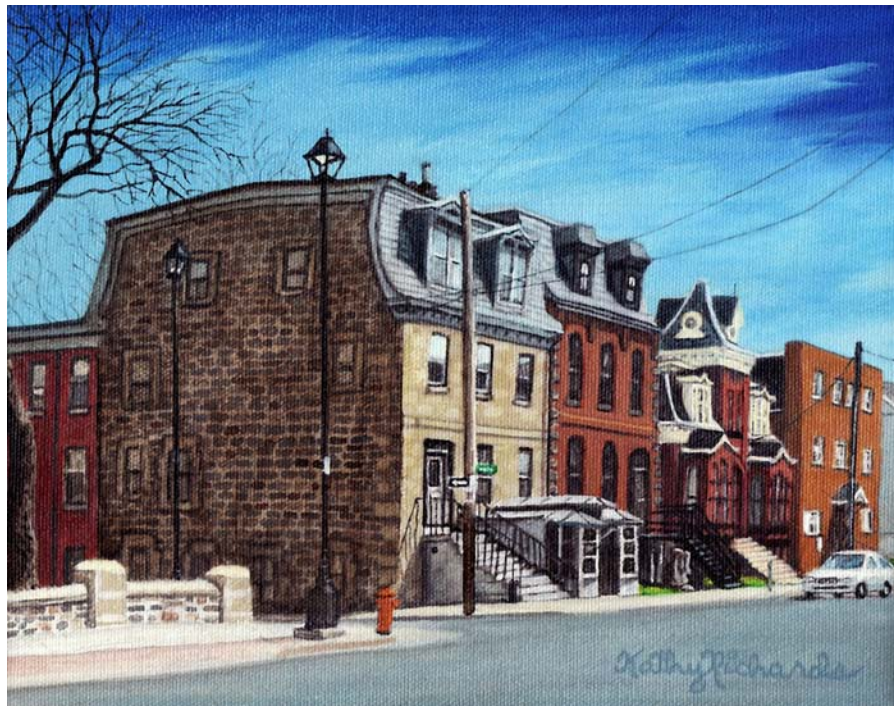
Corner of Barrington & Bishop, by Kathy Richards, acrylic on canvas, 8" x 10" (courtesy of the artist and Argyle Fine Art)

Right:

Province House, by Kathy Richards, 2008, acrylic on gallery canvas, 20" x 20" (courtesy of the artist)

Correction:

In the last issue, the President's report should have referred to Section 18 of the Heritage Property Act of Nova Scotia.



Kelly Nelson - Time Travel along Spring Garden Road: A Walk Back Through the History of Spring Garden Road from 1749 to the Present

Janet Morris

Spring Garden Road: a destination; a musical name with a special ring to it; a name embodying the essence of Halifax's street life and its green expanses. The street unfurrows from Barrington Street (formerly Pleasant Street) where Horseman's Fort Gate once guarded the stockaded town (neither the stockade nor the gate is marked in any way), through to present day Robie Street. The street unravels in time from a frontier path "without the walls" to the present hodgepodge of sidewalks, streetlights, monuments, retail signs, restaurants (largely of the take-out variety), spas, banks, a bookstore(!), then an interlude - a pleasant tree-canopied promenade; then apartments, condos and development notices. I am not sure what the name evokes anymore.

"... a dirt road not suitable for carriages due to the numerous rocks and tree stumps ... so it remained into the early 19th century"

Kelly Nelson's talk in the Trust's monthly lecture series on 18 April 2019 gives one pause in considering progress. Whatever your take, the lecture was a case study on the evolution of a changing city. Though finer architecture has been repeatedly replaced by less impressive buildings, the beat seems to go on.

The past was not all rosy. The wooden walkway of Pleasant Street was met by a dirt road not suitable for carriages due to the numerous rocks and tree stumps; so it remained into the early 19th century. In the 1800s, the street hosted Barnstead's Tannery and Wenman's Brewery, with their attendant odours. Some of the land around the Public Gardens was marshy. "Pike's



Spring Garden Road at Queen Street, 1957 (E.G.L. Wetmore, courtesy of Nova Scotia Archives, filed by date under Place: Halifax- Streets- Spring Garden Road)

Bridge" traversed the stream at South Park Street. One can imagine that black flies once infested the area. The street was adjacent to seven graveyards, so sad memories likely darkened the walk for some strollers. A number of mansions graced the area: Bellevue (the military commander's home at Queen Street, on the site now occupied by the new library), Brookside (where the Lord Nelson Arcade is now) and several elaborate "cottages" such as Briar Cottage (on Dresden Row) and Rose Cottage (on Spring Garden beside and east of Brookside), together with their expansive gardens. These were interspersed with an orphanage, a jail (Bridewell), the Poor House, and other institutions.

The street, like the city in general, benefitted from the sojourn of Prince Edward, Duke of Kent, with the construction of Bellevue in 1801 and Royal

Artillery Park in 1816. The pressure to expand the city for residential use started in 1818, when Halifax was established as a free port. This is when the street was pushed west from South Park to Robie, though the growth was slow by our standards, and the street only filled out residentially in the 1860s and 1870s. The east end of the street saw development of commercial uses in the 1890s, and by the 1930s the residential portion was mainly west of South Park Street.

"A number of mansions graced the area ... together with their expansive gardens"

Mr Nelson summarized that "at present there are no single-family homes on Spring Garden Road, and after current development plans are completed, only a handful of buildings built before the



Spring Garden Road at Queen Street, 1893 (Gauvin & Gentzell, courtesy of Nova Scotia Archives, filed by date under Place: Halifax- Streets- Spring Garden Road)



Briar Cottage, 106 Dresden Row, built in 1830s, home of the Fairbanks family and later John Murphy of J. & M. Murphy, dry goods (courtesy of Nova Scotia Archives, Humphrey Collection, acc. no. 1988-153 location no. 37-2-6)

1950s will survive.”
Based on the many illustrations presented during the talk, one Trust member characterized the re-development of Spring Garden Road over time as “destruction of biblical proportions.” We hope that Mr Nelson will do a book to encapsulate the history of this storied street as its past grandeur becomes increasingly obscured.

Underground Dartmouth: Finding Fort Clarence

David Jones

This lecture in the Trust's monthly public lecture series attracted the largest crowd in our recent history, despite predictions ahead of time that the Dartmouth location would limit the numbers! Thanks to all those who turned out and our sincere apologies to some who had to be turned away.

The Helen Creighton Room at the Alderney Gate Library in Dartmouth was filled to capacity on Thursday evening, March 21, for a lecture on the buried history and archaeology of Dartmouth's Fort Clarence. The presenter, David Jones, local historian and archaeologist, shared pictures and maps illustrating the fascinating story of the fortifications underneath the Imperial Oil Dartmouth Refinery and Terminal.

"It is not well known that underneath the Imperial Oil Dartmouth Terminal are the stone remains of Fort Clarence, part of the Halifax Harbour defence complex"

Terry Eyland, Manager of the Dartmouth Heritage Museum, graciously arranged for a large, eye-catching model of Fort Clarence to be displayed during the lecture. Also a cannon ball found in Woodside and an original key from Fort Clarence (both from the Dartmouth Heritage Museum collection) were shown to the audience.

According to a plaque that was displayed for decades at the refinery: "On this site in 1754 the Eastern Battery of a strong defence system for Halifax was constructed to discourage enemy vessels from coming up the South Eastern Passage. Later a Martello tower was added. However, the years of the struggle for Canada passed without an assault on Halifax. In 1798 fortifications which stood on this site were renamed



Towing away a cannon, Fort Clarence, 1941 (courtesy of the author and Dartmouth Heritage Museum)

Fort Clarence, after the Duke of Clarence, later William IV. In 1866-70 the fort was rebuilt in masonry at a cost of £55,835. This plaque in tribute to the industry and vigilance of the first citizens of this district was unveiled by the Hon. Henry D. Hicks, Premier of Nova Scotia, on the occasion of the opening of the new units at the Imperial Oil Refinery, October 11th, 1956."

It is not well known that underneath

the Imperial Oil Dartmouth Terminal are the stone remains of Fort Clarence, part of the Halifax Harbour defence complex that dates back originally to the mid-18th century. Under the pressure of war-time fuel demand, Fort Clarence was partially dismantled and buried in 1941 to make way for expansion of the refinery. According to the late Dr John Martin¹, town historian of Dartmouth, "building stone from the Fortress at



View of Fort Clarence and Halifax Harbour with Imperial Oil refinery on the Dartmouth shore, 1927 (courtesy of Glenbow Archives IP-10e-1-5)



Partially buried remains of Fort Clarence with refinery in background, 1941 (courtesy of the author and Dartmouth Heritage Museum)

Louisbourg ... was later used in the extensive works at Fort Clarence in the Eastern Passage."

"This lecture ... attracted the largest crowd in our recent history"

Fort Clarence has significant archaeological potential and it is to be hoped that archaeological work will be undertaken at the site. Some even dream of a day when Fort Clarence might be partially restored as a missing component of the Halifax Defence Complex.

For more information, visit <https://www.halifaxtoday.ca/remember-this/remember-this-imperial-oil-dartmouth-refinery-built-on-top-of-fort-clarence-2-photos-887326>

¹ Martin, J.P. 1957. *The Story of Dartmouth*, self-published, Dartmouth, p. 355.

Cashing in on the Intangible: The Rise of Heritage Tourism in Nova Scotia

Gabriele Caras

Let me begin by outing myself: I am a come-from-away. I grew up, not in Nova Scotia, but merely visiting it twice a year, looking forward every winter to family traditions and tobogganing, and every summer to the same carousel of shopping, sight-seeing, and wholesome outdoorsyness: the Brewery Market, Doull's Books, McNab's and Tancook, berry and mushroom picking, and promenading stickily along the Halifax waterfront with a moon mist ice cream. Since moving here, I have sometimes found myself on the other side of the equation, selling local goods to summer tourists out of the Historic Properties.

"[Tourism] revenues for 2018 are estimated to be \$2.61 billion – more than fishery, forestry, and agriculture combined"

Though I'm given to understand that generally, in the Maritimes, CFA status is something of a liability, I hope in this case my outside perspective will prove useful. As a young New Yorker, I may have cruised through some of the world's most famous art deco skyscrapers without batting an eye, and looked upon visits to the Met as a basic human right—Why write home about it? Or, worse still, take a picture—but something about the cobblestones of the Granville Mall stopped me dead in my tracks. I considered a trip to the Saturday market essential in both summer and winter visits, not so much for the local produce as for the cool, labyrinthine passageways. In fact, upon reflection I realize that, apart from family time and a few favored hikes, most of my early Maritime memories are tied up in heritage—an immersive heritage, the kind you could taste and smell, that left you with grass stains and bruised knees

from racing through dykes and clambering up overgrown batteries. My aim in writing this article is to shed a positive light on tourism in Nova Scotia, and specifically to emphasize the important role our heritage plays in it.

Many Nova Scotians probably don't realize just how significant a contribution tourism makes to our economy. Revenues for 2018 are estimated to be \$2.61 billion—more than fishery, forestry, and agriculture combined¹. Yet even those familiar with this statistic may not be aware of the extent to which our heritage is responsible for it. Heritage has been called our competitive edge in the tourism market and, while visitors come from all over for our lobster, our parks, our coastline, for the sailing and the golf resorts and all the rest of it, a great many are drawn by Nova Scotia's atmosphere of palpable history.

This is especially true of cruise ship passengers. In January, Andrew Murphy attended an event where Paula Foster, the Cruise Manager of Ambassatours, gave a speech on the importance of heritage to tourism². (Some of the figures I am about to mention may sound familiar to those who read Andrew's "President's Report" in the last *Griffin*.) Ambassatours offers over 200 tours – "shore excursions" in cruise lingo, – to 25 different cruise lines; they are among the largest tour operators in the country. *Eighty percent* of their tours feature a historical attraction or site of cultural significance, purposely emphasized in the descriptions used to promote these excursions to the cruise lines and their passengers. According to Foster, a minimum of 50% of cruise passengers visiting Halifax go on an excursion, a number consistent with the studies conducted by HTNS's own VP Finance, Allan Robertson, for cruise lines in Barbados in the late 1990s³. In other words, the reason I wasn't selling

more jams and candles last summer was because at least half of the cruise-goers were already packed onto a bus, some pattering up to Citadel Hill, others making a break for Peggy's Cove.

"30% ... the approximate number of unregistered heritage assets in downtown Halifax demolished over the past ten years"

Cruise passengers may dock in Halifax, but their interest in heritage and their economic influence extends across the province. And not all of their money is going to the cruise lines and companies like Ambassatours. Robertson's studies correlate high satisfaction with high spending, and a high rate of participation in activities with high satisfaction⁴. That is, the more activities tourists participate in, the more satisfied they are with their experience on shore; and the more satisfied they are, the more money they spend. Participation in heritage-related activities, then, may also increase spending elsewhere: at restaurants, cafes, bars, and snack stands; at local shops, galleries, and markets; on local products and crafts; on taxis and other transportation; on buskers; the list seems endless.

According to Robertson, passengers who disembark spend, on average, \$80 per person⁴. Moreover, approximately 75% of cruise ship passengers come ashore, meaning up to 25% of passengers are strolling, shopping, and dining out from the get-go³. That translates to an estimated \$54,000 coming in when a small ship docks, like the Viking Cruise ship Foster mentions in her speech, and an estimated \$252,000 when a large ship docks, like the Princess Cruise ship Foster mentions².

I've lived in places where it was *de rigueur* to despise the tourists who had a strong influence on the economy. Locals



Designated Heritage Resource plaque on a house in Charlottetown (photo courtesy Gavin Manson, May 2019)

resented that they survived on the tips of the ultra-rich who could fly in for, say, a weekend of skiing and fine wine at the drop of a pin. But I see no reason to affect a similar timbre here in Nova Scotia. The number of tourists coming especially to see our heritage could easily be a point of pride for us. Nor is there a need to adopt an us-versus-them mentality. No doubt some visitors consider Nova Scotian history to be part of their own heritage, too.

“... it is vital that we come to understand heritage as, specifically, a non-renewable resource”

Tourism in Nova Scotia isn't just big: it's growing. According to the Tourism NS website, 2017 saw the highest visitation in the province's history.⁵ And, though numbers have dipped slightly in 2018 in terms of visitors from other prov-

inces and the United States, overseas visitors have shot up by 15%.⁵ The cruise industry, too, is growing: Foster reported a 30% increase in cruise traffic in the Maritimes over the past three years.² Unfortunately, most of us are by now much more familiar with a different 30% statistic: the approximate number of unregistered heritage assets in downtown Halifax demolished over the past ten years.⁶ At the risk of writing a strangled sentence, I'll venture to say that we can now count a heritage-related pilgrimage through downtown Halifax as being 30% less immersive than it was in 2008 (and who knows how much less immersive than when I was growing up, in 1998). Robertson's research in Barbados revealed that repeat passengers are a staple of the cruise industry, with most ships enjoying up to 50% repeat business.³ But how likely is it our tourists will continue to return if we're eliminating

one of the main attractions, brick by brick, year by year?

On a recent visit to Charlottetown, I found myself strolling past a familiar-looking plaque. When I got closer, I found that it did not read, as ours in Nova Scotia do, “Provincial [or Municipal] Heritage Property,” but “Designated Heritage Resource.” It seems to me that whoever designed those plaques has a good head on his or her shoulders. Heritage is a resource, just like lobster or lumber, and it's high time it receives recognition as an aid to economic growth, not an impediment to it (a drain on funds, impractical to maintain—you know the shtick). Moreover, it is vital that we come to understand heritage as, specifically, a non-renewable resource. This is one case in which what comes down does not go up again.

Gabriele Caras is a cat-fancier and part-time administrator based in Halifax, Nova Scotia. She works for the Heritage Trust.

Endnotes:

¹Tourism Revenues, Tourism Nova Scotia, , <https://tourismns.ca/research/tourism-revenues> (accessed 28 April 2019). See also Allan Robertson, Tourism and Heritage in Halifax.

²Paula Foster, Ambassadors Speech on Importance of Tourism (2018). Foster generously allowed the event organizers to circulate a written version of her remarks among the attendees. Subsequent information in this paragraph is taken from this speech.

³Allan Robertson, Cruise Surveys (1997).

⁴Allan Robertson, Cruise Passengers (1997). See Sections 1.4, “About Their Spending,” and 1.7, “Barbados as a Port.”

⁵Visitor Statistics: Tourism Performance, Tourism Nova Scotia, <https://tourismns.ca/research/visitor-statistics/tourism-performance> (accessed 28 April 2019).

⁶Halifax Heritage Advisory Committee, Case H00437: Strategy for the Protection of Potential Heritage Resources in Downtown Halifax (Map 6), report presented at Community Planning and Economic Development Standing Committee meeting, Halifax, NS, 18 April 2019, available at <https://www.halifax.ca/city-hall/standing-committees/april-19-2018-community-planning-economic-development-standing>.

A Brief History of Fire Houses in Halifax

Jeff Brown

This article is based on the richly illustrated lecture the author presented with Don Snider on The Oldest Fire Department in Canada in the Trust's monthly lecture series on Thursday evening, 21 February 2019. At the same event, they had a wonderful display of artifacts from the Halifax Fire Historical Society collection. This article covers just a part of their material, with a focus on the built heritage – the fire houses themselves.

The need to safely store firefighting equipment began in Halifax in the late 18th century. The earliest of these 'engine houses' was just that, a building used to store the fire engines, hose reels, ladders, axes and other necessary tools in locations spread around the town. These were usually nothing more than a shed or barn that the owner offered up to the fire companies for their use. Eventually the need for more than just a place for tools was recognized and in 1831 the request was made for a dedicated Fire House with areas for the men to congregate, workshops to maintain their equipment, as well as apparatus storage all under one roof. It took six years for the Union Engine Company to convince the town, but in 1837 the very first dedicated fire house in Canada was built on Halifax's Grand Parade in front of St Paul's Church.

The lower two storeys housed three of the Union Engine Company's manually drawn and hand pumped engines with their hose as well as all the equipment of the Axe and Ladder Company. The upper storey was reserved for the exclusive use of the firefighters, who, at their own expense, carpeted and furnished the spacious room and used it to host great gala events with "sumptuous dinners and glittering dances". In 1844, members of the Sun Fire Company gifted a 417 lb. bell, to be housed in the newly added cupola atop the station.



A view ca. 1853 of the first dedicated fire house, built and opened on the Grand Parade in 1837; note stepped-mast flagpole and belfry cupolar mimicking St Paul's behind



Axe Fire Company, Argyle Street, with their specialized 16'-wide hook and ladder house on which work started in 1856

This fire house remained in service until 1871, when it was replaced by the Brunswick Street house.

In 1856, near the southernmost end of Argyle on the west side of the street, construction began on a firehouse to house the Axe Fire Company. A hook and ladder company, these men were

used on-scene to ladder the upper windows and roofs as well as to tear down structures as required. Their equipment being somewhat specialized, this company required its own house to keep the ladders and hand tools in good repair and protected from the elements. At 16' street frontage by 30' deep, this new



Halifax Fire Department Hose Cart No. 4, driven by John Duggan (later a victim of the Halifax Harbour Explosion), at the Islesville station on the corner of Gottingen and Almon streets

house was exactly what was required. It was to remain in service until at least 1864.

The Union Engine Company took ownership of the newly constructed Spring Garden Road fire house on the northeast corner at Hastings in 1859. Known as the "Mayflower" station, it was used to house No. 6 Hand Engine *Alma* (now located in the Yarmouth Fire Museum) and, by 1861, the very first steam fire engine in Canada, *Victoria 1*. This house remained in service until 1919.

The need to replace the aging Grand Parade station led to the construction in 1871 of a new Central Station on Brunswick Street, at the south corner of George Street (now Carmichael). This station boasted a full hose tower for drying hose after use and a steam chest to thaw frozen hoses during the winter months. Touted as the finest house in the Dominion, it would remain in service until 1933.

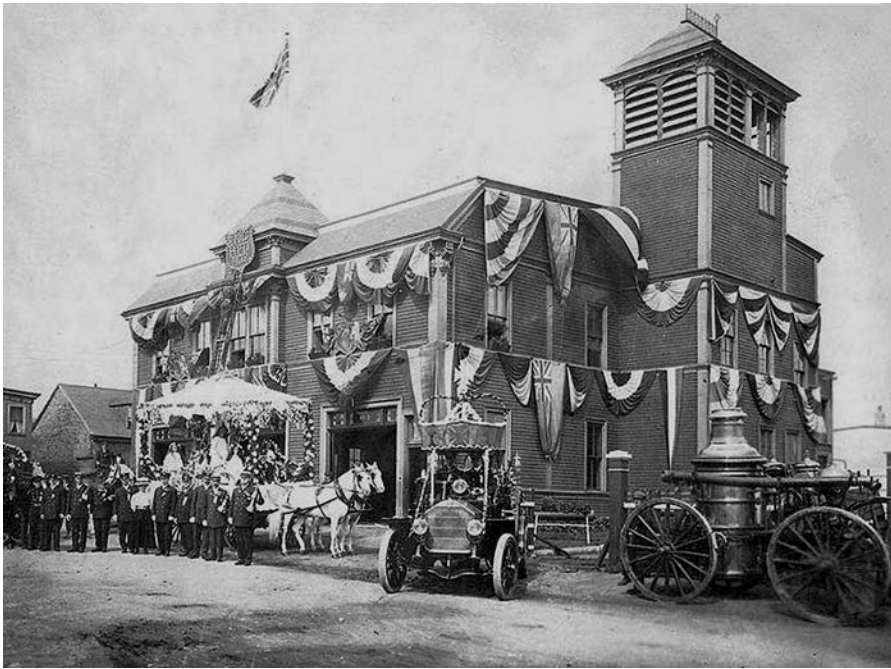
In 1872, the steam fire engine *Albert*

was purchased and the need for a dedicated building led to the construction of the Gerrish Street fire house. Located on Maynard facing Gerrish, this house with beautiful arched apparatus doors shared the site with a police station for the North End of the city and remained in operation until 1896.

By 1877, further protection was desired in the South End. To meet this requirement, the Queen Street station was constructed in the Fort Massey area (between South and Morris) and took on the number 6 and the name "Alma" after the hose cart stored there (not to be confused with the hand engine of the same name at the Spring Garden house). Housing the steam engine *Chebucto*, this station and her crew were well known for their heroism and service to the area, including being the first to respond to the devastating fire of 1882 that destroyed the Poor House at South and Robie, taking 31 lives. The building, which remained operational until 1906,

still stands today next to the Fort Massey Cemetery and is known as the Firehouse Apartments (now 1252 Queen Street).

At the other end of town, as Halifax sprawled to the north, the need for more fire protection in that area became evident. Hose Station No. 4 was built on Gottingen at the south corner of Almon. It housed Hose Cart No. 4, *Resolute*, along with a spare hose cart and a supply of hose. The Islesville station served the North End for many years, until the fateful morning of 6 December 1917, when Hoseman John Duggan mounted the station hose cart and headed for Pier 6, where a ship fire had been reported. The resulting catastrophic explosion not only took the life of Duggan, whose body was never recovered, but damaged the Islesville station beyond repair. At the time of the Explosion, this station also housed the reserve steam engine, *Devonshire*. Eventually, in April 1919, the Board of Control recommended that the Islesville station be sold.



The new station at Maynard and West, designed and built in-house, possibly during celebration for arrival of the first motorized pumper, the Patricia, in 1913

As Halifax continued to spread west toward the Northwest Arm, it was decided in 1884 that a station be built on the south side of Quinpool near Preston. Designated station No. 7 (later No. 5) and housing the hose reel *Perseverance*, this house proved invaluable in the ever-growing West End as call numbers increased. The addition of a steam engine and motorized hose car in later years (as seen in the photo) made for more effective response to the farther reaches of the peninsula. This house remained in service until 1950, when it was replaced by the Oxford Street station.

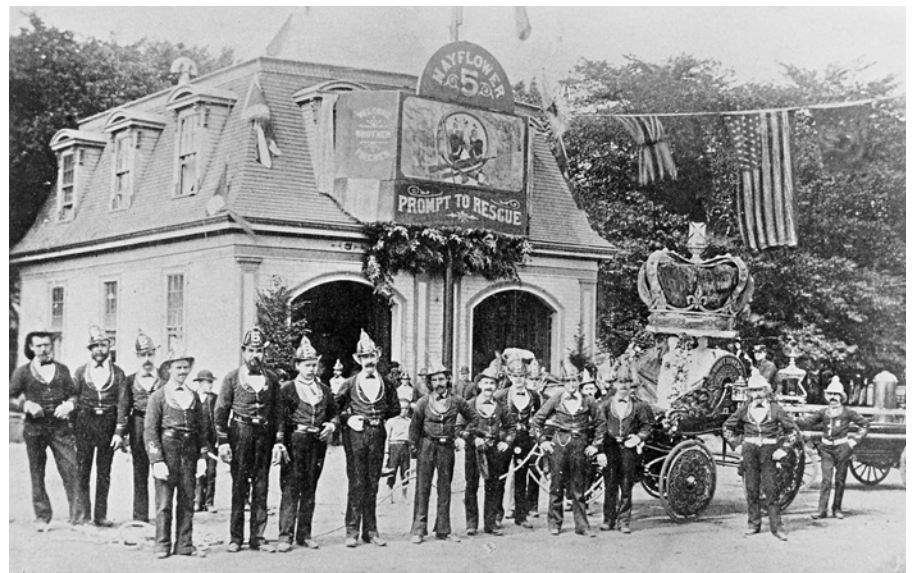
In 1891, with housing needed for the expanding hook and ladder companies, a station to cover the South End was required. The location chosen was on Grafton near Blowers (the building is currently occupied by The Stubborn Goat restaurant). Housing four horses with which to pull No. 1 Truck (and No. 1 Sleigh during the winter months) meant that the Union Axe Company could transport their many ladders ranging in size from a 26' regular ladder to a 50' Bangor style ladder along with many sizes in between. The entire Company comprised some 40 members divided

between the Gerrish Street station in the North and this new Grafton House in the South.

With the Maynard Street firehouse nearing the end of its useable life, a new and updated station in the area became a priority in 1896. The northwest corner of Maynard at West Street was chosen, a

stone's throw from the previous house. Designed and built with the help of the full-time staff of the department to keep costs down, this station would be large enough to house the growing staff and fleet needed to protect the ever-expanding north end of the city. Ornate in design, with a beautiful tray ceiling on the apparatus floor and carved pilasters adorning the walls, this house was the pride of the city and eventually would house the very first motorized pumper in Canada, a 1913 American LaFrance, *Patricia*. Plans for this house were drawn up by a member of the Halifax Fire Department's on-call force, William Fidler, who would go on to design a second fire house in 1908, the Morris Street station.

On 2 April 1904, the city purchased the property known as "The Little Fuel Yard" on the southeast corner of Bedford Row and Prince Street. The house for the waterfront being used at the time was a small section of the Market Building near the corner of Bedford Row and George Street. No longer used as a market, the current owner allowed the fire department to house their Division No. 4, known as "The Waterfront Protection Boys" along with their Engine No. 4, the steamer *Halifax*, in the failing and



Union Engine Company at Mayflower No. 5 station on Spring Garden Road at Hastings, lined up for parade during a carnival on 10 Aug 1886

dilapidated building. Construction on the replacement house began in late 1905. By May of 1906, the finest station in the city was opened. Eventually this house would accommodate not only the steamer, *Halifax*, along with horse-drawn chemical engines and hose carts, but the very first motorized aerial ladder in Canada. This house, which remained in service until 1969, is the current home of McKelvie's Restaurant.

Following much discussion about the ideal location, the southeast corner of Morris (now University Avenue) at Robie was chosen as the site for a station to replace the Queen Street engine house. Firefighter/engineer William Fidler was again asked to submit plans based on which the tender submitted by Geo B. Low for \$17,616 was accepted to construct the last of the Halifax engine houses designed for horse-drawn apparatus. At that time, architect fees would be agreed upon at 2.5% of the contract cost paid upon completion of construction. However the city felt that Fidler, already being paid as an engineer for the department, was not entitled to the agreed upon amount. After intervention by the Chief, stating that Fidler



Station No. 3 (now No. 2) on Morris Street (now University Avenue) at Robie; station still in use, with very different equipment!

had done the design work in its entirety while off duty and that at no time were his duties as an engineer neglected, the City relented and paid him the full amount owed. On 19 March 1908, the construction was deemed to be

complete and the doors were opened, as they remain open to this day. The stables were behind the station. It is said that, upon hearing the alarm, the horses would wait under the suspended harnesses, just outside their stables. Once the harnesses were dropped onto their backs and secured they would then race to the front of the house and wait to be hitched to the apparatus.

This is but a small part of the history and built heritage of the Halifax Fire Department and its predecessors, the oldest fire protection services in Canada.

Jeff Brown is an active firefighter with the Halifax Fire Department. Passionate about the history of firefighting, he is an active researcher and member of the Halifax Fire Historical Society (www.hfxfirehistory.ca). Don Snider retired from the Halifax Fire Department as an Administrative Captain in 1997 and works with the Regional Firefighters Interpretation Centre in Fall River.



Steam engine and motorized hose car in front of Station No. 5, Quinpool near Preston

MacMillan Collection, New Glasgow

Barrie MacMillan in conversation with Michal Crowe

The MacMillan Collection, the cache of photos and artifacts that have been acquired by Barrie MacMillan in New Glasgow could really be seen as the MacMillan Collections. There is a small subset of his holdings with a direct link to his family and lineage. But the overwhelming majority of the pieces in MacMillan's possession have a direct connection to the town of New Glasgow and Pictou County.

In his own words, the collection doesn't feature "a whole lot of any one thing," aside from items representing what makes and has made New Glasgow "tick". Mostly, it's an assortment of relics and memories from versions of New Glasgow long past: the New Glasgow of the 1930s, 40s, 50s, and 60s.

"There's no particular reason whatsoever," MacMillan says, "it's just that that's where my interest lies. It's the years of my youth, I guess, and the part that New Glasgow played during those times. I've always had a soft spot in my heart for New Glasgow and New Glasgow's past." As a collector, he doesn't hunt for any one thing; instead he acquires items by happenstance or word of mouth, or from flea markets or antique shops. It's a collection fuelled by the same love for his town that led him to serve for eight years as Mayor, and it's an interest that was taken up in earnest when he left office.

"an assortment of relics and memories from versions of New Glasgow long past ... of the 1930s, 40s, 50s, and 60s"

The building that houses MacMillan's collection is, in ways, as much a part of the collection as anything inside it. Within a tilted head's eye line of the Aberdeen Mall, and in the shadow of the former John Brother MacDonald Stadium, the small hundred-year-old,



Barrie MacMillan, former Mayor of New Glasgow, standing at his grandfather's workbench in what was at one time the stable; behind to the right is the home-made table-top hockey game he was given as a child (Griffin photo)

two-storey building sits on the edge of what was known as the circus field in the days prior to the stadium. In its time, the building had an up-close view of the Ringling Bros and the Barnum & Bailey Circus, and saw use as a stable and carpenter shop for MacMillan's grandfather. There are homes standing today throughout New Glasgow that first were conceived and drafted there.

Of course, the circus-filled views his grandfather's shop once enjoyed changed radically when the stadium was erected. A full-page ad from the Saturday, January 27, 1951 edition of the Evening News, proudly framed and mounted as part of MacMillan's collection, shows – and an event program confirms – that the first game in the stadium was held on the following Monday between the Charlottetown Islanders and the Sydney Millionaires at 8:30 pm, with play-by-play on CFCY radio an hour later. This was "big hockey in those days", MacMillan recalls. After all, for most of

its short life, this represented half of the Maritime Big Four Hockey League.

Later, Gene Autry (and his horse) would visit the stadium, and (as documented by one of MacMillan's large, framed photos) Johnny Cash would perform there, meeting Jimmy Haggard, Harold Borden, and Bob George of the Blue Cats backstage in the process. In addition to showbiz snaps, the walls are lined nearly floor to ceiling with photographs, like that of a power shovel midway through the assembly line at Maritime Steel, of Quality Cleaners founder Doug Wong dated 1951, the uniformed crew of the Pictou County Electric Company bus service, and the old Save Easy on Little Harbour Road (now a Masonic Lodge).

These photos fight for wall space with posters, newspaper clippings, his father's collection of old licence plates, calendars like those from Merritt MacKay's Austin and Volkswagen, one from the 1930s advertising Chisholm's

Dairy, or the 1938 edition from Nunn's Bakery (which, at the time, was located next to where the Bistro restaurant is today), as well as relics like an enamel Henry R. Thompson sign. Thompson, a Chevrolet dealer, used to occupy a space in the town's Market Square, near Jack Delaney's now equally absent service station. Today it's a small parking lot across from the fire hall and public library, but in the day it was a place to get "a great car from Henry R".

"New Glasgow didn't run on ice cream alone; there was also pop - and lots of it"

Brands from days gone by are woven throughout the collection. Products like Merigomish Brand Salmon or A. McKenna's Pictou Twist Chewing Tobacco are – as their names would suggest – not products of New Glasgow, but they certainly featured in the day-to-day life of the New Glasgow of old. The same can be said about the long empty package of Hamilton's Biscuits; made in the town of Pictou, the "cream soda biscuits", cookies, and chocolates were as popular in New Glasgow as Stellarton's



Provost Street, New Glasgow, decorated and filling up for the arrival of King George VI and Queen Elizabeth, 1939, from MacMillan Collection (Griffin photo)

Picoda Ice Cream.

Sold in a 'brick' of chocolate, vanilla, and strawberry, Picoda (Pictou County Dairy) ice cream was a MacMillan family favourite, represented in his collection by branded wooden butter boxes, a warehouse trolley, a thermometer, and serving tray. Elsewhere, there is a photo

of the Dearborn Dairy's delivery trucks, a milk bottle crate from Allen's Dairy in Stellarton, and even a milk can made by Crockett's in Westville.

New Glasgow didn't run on ice cream alone; there was also pop – and lots of it. Since 1986, Sobey's Big 8 Beverages has been pumping out an array of flavours down the Stellarton Road aways, but the New Glasgow of old – as evidenced by the bottles throughout MacMillan's collection – had a foothold of its own in the world of fizzy drinks. The Francis Drake Bottling Company was known as much for its distinctive, two-tone ceramic bottles as for its ginger beer. Highland Beverages featured a bagpiper on its bottles. MacLean's and Monarch Mineral Springs also feature in MacMillan's collection, but all of these companies have long since fallen by the wayside.

The face of downtown New Glasgow is ever changing, but there was a time it was a bustling hub, filled with clothing shops (like J. Fisher Grant Menswear), lunchtime foot traffic, and restaurants like the Royal Sweets. Located near the corner of Provost and George, where John Marshall Antiques sits today, the Royal Sweets – at least according to a menu preserved by MacMillan – offered



MacLean Johnson & Williams Ltd banana box and trolley (Griffin photo)



Ceramic Francis Drake ginger beer bottles (Griffin photo)

“man-sized” T-bone steaks at \$2.25, 40¢ cheeseburgers, 75¢ hot beef sandwiches, a morning feed of fried liver and bacon for 80¢, and “Nova Scotian milk fed chicken.”

A mounted poster in the collection announces not only a boxing match between Bearcat Jackson and Wallace McLeod at the drill shed in Parkdale (on another occasion the Bearcat fought Deputy Chief of Police George “Spinnny” Wright), but also that advanced tickets were available at Zeph Murdock’s Tobacco Shop and Shoeshine. Naturally, MacMillan also has parts of the shoeshine kit.

The MacGregor Building, across from the current Town Hall, was (by MacMillan’s standard) one of the most important buildings of its time. It recently changed hands, and MacMillan came into possession of the building’s vintage tenant board. Once destined for the dump, the salvaged sign lists the businesses and shops that occupied the building circa 1951: lumber merchant

Donald F. Cantley; H.R. Doane & Company; lawyer W.T. Hayden QC; watch repairer Gordon Herring; lumber dealers J.D. and P.A. MacGregor; former mayor and lawyer J.H. Power QC; Allan Thompson of Thompson & Sutherland; Zellers; and the 12th New Glasgow Scout Troop, which once included a young Barrie MacMillan among its ranks.

“Now there’s 50 people that worked in that store that would go across [the street] and have their coffee and cinnamon roll, have their lunch, maybe ... dinner ... just think of the business that was downtown”

The buses that replaced the tram cars (only to be replaced themselves by nothing at all) used to stop at the Goodman Company. It may be this more than any other past business that best exemplifies the rationale for MacMillan’s collection. There is a photo of the owners, Waldo, Nordau, and Hy Goodman. Another older photo of their

department store’s staff gives MacMillan cause to ponder. “There’s about 50 people there,” he says. “Now there’s 50 people that worked in that store that would go across to McRae’s Restaurant, or MacCarron’s, or to the Cosy Corner, and have their coffee and cinnamon roll, have their lunch, maybe if they’re open that night they have dinner. But just think of the business that was downtown. We think of attracting industry to New Glasgow; well, that was the type of industry we had but didn’t know we had it”.

New Glasgow was once a town of industry. MacMillan’s walls are filled with photographs of the shipbuilding and dock work that used to take place in the town, but there are stark reminders too, like the old steam whistle from Eastern Woodworkers. MacMillan describes their folding as “a blow” to the community. Some called Eastern Woodworkers a “company that built whole towns” and MacMillan’s photo collection shows prefabricated buildings made by the company being readied for shipment to communities in northern Quebec. Other photos show the original George Street Bridge, demonstrating its rotating trick that allowed vessels to pass, making full use of a then-busy East River. Another displays the old Carmichael house, a home built by shipbuilding money, before it came down to make way for the Westside Plaza.

The items discussed here really only scratch the surface – or perhaps the surface of the surface – of MacMillan’s collection. To document two rooms solidly packed with pieces, antiques, relics, documents, photographs, and trinkets, and the spark of what makes them interesting would take far more paper and ink than the constraints of this entry allow. And in the end, as impressive as some of these pieces may be, it’s what they have to tell us about New Glasgow which makes them interesting and worth pondering. At a distance, many of these items may seem an absurd thing to collect or take notice of, but seen up close and through the filter of one man’s love for his hometown, it all makes sense.

Doors Open for Churches along the Eastern Shore

Philip Hartling

The following is an introduction to some of the churches that will be open to visitors during the 2019 Doors Open for Churches weekend on the Eastern Shore in August. We hope it will whet your appetite to visit these churches and others that will be open in many parts of Nova Scotia this year. The schedule by region can be found on page 19.

Travel writer Lacey Amy and his wife Lillian Eva Payne took the stage from Halifax to Musquodoboit Harbour and then walked to Sherbrooke in 1914. Lacey titled his story "The Land of Sleep" which was published in *The Wide World: The Magazine for Men* (London, May 1916). He obviously was impressed by the numerous wood frame churches along the Eastern Shore and wrote "Every few miles a white church steeple peeped above the hills. It was the most 'churchy' district in Canada, and every church a wonderful touch of quiet peace and simplicity in a rugged view. Whatever the builders may have omitted in the way of expensive windows and architecture, they more than made up for by the selection of the sites."

Indeed most Eastern Shore churches are wood frame and eight in eastern Halifax are participating in the Heritage Trust's Doors Open for Churches, which for this area will be on the weekend of August 17-18. The Amys would have passed most of them on their trek to Sherbrooke.

Holy Trinity Anglican Church,
17326 Highway 7, **Tangier**
(Saturday, August 17, 10 am – 4 pm;
Sunday, August 18, 1 – 4 pm)

Holy Trinity has a small chapel off the main body of the church and a huge granite plaque, erected in 2016, listing the rectors for the entire 150-year history of the church.



St James Anglican Church, Port Dufferin, circa 1930, by Ernest Roby (later proprietor of Roby Studio, Inglis Street, Truro) (courtesy of St James and Philip Hartling)

St James United Church, 47 Old Taylors Head Road, **Spry Bay**
(Saturday, August 17, 10 am – 4 pm;
Sunday, August 18, 1 – 4 pm)

St James Church is within sight from the Number 7 Highway and has a commanding view of Spry Bay. Visitors will be treated to the Society's annual Musical Afternoon on Sunday at 2 pm with a program featuring local talent of musicians and a storyteller. All visitors are welcome to attend and there is no charge although donations are welcome.

St Peter's Roman Catholic Church,
43 St. Peters Loop, **Sheet Harbour**
(Sunday, August 18, 1 – 4 pm)

Lacey Amy described St Peter's as "An imposing Catholic church [that] stands aloft at the tip of the harbour."

St Andrew's Anglican Church, 155 St Andrews Loop, **Watt Section**
(Sunday, August 18, 1 – 4 pm)

Visitors approaching St Andrew's Church will drive on a short gravel/dirt road which runs parallel to the Number 7 Highway alongside Sheet Harbour. St Andrew's Loop is part of the original Eastern Shore road before it was bypassed by the paved highway in the early 1950s. If you are there at low tide (4:11 pm on August 18), you will see a long walkable sandbar at 90° to the shore near the church. Land for the church was purchased from William and Catherine Perry in 1887 and the Rev. E.H. Ball, rector of Tangier, assisted with the design. In order to complete the interior of the church, a picnic was held outdoors and a supper served inside the building during the summer of 1888. A basket social held the following winter raised money to pay for windows. Interesting features include the tin ceiling and the stained glass window of the crucifixion behind the altar.

St Margaret's Anglican Church, 28
Shortcut Road, **Sober Island**
(Sunday, August 18, 1 – 4 pm)

In 1888-89, men proceeded into the woods and cut timber for the present St Margaret's. The church was built by 1897 and sits on top of a high hill with a view of the ocean. St Margaret's Church was free of debt and duly consecrated on 16 September 1903. The stained glass window of Christ the Good Shepherd is behind the altar. The window was originally in another Eastern Shore church (now closed), but was saved and installed in St Margaret's Church in 2017.

St James Anglican Church, 67
Smileys Point Road, **Port Dufferin**
(Saturday, August 17, 10 am – 4 pm;
Sunday, August 18, 1 – 4 pm)

St James Church was designed by Halifax architect Henry Busch, whose accomplishments include the bandstand in the Public Gardens and the Truro Normal School (now Library). St James opened on 15 December 1891 and was described as "one of the handsomest of its size in the province" in 1903. Visitors will see the planed and beaded spruce walls and roof of the interior. The wood was coated with hard oil finish; the pulpit and truss work were finished in dark walnut stain and the chamfers in Indian red. A Gothic arch marks the entrance to the chancel. Spence and Sons, Montreal, supplied the quarry glass windows. The building's nave is 55 ft by 33 ft and the chancel is 20 ft by 16 ft. Other features include stained glass windows: 'I Am The Good Shepherd'; 'Jesus Said Go and Do Likewise'; and 'Let the Children Come to Me'. There are also wooden wall panels of The Apostles' Creed and The Lord's Prayer. An exhibit on the history St James and parish clergy will be on display this weekend as well as samples of cookies and sweet breads from recipes in the Women's Auxiliary's and Quoddy Guild's three cookbooks, published in the mid-1950s.



HTNS Built Heritage Awards Ceremony

Saturday, July 6, 2019 from 2:00 – 4:00 PM

Heritage Trust of Nova Scotia will be celebrating the Built Heritage Preservation Award winners from the 2018 competition at the Cedar Centre, 69 Cedar Street in Windsor. The Cedar Centre is one of our winners this year so we will take great pleasure celebrating in the original Windsor Furniture Company factory. Co-founder Andrew P. Shand built the nearby Shand House – now a museum – for his son, Clifford, in 1890.

You are invited to join us as we recognize the effort made by our winners to restore and preserve our built heritage.

The afternoon will include presentations by the five winners, a tour of the building, a nod to Clifford Shand's love of biking, music, fun photography and refreshments.

Special Events
Heritage Trust of Nova Scotia

Tickets are \$10.00 and available through eventbrite.ca

St Michael's Roman Catholic Church, 26555 Highway 7, East Quoddy

(Saturday, August 17, 12 noon to 4 pm)
St Michael's Roman Catholic (Chapel) Church was erected in September 1874 after being "Blown to Pieces" during the 1873 August Gale. The Church has seen many changes: numerous renovations and upgrades to the steeple, a lost bell, a re-found bell, and the changes of Vatican 2. Through all of this, the simplicity, uniqueness, and historical features are evident to the visitor. The names of original parishioners remain through their descendants on cemetery markers and memorial plaques that adorn the church walls – names such as Furlong, Henry, O'Leary, Warren, and Watt. A handcrafted panel by artist Robert Henry is the only remaining panel of three that adorned the altar for many years prior to Vati-

can 2. St Michael's current pews were obtained from the Sisters of St Martha's Chapel, Antigonish, and a dedication service was held on 28 October 2018.

St Mary's Anglican Church, 164 Shiers Road, Harrigan Cove
(Sunday, August 18, 1 – 4 pm)

St Mary's Church opened in 1907 and the newspaper *Church Work* reported the church had a nave and chancel, a tower with an open belfry surmounted by a sharp spire, and a good sized vestry. It also noted what it called an unusual feature in that the nave and chancel were under one continuous ridgepole. The article concluded with the comment, "The Church crowns a hill by the roadside." Visitors should also observe the descending dove and angel stained glass windows.

Doors Open for Churches in Nova Scotia 2019



St James United Church, Spry Bay (courtesy of and © Shirley DeWolfe)

Doors Open events will be scheduled this year in many parts of the province. Where specified below, the dates are established. In some cases, the dates are still to be decided. Further details on churches, addresses, and dates will be available on the Heritage Trust website (www.htns.ca) by early summer.

Please note that where the event covers two or more days, some churches will only be open on one of those days and hours vary from church to church. Please consult the website or call the Trust for further details.

Annapolis County: September (TBD)

Cape Breton (during Celtic Colours):
October 11-19

Cumberland (Western): Saturday and
Sunday July 20-21

Cumberland (Eastern): Saturday and
Sunday August 17-18

Digby County: September (TBD)

Guysborough County: Saturday and
Sunday August 24-25

Halifax County (Eastern Shore): Satur-
day and Sunday August 17-18

Hants County: Saturday and Sunday
September 7-8

Kings County: September (TBD)

Lunenburg County: Saturday and Sun-
day August 10-11

Pictou County: Friday and Saturday
September 20-21

Queens County: Saturday and Sunday
August 17-18

Shelburne County: Saturday and Sun-
day August 24-25

Additional events may be organized in Antigonish, Colchester, and Yarmouth counties, but no details are available as of publication date.

Programs Sponsored by Other Societies

Baile nan Gàidheal | Highland Village

4119 Highway 223 Iona NS

Biadh is Baile/Highland Fare Day: General admission fees apply, June 8, 10 am – 4 pm.

Calum Cille/St. Columba Day: Milling Frolic. General admission fees apply, June 9, 2–4 pm.

Canada Day Open House: Free admission on July 1, 10 am – 5 pm.

Donald Og Day: Regular admission applies, August 1, 10 am – 3 pm.

Là Mór a' Bhaile/Highland Village Day Concert: \$15 per person, children 12 and under free, August 3, 2–6 pm

Féill Eachainn Mhóir/Pioneer Day: Regular admission rates apply, September 14, 12–5 pm.

More info: <https://highlandvillage.novascotia.ca>

Canadian Museum of Immigration at Pier 21

1055 Marginal Road, Halifax NS

Canada Day at the Museum: celebrate our 20th anniversary, July 1, 9:30 am – 4:00 pm, free.

More info: info@pier21.ca or <https://pier21.ca>

Colchester Historeum

29 Young Street, Truro NS

Knit In: June 14, 1 pm–4 pm. Share skills, conversation and patterns with other knitters.

Tea in the Garden: Dates TBA, June–August. \$10.00 per person

More info: www.colchesterhistoreum.ca or check our social media pages

Hammonds Plains Historical Society

History of Hammonds Plains: display at the Fort Sackville Manor House in Bedford. August 27, 1–4 pm.

More info: <http://www.hammondsplainshistorical-society.ca/>

Isle Madame Historical Society / LeNoir Forge Museum

708 Veterans Memorial Drive, Arichat NS

Book Reading and Signing - Isle Madame Acadians: *Ancestral Identity and Pride* with Odilon Boudreau, June 9, 2 pm.

Historical Mysteries: Chasing Facts on Isle Madame with Dr. Anne Leavitt, July 14, 2 pm.

LeNoir Landing Hammer In: traditional art of blacksmithing, July 28, 2 pm, \$5, children 12 and under free.

Cemetery Tour: St John's Cemetery, August 25, 2 pm.

Tea in the Museum: every Wednesday afternoon 2–4 pm, July 3 to August 22, \$5 per person

More info: website: imhs.ca; e-mail: islemadame-historicalsociety@gmail.com

Little White Schoolhouse Museum

20 Arthur Street, Truro NS

Tuesday Teaday: Tuesdays 2–4 pm in July & August, \$5.00 for tea and cheesecake.

More info: <http://littlewhiteschoolhouse.ca>; www.facebook.com/littlewhiteschoolhousemuseum

Lunenburg Heritage Society

Lunenburg Heritage House Tour: A Walk Through Time: June 8, 10 am – 4 pm, tickets \$25 in advance

(purchase at www.tinyurl.com/LHHT2019), \$30 day of tour. Tour begins at the Lunenburg Academy, 97 Kaulbach Street.

More info: email: lunenburghousetour@gmail.com

Ottawa House Museum

1155 Whitehall Road, Parrsboro NS

Canada Day: celebrate at the home of Sir Charles and Lady Tupper. July 1, 1:30 pm

Strawberry Festival: July 13 and 14, 11 am – 5 pm.

Blueberry Festival: August 31 and Sept 1, 11 am – 5 pm.

More info: <https://www.ottawahousemuseum.ca/>

Sherbrooke Village

42 Main St., Sherbrooke NS

Wild & Woolly Weekend: sheep shearing and wool processing. June 15 and 16.

Courthouse Concert Series: Thursdays July 18 to August 15 and Fridays August 23 to October 4, 7 pm, \$10 at the door.

Sawmill & Goldmine Frolic: July 14, 2 pm

More info on these and many other events:

1-888-743-7845; <https://www.facebook.com/sherbrookevillage/>; <https://sherbrookevillage.novascotia.ca/>; https://twitter.com/Sherbrooke_NS

Heritage Trust of Nova Scotia Annual General Meeting and Illustrated Public Lecture

Thursday 20 June 2019
7:00 pm



Lecture

7:30 pm or shortly thereafter

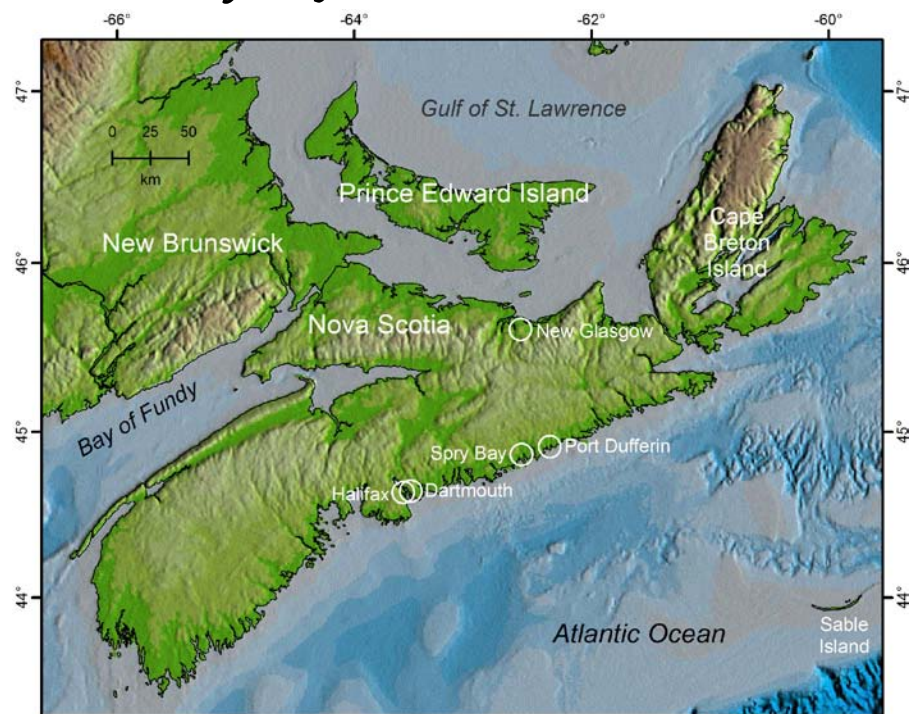
Claire Halstead

At home with the horses of Halifax: the Bell Road stables from 1908 to the present day

Museum of Natural History Auditorium
1747 Summer Street, Halifax
Access from visitor's parking lot

Information 423-4807

Locations of subject matter in this issue



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