

Acc. No.

22-74

3.8

DAL

MS 2

~~223~~

Ref

HISTORY OF SCOTTS BAY

BY

ABRAM JESS

SCOTTS BAY

This is a Village situate at the east end of the Bay of Fundy and several miles from any other community.

The following items of information regarding its history have been obtained from various sources.

From the Layout Books of Cornwallis and the Books of Record in the Registry of Deeds, from the Minutes of the old Court of Sessions and records of highways in the Office of the County Clerk, from the records of Estates in the Probate Office, from information furnished by some of the older residents of the Village and from personal knowledge and investigation I have gathered and arranged the items in the following pages.

Much valuable history has been lost through being left unwritten, I have set down what I have been able to find and trust that some part of it may be found interesting.

SCOTCH BAY

SCOTS BAY

SCOTTS BAY.

The following is from Dr. Arthur Wentworth Eaton's History of Kings County.

"In 1764 three or four families located at Scots Bay and began the present settlement there, among them people of the name of Andrews and Loomer. Tradition has it that shortly before this a vessel with some Scotch emigrants sailed up the Bay of Fundy, its passengers intending to settle at Cape D'Or. In a squall was driven ashore at the present Scots Bay, where she lay stranded, her passengers and crew however being saved. For some time the shipwrecked people wandered helplessly about but at last came on a solitary hunter. He gave them food and led some of them down the mountain, but these soon returned to their first landing place. During the winter that followed the Scotchmen made frequent journeys into the valley for food but what became of them in the end we do not know. From these temporary residents the place got its name, Scots Bay."

The first mention of the name that I can find is given in a Deed dated July 12th, 1783, recorded in Cornwallis Book No. 3 at page 323 from Nathaniel Cottle to Thomas Andrew, the description of the land conveyed in this Deed begins as follows:-"Bounded on the northwest corner by an old stake standing in the salt marsh on Scotch Bay shore."

In all the early documents, Deeds, Wills, etc., up to around 1840 the name is spelled "Scotch Bay", later it is "Scots Bay" and still later and up to the present time it is "Scotts Bay."

CAPE SPLIT

The body of water called Scotts Bay is bounded on the North by the South shore of Cape Split, on the West by a line from the point of Cape Split to the South shore of the Bay of Fundy, on the South by the South shore of the Bay of Fundy continued Easterly and on the East by the Village of Scotts Bay.

The Micmac name for Cape Split was "PLEKTEOK" meaning, "Huge handspikes for breaking open a beaver dam".

Dr. Eaton in his History says "The first voyagers of whom we know anything who visited this part of Acadia was the famous explorer DeMonts. In 1604 from Port Royal with Champlain and Poutrincourt he sailed up the "Baie Francois" as the party then named the Bay of Fundy.

Champlain in 1606 went again to the head of the Bay and in his account speaks of "Cap de Poutrincourt" as he named the Cape now called Cape Split.

The first effective grant of Cornwallis Township dated July 21st, 1761, mentions the Bay of Fundy boundary as follows:-
"Thence on the said Bay according to the course of the Bay of Fundy to Cape Fondu". One authority speaking of the Bay of Fundy says, "researches have proved that the name comes from an early French corruption of the French word "fendu" meaning "split" applied on old maps to the cape now called Cape Split at the entrance of Minas Basin".

Here we have the four names, "Plekteok", "de Poutrincourt", "Fondu" and "Split" that have been applied in succession to the Cape which runs Westerly from where the shore turns in that direction about four miles to the point, being about three quarters of a mile wide from the Scotts Bay shore to Minas Channel at its Eastern part and gradually narrowing toward the point.

The following is from "Voyages of Samuel DeChamplain"
Chapter 5, beginning on Page 75:-

"While these preparations were in progress two excursions were made The other excursion was conducted by De Poutrincourt accompanied by Champlain the object of which was to search for ores of the precious metals, a species of wealth earnestly coveted and overvalued at the Court of France.

They sailed along the northern shores of Nova Scotia, entered Minas Channel and anchored off Cape Fondu, now anglicized into the uneuphonius name of Cape Split. De Poutrincourt landed on this headland and ascended a steep and lofty summit which is not less than four hundred feet in height. Moss several feet in thickness, the growth of centuries, had gathered upon it and where he stood upon the pinnacle it yielded and trembled like gelatine under his feet. He found himself in a critical situation. From the giddy and unstable height he had neither the skill or courage to return. After much anxiety he was at length rescued by some of his more nimble sailors, who managed to put a hawser over the summit by means of which he safely descended.

They named it "Cap de Poutrincourt".

EARLY SETTLERS.

Who first settled at Scotts Bay we do not know, but among the first of whom we have some personal history are the following:

PRINCE COFFIN

Born in Nantucket, Mass., Dec. 2nd, 1757, he came to Nova Scotia about 1776, on a whaling voyage out of Nantucket during the revolt of the American Colonies, the vessel was captured by an English Man-of-war and brought to Halifax, from which place he made his way to Cornwallis. He was married Jan. 8th, 1788, to Experience Ells, a sister of Samuel Ells and over a year previous to his marriage he had received a Deed of one hundred acres of land at Scotch Bay from Stephen Strong, this adjoined the land on which Samuel Ells then lived. Later he sold this land to Levi Loomer and removed to Habitant. He died Feb. 12th, 1850, age 94 years and his wife died May 10th, 1849, in her 90th year. They are buried in the Cemetery at Habitant.

THE FIRST GEORGE JESS

Born in Ireland at a date unknown, he was a native of Belfast, a linen weaver by trade. In 1792 he obtained a Deed of 100 acres of land from Samuel Starr, being a part of the Starr layout. His wife, was formerly Lizette Payzant, but the date of their marriage is unknown. They had a family of seven children, their son George, who was at the time of the purchase of this land about seven years of age, was the only one of the children who has a part in the history of Scotts Bay, excepting Joseph, who purchased and held for a time a lot of 100 acres adjoining the land of his father on the east, later the property of Jacob Lockhart, and now of Hardy Corkum. George Jess Sr., also bought a lot of 136 acres off the north side of the Gore layout, this land lays between the south line of land now owned by Hardy Corkum and the north line of land owned by Wyman Shaw. On March 24th, 1817, the two George Jesses, Sr. and Jr. sold

all their lands at Scotts Bay to the Rev. John Pineo, the wife of George Jess Sr. was alive at that time, but, it is supposed, died within a year or two, who was not living when he made his Will on June 16th, 1821. He boarded with his son-in-law, Job Chase from April 14th, 1821 till his death on February 26th, 1823, As near as can be ascertained, he and his wife are buried in the old burial place at the north end of the Village, on a part of land sold by them to the Rev. John Pineo, as on map of Kings County, 1864.

George E. Huntley, Miller and Farmer.
William A. Tupper, J.P., Farmer.
Daniel Huntley, Farmer.
George L. Jess, Farmer.
Joseph Jess, Farmer.
Alexander Steele, House Joiner.
Jonathan E. Steele, Shipwright.
James M. Rogers, Farmer.
Abraham C. Ells, Master Shipwright and Way Office Keeper.
Lemuel Ells, Blacksmith.
Gel. N. Davidson, Merchant.
Joseph Steele, Fisherman and Ship Owner.
DeLacy Corkum, Farmer.
William D. Huntley, Farmer.
David Lockhart, Farmer.
Jonathan Lockhart, Ship Carpenter.
Rebecca Pineo, Teacher.

I do not know why others were not mentioned, personally, I think the mapmaker canvassed for subscriptions before making the map, and those who subscribed had their names put on the Business Directory.

THOMAS ANDREW

Dr. Eaton in his History of Kings County says that in 1764 three or four families located in Scots Bay, among them people of the name of Loomer and Andrews, but the name is Andrew as I find it on the records. The first record I find of any purchase of land by him is in Book 3 at page 323 in the Cornwallis records, this is a conveyance by Nathaniel Cottle to Thomas Andrew and conveys the southern part of the lands laid out to Cottle, Ells and Strong, with also a one fourth interest in a saw mill. This Deed is dated July 12th, 1783.

In the Fall of the same year, on November 12th, 1783, Thomas Andrew purchased from Isaac Bigelow his right in the three hundred acre division of Cornwallis and the land was laid out to Andrew to the eastward of and adjoining the land purchased from Nathaniel Cottle.

On April 8th, 1789, Thomas Andrew mortgaged his holdings to Andrew Crawford for 17 Pounds 12 Shillings, and in this Mortgage the land is described as follows:-"All that certain farm or tract of land whereon the said Thomas now lives together with a house and one fourth part or share of a saw mill situate and being at Scotch Bay aforesaid and butted and bounded as follows to wit, on the East by a lot of land of Peter Wickwire, on the South by a lot of land of Benjamin Belcher, on the West by the Bay of Fundy and on the North by the lots of Joshua Ells, Samuel Ells and Jonathan Rand containing four hundred acres of land more or less". This Mortgage was later released and another Mortgage was given by Thomas Andrew and Mary his wife to John Burbidge for 90 Pounds Spanish Milled Dollars at 5 Shillings each. This Mortgage was also released. In a Deed dated March 7th, 1791, Thomas Andrew sold to Jonathan and Josiah Davison 100 acres out of the Bigelow land, and also a twelve acre lot, the description of which may be interesting. It is as follows:-"Also another lot of land containing twelve acres more or less being a part

of the lot of land containing twelve acres more or less being a part of the lot of land I the said Thomas Andrew now live on and beginning at a point below the Great Fall where the little brook joins the great brook about ten rods below where the corn mill now stands belonging to Messrs. Jonathan and Josiah Davison and from there twelve rods in width by Samual Ells land to the head of said lot and joining the one hundred acre lot above specified."

In a Deed dated November 11th, 1803, Thomas Andrew conveyed all the remainder of his lands to Samuel Ells.

I find no further record as to where he went or what became of him.

Following is a list of Deeds to some of the early residents of Scotts Bay showing Book and page of Registry and date of Deed. Book and page figures are given with a dash between, the first figures being the Book number and following the dash the page number.

Thomas Andrew from Nathaniel Cottle	3-323	July 12/1783
Thomas Andrew from Isaac Bigelow	3-324	Nov. 12/1783
Prince Coffin from Stephen Strong	2-268	Dec. 23/1786
Jonathan & Josiah Davison from Benj. Belcher	4-285	Jan. 27/1791
George Jess Sr. from Samuel Starr	3-157	June 19/1792
Levi Loomer from Prince Coffin	3-244	Jan. 22/1793
John Pingree from Samuel Gore	3-221	Mar. 1/1794
Joseph Jess from Samuel Starr	3-334	Feb. 23/1796
George Jess Jr. from Joseph Jess	5-291	May 8/1809
John Pineo from George Jess Sr.	6-541	Mar. 24/1817
John Pineo from George Jess Jr.	6-542	Mar. 24/1817
Lemuel Rogers from John Pineo	7-176	Oct. 2/1820
John M. Comstock from Elisha DeWolfe	9-84	--- 1828
George Jess Jr. from Enos Collins	9-52	Oct. 26/1830
William A. Tupper from George Jess Jr.	11-103	Apr. 4/1837
Jacob Lockhart from DeWolfe's	12-558	Mar. 1/1844
Abraham C. Ells from DeWolfe's	13-208	Mar. 1/1844
William D. Huntley from George Jess Jr.	12-394	Apr. 2/1844
Joseph Steele from Jacob Lockhart	13-250	Nov. 4/1844
William Jess from George Jess Jr.	13-413	Mar. 25/1846
Asa Huntley from William D. Huntley	13-413	Mar. 30/1846
John Wood from Joseph Steele	14-102	Feb. 22/1847
George Miner from A.C. Ells	17-145	Mar. 5/1850
Addison and N. Comstock from W.D. Huntley	18-293	Sept 13/1851
Joseph E. Corkum from Samuel Ells Jr.	18-540	Mar. 12/1852
James H. Rogers from W.A. Tupper	19-265	June 10/1855
James M. Rogers from A.C. Ells	24-426	July 13/1857
Lemuel Ells from Joseph Steele	65-498	May 11/1858
Mrs. B.N. Pineo (Almira) from William Jess	24-34	Mar. 3/1860
Amasa Loomer from A.C. Ells	28-302	Mar. 16/1863

Edward Loveless from George L. Jess	26-538	Feb. 2/1864
Edward Comstock from Joseph Jess	26-577	Nov. 19/1864
Zenas Loveless from James Loveless	27-308	Jan. 29/1866
John Legge from W.D. Huntley	35-498	Nov. 11/1867
William W. Parker from Joseph Jess	30-96	Dec. 18/1869
Timothy E. Parker from Geo. E. Huntley	30-215	Mar. 11/1870

Of course there are a large number of persons who owned land in Scotts Bay in the early years of the Village beside those before mentioned. Many of the men mentioned on the preceding page had large families many of whom remained in Scotts Bay and acquired land, either from their father or from someone else, on which they built homes, notably the six sons of Joseph Steele, namely, Jonathan E., William, Judah, Joseph Jr., George and Alexander and the six sons of George Jess Jr., namely, William H., Daniel, George L., Joseph, David and Leander and the four sons of William A. Tupper, namely, Albert A., Herbert H., Ardent C., and Jordan.

There were also the families of Francis Anthony, Joseph E. Corkum, Asa Coffill, Abraham C. Ells, Lemuel Ells, William D. Huntley, Asa Huntley, James Loveless, John Legge, Jacob Lockhart, Barnaby N. Pineo, Nathan Parish, James M. Rogers, and John Rogers, and earlier than any of these the family of Samuel Ells, consisting of seven sons and seven daughters, the only one of his sons who remained at Scotts Bay being Elisha to whom the homestead was willed, the sons of Elisha Ells who lived at Scotts Bay being George and Watson, while Rebecca, one of the daughters of Samuel Ells became the wife of Joseph Steele.

There are a large number of others who have lived at Scotts Bay at one time or another who may or may not have owned land, who were a part of the community life of the Village and who deserve to be mentioned in this connection, the following list is by no means complete.

Isiah Blenkhorn, James E. Bennett, William Butler, Newton Corkum, Benjamin Corkum, George Davison, Elisha DeWolfe, Henry Hudson, Henry MacDonald, Osman McLellan, Walter Monroe, William Osborne, Elijah Pineo, Elkanah Porter, Daniel Rogers, William Rogers, Amos Thorpe, Henry Thorpe, J. Reid Shaw and many others.

JOHN PINGREE

Born Jan. 22nd, 1759, this man came to Nova Scotia and purchased from Samuel Gore a one half interest in the land laid out to Moses Gore, the Deed is dated March 1st, 1794. There is no division recorded but he seems to have occupied the whole lot except the lot of 136 acres on the north side, later owned by Abraham C. Ellis. The price paid to Samuel Gore for this land was 125 pounds.

John Pingree was married twice and had a family of nine children. He died Dec. 9th, 1813, and was buried in the Cemetery some distance to the east of the present road through Scotts Bay. Administration was granted to his widow, Eliza Pingree on January 1st, 1814, and the inventory of his Estate shows him to have been possessed of considerable property.

This inventory shows all the various items of his Estate down to the smallest detail, he had a stock of cattle, horses, sheep and swine, a sawmill and boat, several pieces of mahogany furniture and other household furniture and furnishings that showed a good standard of living. He was a "Hatter" by trade and appears to have manufactured hats at Scotch Bay, and in this connection the following items from the inventory may be of interest.

50 Wool Hats unfinished	12/10
20 do finished	15/3
2 Copper Boilers	/50
Hatters Tools, Bason, Irons, etc.	/24
150 lbs. of Hatters Wool	
Sundry Furs for Hats	

The values are set down in Pounds, Shillings and Pence, and are rather confusing, but the items are interesting as showing some of the activities in those days, there is also an item of 175 bushels of salt at three shillings per bushel.

Eliza Pingree was still living at Scotch Bay in 1827 when she petitioned the Court of Probate for her Dower to be set off to her and this was done, giving her a part of the lands of her late husband and certain rights in the house and cellar and in and around the barn, chaise house and other buildings, and the right to fence a lane from the barn to the brook and to get water from the well.

ROADS IN SCOTTS BAY

In the first settlement of Scotch Bay no doubt most of the coming and going was by way of the sea, but as time went on there would be more communication with the Cornwallis settlements in the Valley, first by footpaths, then on horseback and later by horse drawn vehicles. When the first travelled path across the Mountain became finally widened and improved so as to accomodate horse drawn vehicles we do not know, probably it could be so used in winter for some time before it would be passable in summer. Travel for any distance was almost entirely by horseback until 1840 there being very few wheeled vehicles in Cornwallis before that time for summer travel. The Pingree inventory made in 1814 mentioned "1 Sleigh" and "1 Riding Sleigh" but nothing with wheels except an ox cart.

The first mention I can find relating to roads at Scotts Bay is contained in an account of a meeting of the Magistrates of Cornwallis held for the purpose of adjusting the Sections for the purposes of Statute Labor, the following is a short extract. "At a special Meeting appointed for the purpose held at the house of Amos Sheffield, Innholder, in Cornwallis" etc. At this meeting it was proceeded to divide the County into Districts or Sections for the purpose mentioned and the part relating to Scotts Bay reads as FOLLOWS:-

"19th. Begins on the North side of Scotch Bay Road where the road leaves William A. Chipman's land and extends northerly including all the settlers on Scotch Bay."

As far as we know the road from the top of the Mountain to the former residence of William D. Huntley runs for the most part as it did originally. The house in which Mr. Huntley formerly lived was situate on the east side of the highway and north of the Huntley millpond, facing the South Shore Road.

From this place the road running northerly through Scotts Bay was at first some distance to the eastward of the present road. Running through the Pingree farm, its course brought it along the east side of what was later the South School Grounds, thence northerly through lands later of William Jess, Joseph Jess and George L. Jess to the road now open between the former Leander Jess place and the former James M. Rogers place, this was a part of the old road, from there the old road ran northwesterly through other lands and land now of Hardy Corkum to the road running past the house formerly owned by Joseph Steele Sr., this and the road from the Leander Jess place to the James M. Rogers place being the only parts of the old road now travelled.

Just why this road was laid down in this easterly position is difficult to understand, it was not convenient for the fishery and was hilly and irregular. However, there was considerable swampy land and two or three deep hollows where brooks would have to be crossed further to the westward and these difficulties were not so easily overcome in those days, although the old practice of building "Corduroy" roads by laying poles closely together across the swampy places made the crossing safe, but the effect of driving over it on wheels may be imagined.

The way to the shore from this road followed the course of the present road to the wharf, and was apparently used for this purpose for some time before being officially laid out, how long we do not know, but in the November Term of the Court of Sessions in 1836 the following Petition was presented:-

"To the Justices in Session now convened.

May it please your Worships,

We your humble Petitioners beg leave to lay before your Worships the necessity of a Road leading from the Road running North & South past George Jess' house at Scotch Bay in Cornwallis Westerly to the

Bay Shore a distance not to exceed one hundred Rods as there is not at present any legal communication from said North & South road to the Bay Shore where the Shad Fishery is carried on and the only Harbour & landing place there is in the settlement, we have hitherto been allowed to pass and repass at the place mentioned and the public generally but am now forbid that privilege.

We therefore beg your Worships to take our case under consideration and grant us such relief as you in your united wisdom may think best and your Petitioners as in duty bound will ever pray.

Cornwallis November 1836.

Joseph Steele Elisha Ellis Jacob Lockhart Allen Comstock
 Samuel Ellis jun. William D. Huntley Silas Caton Charles Wood
 Zadok Bennett Levi C. Woodworth Benj. Rand Judah Wells
 E. DeWolf jun. D. Whidden James E. DeWolfe Joseph Rockwell
 James Kinsman Wm. H. Chipman John Belcher James Harris
 John Shaw Arthur Cox Elijah Cox Peter Fox Timothy Barnabe
 Robert Winsby Wm. Borden George Lockwood David Eaton
 Perry Borden.

It is ordered that Harris Harrington & John Wells Esqrs. be a Committee to examine the premises agreeably to the prayer of the within petition as the law directs and make report to the Clerk of the Peace fifty days previous to the next General Sessions in order that the same may be advertised.

By the Court.

Wm. H. Chipman

Clerk Peace.

Nov. Term 1836

This road was laid out later from the old east road to the Bay Shore past the house of George Jess Jr., who at that time lived in the old Pingree house to the south of this road, the distance was forty rods from the old road to the Jess house and ninety rods from there to the shore, two rods wide.

This roundabout way of getting to the shore was for various reasons found very inconvenient, and the following petition which sets forth some of these reasons was presented to the Court of Sessions in November, 1838.

"To the Honorable Court of Sessions of the Peace for the County of Kings County, the Petition of the undersigned inhabitants of Scotch Bay and others, Humbly Sheweth.

That many of your petitioners suffer much inconvenience which arises partly from the softness of the soil and partly from several heavy hills over which the Road now passes between Mr. William D. Huntley's and Mr. George Jess' which your petitioners conceive might be in a very great degree removed, and a much dryer, leveller and shorter way obtained by opening a Road from Mr. William D. Huntley's house Westerly to the Bay Shore Sd Road is expected to be carried about fifty Rods through Sd Huntley's land (which will be freely given for the accomodation of the Public) thence about forty rods on or alongside of an old Dyke to the Sea Wall on a line between lands owned by Elisha Ells and the heirs of Jonathan Rand deceased, that the said Road is of the utmost importance will be easily seen from the fact, that all the persons engaged in the fishery and living to the Southward of William D. Huntley's must necessarily pass through the present bad road daily and frequently in the middle of dark and rainy Nights from the first of May to the first of September drawing heavy loads of fresh fish

up bad hills and through deep mud, besides the heavy articles of Salt, from the landing and their pickled fish, when they ship them, Lumber, or the produce of their Farms for Market, We therefore humbly solicit the favorable consideration of Your Honorable Court, and that the necessary steps be taken to examine, open and establish the said Road, and your Petitioners as in duty bound will ever pray, -----November 8th, 1838.

Jacob Lockhart	Wm. G. Randall	Allen Comstock
Joseph Steele	Jonathan G. West	Nathan Stewart
James Christie	George Jess	Hiram Loomer
Hibbert M. Crane	William A. Tupper	Nathan Loomer
Abraham C. Ells	Elisha Ells	James W. Loomer
Wm. D. Huntley	Saml. Ells	John Ells
John Sanford	James Sanford	John R. Coffin
John Sheffield	Daniel Moore	

Deferred until May, 1839, & Mr. Wells to enquire into the same.

By the Court, W.H. Chipman, C.P.

Have made the enquiry and find there will be no expense except the marsh which is about forty rods the owner of which will not agree to the Road except he is compelled.

J. Wells.

John F. Hutchinson, Esqu., George W. Terry & Winckworth Chipman are appd. a Committee to examine the premises & assess the damages & lay out said road if practicable & report to the next Nov Term. May Term, 1839.

By the Court

Wm. H. Chipman,
Clk. Peace.

This Road was eventually laid out and appears to be the south road to the shore, the idea seems to have been to go west to the shore by this road and then by the sea wall northerly to the other road to the shore and perhaps further north, following is the report of the Commissioners and the layout of the road:-

We the subscribers having been appointed by the General Sessions of the Peace as a Committee to examine & if by us deemed necessary to lay out a road agreeably to the prayer of the Ennexed Petition, Have as directed examined the premises and we are of opinion said Road should be made, therefore have laid out said road by Wm. D. Huntley to the Bay Shore as by the return of surveyor will more fully appear. There is no damage claimed by any of the parties owners of the land through which said Road will run except by the Heirs of Jonathan Rand whom we understand object to said Road being established & with whom no agreement can be made, we therefore assess as damage to the said Heirs of Jonathan Rand deceased, for land Twenty Shillings and for fence when made lawful, Thirty two Shillings, and this we make as our Return at Cornwallis this 9th day of November 1839.

John F. Hutchinson
G.W. Terry
Winckworth Chipman

Beginning at the Highway by William D. Huntley's and Run North Seventy Degrees West Sixty nine Rods to the Marsh, thence same course thirty two Rods across the said Marsh to the Bay Shore.
Cornwallis October, 1839. William Harrington D.S.

This Road along the Sea-wall also seems to have had its difficulties, and so another plan was decided upon, in the meantime the Pingree house was burned, and George Jess Jr., had built a new house on the north side of the Shore Road being the house now occupied

by William Tupper, and a new road was run direct from William D. Huntley's coming into the Shore Road opposite this house, then starting a little to the west of this house ran north to the north end of the Village, and this is the road as now travelled through Scotts Bay, it does not appear that this road was ever officially laid out, all the land through which it passed except a short piece at the north end, was owned at that time by William D. Huntley. William A. Tupper and George Jess Jr., and I understand that they took the land covered by the old road for the land they gave for the new, closing the old road without any reference to the Court of Sessions. The date of this exchange is not very certain, but in a Deed from William A. Tupper to his son George Tupper dated November 5th, 1844, the western bound of the land conveyed is said to be "at the east side of the new road lately cut through from William D. Huntley's."

In December, 1845, a petition was presented to the Court of Sessions asking for an alteration in the road from Stephen B. North's up the Mountain, the petition asks for the road to be laid out in a new situation which will avoid the steepness of ascending the Mountain by the old road now travelled and shorten the distance to Scotch Bay about three miles. This Petition was signed by a large number including, William A. Tupper, A.C. Ellis, Asa Huntley, W.D. Huntley, Elisha Ellis, George Jess, Jacob Lockhart, Leander Wickwire and Jonathan Ellis.

In October, 1864, a petition was made to the Court of Sessions by Jacob Lockhart and others for a road from Lemuel Ellis' to Scotts Bay Road to east end of a six rod reserve on south side of Cape Split. Burgess Newcombe, Commissioner. This road was laid out and appears to be the road which runs westerly from the old North Schoolhouse past the Lemuel Ellis place to the Cape Split Road.

The road running easterly past the Meeting House to the South School Grounds and the residence formerly of William Jess was reserved and laid out in 1865 when William Jess and William A. Tupper sold the Meeting House Grounds to the Trustees. There was formerly a road running diagonally across what is now the Meeting House Grounds from the former residence of Albert Tupper to the old Schoolhouse, in a northwesterly direction, this was closed when the land was sold to the Trustees, and the road as now travelled was laid out then, and later a right of way over this road was given to the South School Section for School purposes, by William Jess and Albert Tupper.

In October, 1868, a Petition by A.C. Tupper and others for a road in continuation of the road from the North Schoolhouse in Scotts Bay past James M. Rogers sawmill. Joseph Steels, Commr. In October, 1869, a Report was considered by being too late was dismissed.

In October 1870, Petition from Daniel Jess and others for road from Post Road near A.C. Ells, past James M. Rogers sawmill, eastward, Joseph Steele, Commissioner.

October, 1871. Report 17. Road near A.C. Ells past Rogers sawmill, eastward.

Report received, discussed and confirmed, as follows:- Commencing at the southwest corner of George Steele's land and runs S. 70 E. thirty five rods to William Rogers land, thence same course thirty five rods to land owned by William Butler being in the line of lands of the above mentioned parties and Abraham C. Ells, the whole distance being seventy rods and have agreed with the parties for fencing (no charge for land).

Geo. Steele	17 1/2 rods fence at 35 cts	6.12 1/2
Wm. Rogers	17 1/2 do	6.12 1/2
Abraham C. Ells	35 do	<u>12.25</u>
		\$24.25

Joseph Steele (Commr)

The road from the present Public Hall, eastwardly to the former Leander Jess place and from thence northerly to the former James M. Rogers place was laid out in 1873, following is the Report of the Committee.

Pursuant to Order of the Worshipful Court of Sessions for Kings County I the undersigned a Committee appointed by said Court to lay out a road at Scots Bay. Cornwallis have laid out the road at that place as directed, three rods wide, and agreed with the proprietors for land and fencing as under mentioned. Said road runs thus--commencing at the Bay road near George Jess' and rush East by South sixty four rods until it strikes the old road near Leander Jess' thence North by said old road to the road near James M. Rogers sawmill. The old road crosses lands of Daniel Jess and Abram C. Ellis.

Agreed with the proprietors of land as follows,		
George L. Jess for 64 rods Land,		\$32.00
he giving in two thirds in width.		
George L. Jess for fencing 64 rods @ 30 cts.		19.20
Daniel Jess " fencing 30 do @ 30 cts.		9.00
Abram C. Ellis " fencing 30 do @ 30 cts.		<u>9.00</u>
		\$69.20

And this I make as my report

Cornwallis 25th March 1873.

Joseph Steele
Committee.

The part of this road from the Main Road to Leander Jess' had been used by him for some time as a right of way, and the part from Leander Jess' to James M. Rogers was a part of the old east road that had been closed at least since 1844. No doubt many of these roads had been in use as roads for some time before being officially laid out, after being laid out they would come under Statute labor.

In 1868 proceedings were taken to have a road laid out running eastward from the North Schoolhouse past James M. Roger's sawmill, this mill was on a brook running through the James M. Rogers property westerly through lands of Daniel Jess, sometimes called the Dan Jess Brook.

All these were saw mills run by water power, with up and down saws, which sawed the logs nearly through to the end so as to avoid sawing the iron which held the log in place, the boards being split apart at this end leaving a "stub short" on one end of every board.

If we reckon the history of Scotch Bay as beginning in 1764, probably all the frame buildings, both houses and out buildings of all kinds for over one hundred years from that time were built of lumber sawed in one or another of these mills, and the roofs and in many instances the sides also of these buildings were covered with "rived" shingles made by hand by splitting blocks of clear spruce to the required thickness and shaving them with a draw knife by those skilled in the art, and for some of the older buildings the nails were made one by one by a blacksmith, or were simply wooden pegs.

In the late 1870's or the early 1880's a steam mill was built just east of the aboiteau where the creek runs out past the wharf, this mill I think, was owned by a Company and operated by David Jess. It contained a rotary, edger, planer, shingle machine, and later a teenail turning machine and some other machinery. A large quantity of lumber was manufactured in this mill, much of which was exported.

A water mill built by Ardent C. Tupper on the George Ellis Brook, just east of the highway was in operation for several years where staves, heads and shingles were manufactured. This mill was put out of business by a freshet in 1927 which broke the dam and moved the mill from its foundation, it was never repaired.

In 1919 William Rupper and Sons built a mill powered by steam engine a short distance north and east of the Pingree Mill site, this mill has a rotary saw and also manufactures barrel stock and shingles. This mill is still in operation.

Lumbermen have also set up portable mills at Scotts Bay at various times, and considerable lumber sawed in these mills has been exported.

INDUSTRIES

When the first settlers came to Scotch Bay they found, except for the marsh, forest to the waters edge. A forest principally of spruce, fir, beech, birch and maple and logging, milling and ship-building industries grew up in connection with this forest.

Logging is almost wholly a winter industry, snow roads being depended upon for moving the logs. The first houses were built of logs, and I think it is safe to say that since the first settler came, whoever he was, not a winter has passed without logging operations being carried on.

Something better than log houses were soon needed and the next concern would be for mills to convert the plentiful supply of logs into lumber for building purposes.

The first mill of which we have any record is that in which Thomas Andrew had a one fourth interest in 1783, this mill was situated on the George Ellis brook some distance eastward from the present road. I have not been able to get the names of the other shareholders.

On the death of John Pingree in 1813 part of his property consisted of a mill, this mill was situated on the Joseph Jess brook a short distance east of the present road, and this mill or another on the same site was later owned by the second George Jess and was left by him to his two sons, Joseph and George L. On the same brook as this mill and to the eastward was at one time a mill owned by William Jess and a short distance west of the present road and on the same brook was a mill built by Albert Tupper, son of William A. Tupper and later operated by James E. Bennett, there being at this time three mills in operation on the same brook. Then a great freshet

came, probably in the spring of 1872, and filled the three ponds, then the upper dam broke and the mill was carried away and the water from the upper pond came down breaking the lower dams one after the other and taking the two lower mills along with it, and a couple of fish houses, one just east of the road and one a little to the west, and the plank bridge on the highway, went along with the mills. These mills were never rebuilt.

In 1846 William D. Huntley sold a half interest in a sawmill to Asa Huntley, this mill was situated on the Huntley brook, just west of the highway which passed along and over the top of the mill dam, this mill later passed through several hands before it finally went out of existence.

INDUSTRIES

THE FISHERY.

Perhaps the fishing at Scotch Bay first attracted settlers there, and the following from Dr. Eaton's History may be interesting in this connection:- "Early in the period which followed the coming of the New England Planters to Cornwallis and Horton, shad fishing began to be carried on in a small way at Scots Bay. About 1800, weirs were made there on a large scale and great numbers of fish were caught. In perhaps 1835 a new seine was set in place of the Great Seine of 1800 and shares were bought in it but only by the proprietors of the soil at Scots Bay itself".

A lot of 300 acres was laid out to Benjamin Belcher south of the Andrew land and bordering on the Bay shore, this land he sold to Jonathan and Josiah Davison, later Josiah conveyed his half to Jonathan who thus became sole owner of the lot. On November 10th, 1802, Samuel Hart and Henry Newton of Halifax obtained a judgment as Plaintiffs against Jonathan Davison and others as Defendants, and under this judgment David Whidden, high Sheriff of Kings County sold a one half interest in the Davison lands to Hart and Newton. The Sheriff's Deed is dated Dec. 29th, 1802, and is recorded in Book 5 at page 38. The property sold included the mill lot sold by Thomas Andrew to the Davisons with the corn mill and sawmill and "Likewise one thirty second part in the Scotch Bay Fishery lying in Company, consisting of one right in the store, seine, etc., belonging to the same". In another Deed recorded in Book 5 at page 39, dated May 16th, 1805, Sheriff Whidden sells the remaining one half interest in the same properties to Samuel Hart. This sale took place on May 15th, 1805, at the house of Thomas Borden in Cornwallis, this sale also includes "Likewise one thirty second part or one Right so called in

the Scotch Bay Fishery consisting of a large store house standing on the Bay shore and one Fish seine together with the privilege of fishing in that Company agreeable to Regulations from time to time made by said Company". It would appear from this that the headquarters of the "Great Seine" Company was on the shore of the Davison land.

The "Great Seine" was set toward the north end of the beach across the corner where the shore turns west to the Cape and is said to have been a "trip seine" fastened down at the bottom and with buoys attached to the top, the seine was tied down in such a way that it could be "tripped" from boats at high tide after the fish had gone in over it. As the tide went out the fish were gathered into boats and taken to the fish house which appears to have been on the south end of the beach on the Davison land.

People in Cornwallis and Halifax were financially interested in the "Great Seine" and there were almost unlimited quantities of fish in their season and of the finest quality, but the story of the progress of the fishery at this time would read like a temperance lecture. The Fish Company, greedy for profits, brought in a number of men to carry on the fishery and made it compulsory that they accept a certain amount of rum as part of their wages, and so much drunkenness resulted that there was much loss. Boat-loads of fish were overturned on the way to the fish house, fish were left without attention until partly spoiled and the catch was so badly cured that sales fell off and finally the venture was abandoned.

After the Great Seine Company went out of business a Company was formed at Scots Bay consisting only of men who were property owners in the Village, how many there were at first we do not know but eventually there were nineteen shareholders of owners of

"Rights" and later this seine was known as the Middle Seine as another Company was formed and another seine set to the southward and still another and smaller seine to the northward, the South Seine having sixteen shareholders and the North Seine six.

The procedure followed by the Middle Seine Company and probably by the others as well, was as follows:-

The season's work began the preceding Fall with the annual "seine meeting" when plans were made for the following season and the amount of twine and rope and other material to be furnished by each shareholder for the following season was decided along with other necessary matters such as size of mesh and width of seine. No. 1 Salmon twine was used for the main body of the seine and a heavier quality for the "Apron", the No. 1 Salmon being purchased in three pound and the heavier in one pound skeins.

The seine was usually knitted in the homes of the shareholders, by members of the family, skilled in the art, with "seine knot" or "Square knot" as might be expedient and double selvaged if required. Needles for knitting seine were made of hard wood, usually maple or birch and were whittled out in various lengths and sizes, also the bobbins used to make the meshes uniform in size.

In the early Spring the various portions were brought in and by a convenient roadside were stretched out and knitted together so as to make one continuous piece and two ropes were stretched, one for each side of the seine and a measuring stick was made by measuring the length of four meshes, full length and this length was measured and marked on the two ropes and the seine was "simmied" to the ropes tying at each mark and putting six selvage meshes between every two marks, thus allowing the seine to stretch full width with the meshes fully open.

After this work was completed the seine was tarred, originally Swedish pine tar was used, but in the later days of the shad fishery, they used cola tar. The tar was heated in a large pot, the seine was placed, a few folds at a time, in a large molasses hogshead, one man dipped the tar from the pot with a large pan to which a long handle had been attached, pouring it into another long handled pan in which holes had been pierced, this pan was held by another man, over the seine and the tar was thus sprinkled over the seine as the pan was moved around, more seine was laid in and more tar sprinkled on till the hogshead was full or all the seine tarred, then it was pulled out of the hogshead and hung in folds on the roadside fence to dry.

The old seine, stored from the previous summer was then stretched out just inside the sea wall and mended. This was an art in itself. The holes had to be "cut out" until there were two "three legged horses" one to "tie in" and the other to "tie out" and when the hole was properly mended the meshes corresponded with the rest of the seine.

Then, on an appointed day the work of "setting the seine" began, the first task being to drive the stakes. Stakes were taken out the year before but a few new ones were always needed on account of breakage or loss and a certain number were furnished by each shareholder as decided at the seine meet meeting. The original seine appears to have been about twelve feet high, a high stage was placed on a cart drawn by a quiet old horse and from the top of this stage the stakes were driven by men using large "beetles" and then from the same stage the top of the seine was tied, the bottom being tied first and then the top tied as high as it would go.

The seine was set with a centre of "bunt" the proper distance off shore and wings gradually turning toward shore and with an

inward "hook" at the ends. The seine was not fastened down at the bottom, and in front of the centre or "bunt" where the fish would gather as the tide went out, the "apron" was placed, this was a low seine knitted of heavy twine and small mesh and was staked down at the bottom. A "door" was arranged so that a horse and cart could go through and the cart filled with fish scooped into it while backed up outside the "apron". Sometimes a "tongue" was set, running from the "bunt" straight in toward shore. This form of seine was generally used until fish became scarcer, and then various other forms and heights were used, but it was found impossible to catch fish that were not there, and finally seine fishing was altogether abandoned.

The first fish taken in the Spring were the large Spring herring, and these were pickled for winter use or salted for smoking, and nearly every shareholder had a smoke house. Next followed the shad usually coming in "hauls" of various numbers, these were dressed and salted for winter use or sale. Herring were counted and divided in bushels, shad were hauled up the beach and dumped in a convenient place and when hauled they were divided into nineteen shares according to size and quality and then one man turned his back and called the names of each shareholder as someone else pointed in turn to each pile or "right" of shad. The old people used to tell of the "big haul" estimated at one hundred thousand, so many that no attempt was made to divide them but everyone who wanted, whether shareholders or not, took all they could get.

Two of the shareholders "tended" seine for two successive tides and then two more till nine pairs had taken their turns, and then beginning over again, the nineteenth shareholder having two tides every second time around.

In the waters south of the Cape Split Shore there were immense shoals of herring in the early Spring and these continued until fishing vessels came from Eastport and Campobello and fished these waters with nets year after year destroying such large quantities of spawn fish that finally these fisheries were no longer profitable.

In the early 1880's meetings were held at Scotts Bay regarding this matter and petitions were sent to the Government at Ottawa asking that the area might be set off as a spawning ground so as to prevent further fishing there and this was at last accomplished but too late to save the herring fishery.

Quantities of line fish such as Cod, Haddock, Pollock and Hake were taken every year in their season by hand line or trawl. Lobsters were also plentiful along the rocky coast and were taken in traps. The shad and herring fishery has long since ceased to be profitable but there are still some line fish and lobsters taken every Spring.

Clams are found in two or three of the Coves on the Cape shore, and in the early days the "Flats" were full of clams, but the story comes to us of a winter when the ice in the Bay came in from the west in such quantity that it rested on the flats and did not rise with the tides, and when higher tides lifted it in the Spring it lifted the flats with it to such a depth that the clams were nearly all destroyed and have only been found there in small quantities since. This was probably about 75 or 80 years ago.

LAYOUT OF LANDS AT SCOTCH BAY.

The Township of Cornwallis was granted to a large number of persons, some of whom had one share and some one share and a half, and the land was laid out to each according to his right or share and in some cases these rights were bought and sold and the land laid out according to the rights held.

The Layouts of Scotch Bay in their order from North to South but not in order of dates, were as follows:

First, the Cape Split lands, and I am giving the text of this Layout as it shows the practice of laying out on "Rights" and shows the Rights purchased by Major Starr.

Township of Cornwallis, October 25th, 1786.

Surveyed and laid out unto Major Samuel Starr the following tracts or lots of land, viz., 270 acres on the right of John Steadman, in the 200 acre division, 450 acres on the right of John Lowden in the 300 acre division, 450 acres on Major Starr's own right in the 300 acre division, 150 acres on the right of John Wood in the 300 acre division, 150 acres on the right of Loiver Thorpe in the 300 acre division, 150 acres on the right of James Johnston in the 300 acre division, and 150 acres on the right of Caleb Wheaton; making together seventeen hundred and seventy acres, be the same more or less. Is situate on the North Mountain and bounded as follows, viz., On the S. West by a lot laid out unto Moses Gore and on the shore of Scotch Bay, on the North and East by the Bay called the Gut and from the S.E. Corner of said Gore's lot the line runs N. 10 E. 200 rods to a yellow birch tree marked S.S. and standing on the bank of the aforesaid Gut or Bay shore, and includes all the land here described even to Cape Split so called.

And this we make as our return with a reserve for highways through the same if need be.

	John Steadman)	
Asa Beckwith, Surveyor.)	Lotlayers
	Mason Cogswell)	

The Layout of the Gore land mentioned above does not appear to be recorded, but in a later Deed the description mentions it as beginning at the northwest corner of the Ells and Cottles land and running east 394 rods, thence north 248 rods to the southeast corner of land of Major Samuel Starr, thence west by the Starr land 394 rods to the shore, thence by the shore to the place of beginning, containing 580 acres, this land was laid out some time previous to the Starr layout, but I have no dates.

South of the Gore land was a lot laid out to Joshua Ells Senior, 200 acres on his own right, 200 acres to Nathaniel Cottle on the right of John Dean and 200 acres to Elizabeth Strong on the right of Edy Newcombe, this was laid out in one undivided lot and adjoined the Gore land, running east from the shore 250 rods on Gore's south line, thence southerly 420 rods, thence westerly 320 rods to the shore, thence northerly by the shore to the place of beginning and contained 600 acres, there is no division of this land on record, but from later deeds it appears that the southern 200 acres became the property of Nathaniel Cottle, the central part the property of Joshua Ells and the northern part adjoining the Gore land the property of Elizabeth Strong.

South of this last mentioned land was a lot of 300 acres laid out to Benjamin Belcher, bounded westerly by the shore, I have no dates for this layout. This lot was later sold by Belcher to Jonathan and Josiah Davison.

To the eastward of the Gore land was a lot laid out on Nov. 18th, 1788, to Nathan Palmeter on the right of Stephen Rogers, this lot was of very irregular shape, later the southern half of this lot was sold to William O'Leary and has ever since been known as the O'Leary land.

Other lands to the eastward were laid out to Joshua Ellis, Thomas Andrew, Jonathan Rand and Peter Wickwire and others, but the lands more particularly mentioned seem to cover about all that is today called Scotts Bay.

SAMUEL ELLS

Samuel Ells was the second son of Joshua Ells, one of the Cornwallis Grantees. The Will of Joshua Ells, dated Jan. 1st, 1780, and Probated Jan. 5th, 1797, leaves all his lands to his four sons, Joshua, Samuel, Jedidiah and Daniel.

In a Division Deed made by the four brothers dated April 30th, 1802, the share of Samuel is mentioned as follows:- "Samuel Ells to have the lot of land on which he now lives at Scotch-bay containing Two Hundred acres more or less, being the first two hundred acre division laid out to the late Joshua Ells. Also One Hundred acres more or less being one half of the last Two Hundred acre division laid out to the late Joshua Ells adjoining the Gut at Blomedown".

In a Deed dated Nov. 11th, 1803, Samuel Ells purchased from Thomas Andrew the lands to the south of the Joshua Ells land being the land purchased by Andrew from Nathaniel Cottle.

Samuel Ells married as his first wife, Amelia Sanford, on Dec. 2nd, 1784, and probably went to Scotch Bay to reside at that time. He had seven sons and seven daughters. His oldest son, Perry Broden Ells died in 1820, all the remaining children are mentioned by name in his Will, dated Nov. 5th, 1825, and Probated May 24th, 1838. One of his daughters was Rebecca who married Joseph Steele, Sr. In his Will he leaves his son, Samuel Ells Jr., the lot east of the road running through his land and north of the Andrew land, this was later sold by Samuel Ells Jr., to Joseph E. Corkum and is the place where C.C. Corkum now resides. The homestead was willed to his son Elisha who was to take care of his mother, Elizabeth, this would indicate a second marriage, but we do not know the date of this, or who Elizabeth was previous to her marriage or how many of his family were the children of Amelia or how many were the children of Elizabeth.

He, and his wife Amelia and his wife Elizabeth and perhaps others of his family are no doubt buried in the old burial place situated on the property once owned by him and described under the heading "Burial Places".

Near the centre of the Village, some distance to the eastward of the house now occupied by William Tupper and just east of the old road used previous to 1844 is what may be called the Pingree Burying Ground.

This is situated on land purchased by John Pingree from Samuel Gore in 1794, and remaining in the Pringree family until about 1829.

There are two tombstones here still standing and inscribed as follows:-

HERE LIES
 what is mortal of
 JOHN PINGREE
 who died Decem 9th A.D. 1813
 A.E. 55 years

Sacred to the memory of
 MISS PERSIS PENGREE
 who departed this life
 April 2nd 1821 in the
 30th year of her age

There are also Epitaphs on each of these stones, but they are weatherbeaten and mossy, and impossible to read.

It is not known who else may be buried there, but there are probably others. The second George Jess, who died February 2nd, 1851 was buried there as he owned the Pingree farm at that time, but his remains were some years later removed to the present public Cemetery. Except for the two stones mentioned there is nothing there to indicate that there was ever a Cemetery there.

At the north end of the Village, situated on the lot of land bought by the first George Jess from Samuel Starr is a Burial Place where among others, the first George Jess and his wife are buried.

There are no stones to mark their last resting places, and careful search in the only other burying place where they could possibly be buried, failed to discover any such monument.

However, the story comes down to us from former occupants of this property that these two people are buried there and so, lacking proof to the contrary, we may take this for granted. There are certainly others buried there, but their names are not known.

To the south of the South Shore Road between the road and where the Mill once stood and just east of the lot on which the house stands once occupied by John Legge Sr., there are two graves. The bodies of two sailors were found on the shore and the unidentified remains were buried there.

TALL TALES

Sometime in the early days when game was plenty and hunting was good, a party of hunters on the Cape started a herd of moose which fled to the westward pursued by the dogs which accompanied the hunters. After a long chase the moose came suddenly to the top of the cliff at the Point, and being unable to stop went over the edge, and the dogs at their heels followed, moose and dogs together falling over three hundred feet to the bottom of the cliff.

Sometime around the middle of the last century an Indian named "Bobby-eye" paddled his canoe around Minas Basin and the Bay of Fundy. He is said to have paddled through the "Rips" off Cape Split with his Squaw in the bottom of the canoe, a feat almost unbelievable to those who know this piece of "bad water". One day when some distance down the Bay he came across a school of Black fish, and giving chase in his canoe and armed with an old musket, he drove them until he finally secured seventeen of them on the beach at Scotts Bay. Assisted by some of the people there he obtained a large quantity of oil from these fish.

Tending seine at night was not always a picnic. On one occasion two men with a horse and cart went to the Middle Seine, arriving there safely they got a few fish and then a heavy fog settled down blotting out the stars and all sense of direction. They started for the beach but soon found they were lost on the flats. They had conflicting ideas as to the way, and took turns in guiding the horse but found after a time that the tide had caught up with them and every step of the horse made a splash that showed increasing depth of water around them. The water rises here at the rate of eight to ten feet per hour and was soon to the horse's knees and then efforts to guide him seemed only to make matters worse till finally the water was level with the cart body and coming in around their feet. Then in desperation they gave the horse a loose rein and let him go as he liked and he took them out to the beach and safety. The men were Daniel Jess and J. Reid Shaw and the horse was "Old Bruce", reputed to have a bad disposition but he knew his way home.

On Jan. 6th, 1859, Daniel Jess and Bathsheba his wife gave a Deed to Jacob Lockhart of what is called the Lockhart Shipyard, and here Mr. Lockhart built the "Queen of Scots" probable the following summer, although she was not registered in Windsor until 1864. His son, Jonathan Lockhart built in this yard the "Mayflower" and the "Modens" and Abraham C. Ellis built the "Avon", the "Bluebird" and the "Bremen", these were ocean going vessels but we do not know the order in which they were built or the dates.

("The shipyard as deeded to Mr. Lockhart is bounded on the west by "the east side of the road on the shore of Scots Bay". It would seem by this that the road along the shore extended northerly along the shore from the South Shore Road, opened in 1839, the whole length of the sea wall and on to the old road, coming into it just east of the place later purchased by Joseph Steele in 1844.)

The Schooner "Moselle" built by Harman Newcombe was launched on Nov. 4th, 1879 from the shipyard a short distance north of the wharf.

The Schooner "Brown M." was built by Joseph Steele Jr., also in the wharf shipyard.

The "Reward" a Schooner of 75 tons was built in 1890 in the Lockhart shipyard by Harman Newcombe and was commanded by Capt. George Loveless.

The "Try" built by Ardent C. Tupper and the "Comet" built by Burpee Tupper were little ten tonners that cruised around the Basin ports and to St. John.

The "Huntley" a four masted Schooner of 600 gross tons was built in 1918 in the Lockhart shipyard by Harris Thorpe. She was commanded by Capt. Clarke.

Mr. Thorpe later built the "Nordica" a small craft with sails and an auxiliary engine for Capt. Bloomfield Morris, and he also built the "Aravic" and "Silver Spray", two small Schooners.

Men who have built vessels at Scotts Bay include the following: Jonathan E. Steele, Jacob Lockhart, Jonathan Lockhart, Abraham C. Ellis, Harman Newcombe, Joseph Steele, Jr., Ardent C. Tupper, Burpee Tupper and Harris Thorpe.

The first vessel built at Scotts Bay, as far as I have been able to ascertain, was the Schooner "Dorea", built by Jonathan E. Steele in 1850 or 1851 in the Steele Shipyard in the Hollow adjoining the Lemuel Ellis place, where all his vessels were built except the "Habitant".

Mr. Steele then built in the following order:-

The Brig "Lauretta" commanded by Capt. Nickerson of Canning, she was lost in 1878, being run down by another vessel in the English Channel.

The Barque "J.L. Wickwire".

The Barque "Sheffield" commanded by Capt. George Murray of Halifax. She was lost in the Straits of Magellan with only two survivors, the Captain and his first mate.

The Barque "J. Steele" registered in Windsor in 1864.

The Barque "Kings County" a vessel of 500 tons, launched July 29th, 1871, commanded by Capt. Overton.

The Barque "Scotts Bay" commanded first by Capt. George Murray of Halifax, and then by Capt. Havelock Steele, son of the builder. She was later sold in England.

The Barque "Nova Scotia" Commanded by Capt. Francis N. LeCain of Canning. He claimed to have made in her, a record performance for sailing vessels, by making four round trips between New York and European ports in thirteen months.

The Barque "Cornwallis", launched in 1882 was a vessel of 1200 tons. She was in command of Capt. Alfred Potter when she was run down by a steamer off New York and became a total loss.

The Barque "Bay of Fundy", a vessel of 1300 tons was launched in 1883. She was commanded by Capt. Porter of Hantsport.

The Ship "Habitant", launched in 1885, built in the Lockhart shipyard, was the largest of his vessels, being 213 feet keel and with a registered tonnage of 1692. She was commanded by Capt. William Potter. (Mr. Steele also built the "Bertha M" at Pereaux, making in all twelve vessels.)

SHIPBUILDING.

The building of ships at Scotts Bay was carried on at intervals of a long period of years, giving employment at a large number of men and making the Village for the time being a prosperous community.

There was abundance of timber of high quality for this purpose, the Ridge or northern edge of Cape Split and on toward Blomidon was principally hardwood, maple, birch and beech, while the southern slope of the Cape and land to the eastward of the Village was covered with a heavy growth of soft wood, spruce of various kinds, and fir. There were crooked trees for ships frames, straight trees for plank and beams and trees with heavy roots for "knees" for braces, trees for all purposes connected with shipbuilding except the oak for the keels, and some of the wood used in finishing the cabins, there were no oak or pine trees at Scotts Bay.

The building of a ship is not so simple as it might appear, the laving of the keel, raising the frames and covering them inside with ceiling and outside with plank, putting across beams for one or two decks and planking them over, caulking the seams, putting in some masts with the necessary rigging and sails, then some copper paint, that is what the casual observer sees, but that tells but little of the tasks of the Master Builder.

From the time the model was made until the ship was afloat he lived a strenuous life. With the complex mathematical problems relating to curvature, seeing that the proper molds were used for every frame, watching every piece of timber go into the construction so that there are no flaws in the work, seeing that timber is on hand so that every man may be kept busy, overseeing the various craftsmen whose labor goes into the building of a ship, these were only a part of the problem that tax the skill and ingenuity of the

man who has the oversight of such an undertaking. He was also time-keeper and paymaster, and in some cases a small store was kept from which part of the men's wages was paid, thus requiring a considerable amount of book-keeping.

In these shipyards, until quite recently, practically all work was done by hand, there were no mills or power machinery to saw or plane, the logs were lined or marked by the molds, and then notched in to the line, the blocks split off and then finished with broad axe and adze. Frames, plank, ceiling, beams and deck plank were all manufactured in the way except such as were sawn by hand by two men working an up and down saw over a "sawpit", the man below in the "sawpit", his face covered with a veil to keep the sawdust out of his eyes, pulled the saw down, and the man above pulled it up again and this went on hour after hour. The two men taking hours to accomplish what a rotary would do in a few minutes.

- - - - -

A steam box was used for steaming the plank so they would bend into the required shape, and the plank were taken from the box while hot and forced into the proper position.

In the little old Black smith Shop built over the bank near the lower end of the north shore road. Lemuel Ells, Shop's Blacksmith, "ironed the ships". It was said that there was nothing a blacksmith could do with iron that he could not do, and that there were ship's forgings put out of the little shop by himself and his helpers, who were his sons, that could not have been done elsewhere except in a shop equipped with trip hammers and overhead carriers. His ingenuity and skill were equal to any task involved in the ironing of a ship and he ironed nearly all the ships built in the yards near his shop.

And finally the ship was finished, Treenailed and bolted and braced and ironed, and nearly as solid as if she had grown in that shape, and launching day came. The Almanac was consulted to find the day of the highest tide for that month this being the day when high water came on or soon after the noon hour, and preparations were made accordingly.

Ways were laid under each side of the ship running from the bow on past the stern to where there was sufficient depth of water at high tide to float the ship, the lower ends being held down by barrels placed on them and filled with rocks. Then, laid on these ways was a wooden frame, the lower side straight and made so as to run on the ways, and the upper side fitted to the curvature of the ship and held in place by irons running under the keel. The ways were well greased before the upper part was laid on. Wedges were placed along the length of the ship on either side so that when driven in the weight of the ship was transferred in great measure from the posts and keep blocks to the ways and at a word of command from the Master Builder "wedging up" began with a terrific clatter of noise as dozens of men with pin mallets and other driving tools drove home the wedges. Then the posts were cut and the blocks knocked out from under the keel, and then resting wholly on the ways the ship started, almost imperceptibly at first and then gaining speed, amid the cheers of the assembled crowd, she slid into the water.

A boat went out to remove any of the ways that might cling to her, remove the rudder straps and bring ashore anyone who had been "launched with the ship" an experience that, one would imagine, would be full of thrills.

INDUSTRIES IN THE HOME.

The homes of our ancestors in the Village were hives of industry. They were deprived of many things, most of them then unheard of, that we have come to regard as commonplace, their ingenuity, skill, and hard work supplied them with many things, to them very vital necessities that could not very well be procured except by their own handiwork.

From the sheep's back came many articles of their clothing, first the sheep were washed in some convenient millpond, then the wool was sheared, picked, oiled, carded, spun, and then knitted or woven. At one time there were many spinning wheels and several hand looms in the Village, and women who expertly used them and various fabrics were woven for garments and other necessary uses. The "Blue Dye Tub" was a feature in many homes, bluestone or indigo being used as the coloring base, and mittens, socks, and other things were dyed a dark blue, and black wool was mixed with white for various shades of grey.

We have reason to believe that "Early to bed and early to rise" was the general practice in those days but some artificial light would be needed and the pine-knot would not be much used at Scotch Bay as no pine trees grew there, tallow candles were commonly used and candle dipping was a fine art in those olden days. I cannot describe this process better than in the words of Dr. Eaton in his History of Kings County, as follows:-

"The chief light in early days was the tallow candle. The manufacture of these feeble luminaries was generally the work of some day in winter soon after the slaughter of a cow for family use. The first part of the process was the preparation of the wicks and the stringing of them on rods. The candle rods were sticks about twenty inches long and three eighths of an inch in diameter. Over

these the cotton wicking was doubled each wick being about nine or ten inches in length. Six of these were placed on each rod about an inch and a half apart, sixty or more of these rods, thus strung with wicks, the centres and beginnings of as many candles as there are days in the year were hung across two long poles, which rested on kitchen chairs, one at either end. The tallow was melted in a large pot or kettle of boiling water in such proportions that about one third of the liquid in the vessel was tallow and two-thirds water. The melted tallow having less specific gravity than water would rise to the top. The vessel was placed by the suspended rods and forthwith the dipping began. Beginning at one end the dipper lifted the rods, one after another consecutively from the poles, plunged the wicks into the kettle, took them out quickly, and then replaced the rods across the poles. This process went on through the whole row, and was repeated many times until the candles had grown to the proper size."

Soap-making was another necessary home industry. Present day laundry soaps were unknown- a cleansing agent was urgently needed and the resourcefulness and ingenuity of the early settlers was equal to the task. Preparation began long in advance with the collection and saving of all kinds of grease and fats, scraps of pork rind, etc., and also several barrels of hardwood ashes, which were kept dry until the time for using them. Hardwood was the principal fuel used in the fireplaces and stoves in those days.

For "leaching" the ashes and to obtain the lye needed for soap-making, barrels, perhaps three or four would be secured and sticks four or five holes bored in the bottom, near one side, then short sticks were laid "criss cross" over these holes and a small quantity of straw over the sticks, then the barrel was filled with the ashes and set up on a bench or old chairs and a tub set under to catch the

lye, then water was poured on at the top and this, after a time soaked through, coming out a strong lye, this was heated and the accumulated grease and fats boiled in it and the final result was a strong soft soap, sometimes a barrel of it being made at one time. This was used for all laundry purposes and while it would be considered harsh and strong present day uses, it was just what was needed for cleaning garments worn through catching and cleaning fish or while piling or planting burnt-land.

A cheese press and also a churn are listed in the Pringree Inventory showing the manufacture of cheese and butter for domestic use. We have no record of the way in which home-made cheese was made, perhaps this is one of the lost arts. In butter making the milk was set in shallow pans and after the cream rose it was skimmed off with a shell skimmer and when enough was thus obtained it was churned in an upright churn of cylinder shape with a hole in the cover through which the handle passed on the lower end of which was the "dasher". The cream was placed in the churn and then the handle was worked up and down, the dasher churning the cream until the butter "came", it was then worked with a wooden paddle in a wooden tray, both home-made.

It must be remembered that previous to 1850 and perhaps later than that, stoves were not common and all cooking, baking and roasting was done over the open fireplace, a feature in every home. Over the fireplace a crane was hinged to the brickwork to swing in and out and S hooks, some long and some short were used on which to hang the pots, kettles or frying pans over the fire. Frying pans were fitted with a bail handle with a loop or eye at the top so as to keep it hanging level, the crane was swung out to receive its load and then swung back over the fire till the cooking or frying was finished.

Also previous to 1850 friction matches were unknown, and making fires was not an easy matter. Flint and steel with tinder was one method and every effort was made to keep the fire from going out over night. The fire was "Banked" by covering a stick of wood with live coals and then ashes over these, but sometimes this failed. "Punk" an excrescence found on birch trees when dry would hold fire for a long time and was used for this purpose, but it is difficult now to imagine how people ever got along without friction matches.

Another "Home Industry" was in regard to caring for the sick, there were no trained nurses in those early days and very few doctors, and these in winter with blocked roads would be impossible to get, so the wife and mother would have to be both nurse and doctor in times of illness and accident.

Various kinds of plants and roots were gathered and dried or powdered to be used as medicines as might be needed.

In the early 1800's a man named Samuel Thomson who lived in Massachusetts, "discovered" to use his own word, a system of medicine based on the use of plants and roots, and in 1822 he published a book called "New Guide of Health or Botanic Family Physician". He organized a Society and members paid a fee of Five Dollars for which they received a copy of the Book and advice as needed. The second George Jess was a member of this Society and there were probably others at Scotts Bay. The copy of the book supplied to him is in the possession of the writer. This book set forth the theories of the worthy Doctor as to the causes of disease and gives full directions for the use of herbs, plants and roots in the preparation of remedies for various kinds of illness. Some of the remedies were very harsh, such as a spoonful of Cayenne pepper taken dry at one dose. The theories have been long out of date and the remedies prescribed have very little place in modern medical practice.

EDUCATION

We have no way of knowing when the first schoolhouse was built at Scotts Bay or who were first interested in the cause of education. This first building was in all probability built for the purposes of religious services and public meetings as well as for school purposes. It stood on the west side of where the road at present runs through Scotts Bay on the south side of the brook on land now owned by Albert Tupper and which was at the time it was built very likely owned by William A. Tupper who purchased it in 1837. The first mention I can find of it in any records is in a Deed from George Jess Jr., to his son, William H. Jess, dated March 26th, 1846. This Schoolhouse appears to have served its purpose well and when of no further use as a schoolhouse was acquired by some enterprising person and became part of the house on the south by some enterprising person and became part of the house on the south side of the South Shore Road at one time occupied by John Legge, Sr.

Bernard Havey, later a magistrate at Digby, N.S. and Samuel Kerr of Canning were two of the teachers in this Schoolhouse. This was before the days of Free Schools and teachers were paid at so much per pupil, the pay was not large and the qualifications for teachers were far below present day standards.

Under the Education Act of 1864 Free Schools were established and the people of Scotts Bay were quick to take advantage of this privilege. The annual school meeting was held in the schoolhouse of Section No. 49, on October 25th, 1864, when William A. Tupper, James M. Rogers and Joseph Corkum were elected Trustees, and "Resolutions were passed to the following effect, namely: That an offer made by Joseph Jess of a parcel of land comprising one acre and not less than eight rods wide on the road and situate near Wm. Butler's for eighty dollars be accepted as a site for a schoolhouse for said section and

that a schoolhouse be built on the said lot forty feet by twenty-seven, two storeis high and about twenty feet post and that the said Trustees be directed to have said schoolhouse completed on the outside and lower flat by the first day of September in the year 1856'. Albert Tupper, Lemuel Ellis and Jonathan E. Steele were appointed Assessors.

However, division arose and there is material here for a chapter in the history of Scotts Bay that is better left unwritten. The upshot of the matter was that the Village was divided into two School Sections, and in a Deed dated July 5th, 1865, William A. Tupper and Azubah, his wife, sold to the Trustees of School Section No. 49 the lot of land on which the South Schoolhouse was built, the Trustees at that time being Joseph E. Corkum, James M. Rogers and William A. Tupper, there was also at this time a right of way given by William H. Jess and Albert A. Tupper for school purposes extending from the northwest corner of Albert A. Tupper's land to the main road and running along the south side of the Meeting House grounds. In a Deed dated February 11th, 1872 Abraham C. Ellis and Margaret his wife gave a Deed to Joseph Steele, David Lockhart and Jonathan Lockhart, Trustees of School Section No. 49 (North Section) of the lot where the North Schoolhouse was built. I think the North Schoolhouse was built the year following the building of the South Schoolhouse, although the Deed was not given until 1872.

These two institutions ministered to the educational needs of the community until 1914 when the two Districts were amalgamated and a lot was purchased in a central location and the South Schoolhouse was moved thereon, an addition was built on converting it into a two room schoolhouse for primary and advanced grades where two teachers take care of the needs of the pupils in these matters. The North Schoolhouse was moved on to an adjoining lot and made into a Community Hall.

This History is being written in 1940. The first Schoolhouse in Scotts Bay was probably built over one hundred years ago, and the other two about seventy five years ago. During this time hundreds of young people have attended these schools, nearly all of whom received there all the school education they ever acquired, only a few have been able to attend higher institutions of learning. Many, old and young, still live at Scotts Bay. A large number have emigrated, going to other parts of the Province of Nova Scotia, to the other Provinces of the Dominion and to the United States. Many of them have obtained and worthily filled responsible positions to their own credit and the honour of their native Village. Some manage a business of their own. They all look back to the time they spent in the little old Schoolhouses at Scotts Bay as part at least of the foundation of the measure of success they have obtained.

I would also pay tribute to the many, who as teachers in these schools toiled earnestly and faithfully, and with scant reward, in the performance of their duties. It would be very interesting to have a list of all their names from the very first, but that seems at present impossible. Many of them have passed on, but their influence and the results of their teaching have gone farther than they could ever have thought possible.

AGRICULTURE

The First Settlers of course, found nothing but dense forest and faced the very difficult task of clearing the land before any crops could be raised. The underbrush was first carefully cut from the area to be cleared and then the large trees were felled, trimmed and cut into short lengths, this would be done during the winter and in the following summer or fall was set on fire and burned over, this would destroy nearly all except the logs which would be piled and burned, leaving the land clear of all but the stumps. The following spring potatoes would be planted or grain of some kind sown and the following season would be sown with grain and seeded for hay, after which several years would elapse before the stumps would be rotted enough to allow the land to be plowed, during this time hay would be cut or the land burned out to pasture. After the stumps had sufficiently rotted the land was broken up and various crops raised.

Various kinds of domestic birds and animals were brought in as soon as they could be cared for, in the Inventory of the John Pingree estate in 1813, we find that he had a stock of cattle, fifteen head, including a yoke of oxen, sheep and lambs, and a number of swine, but nothing about any poultry or domestic fowl of any kind.

In the early years of the Village while there were fish in abundance and game birds and animals were plentiful, agriculture was not so important, but as these gradually failed and could not be depended upon, more attention was given to tillage of the soil and the raising of various kinds of live stock.

Fish offal was composted and used as fertilizer, and winter storms sometimes brought ashore large quantities of seaweed, which was hauled up out of the way of the tide and rotted in piles on the shore and then used for the same purpose.

There are now hundreds of acres of cleared land in the Village on which crops are raised or in use as pasture, there was at one time a large clearing on Cape Split called the Lady Cove Clear, but this is now again overgrown with forest.

RELIGION

We have no records of any of the Church connections of the early settlers at Scotch Bay, but there are some facts that emerge as testimony in this regard.

The wife of the first George Jess was Lizette Payzant, a member of a French Huguenot family, who, two generations before had left their native France under threat of religious persecution. Her brother, the Rev. John Payzant was ordained as Pastor of the New Light Congregationalist Church of Cornwallis on Monday, July 3rd, 1786, and continued for over nine years, resigning on October 19th, 1795.

The first George Jess received the title Deed to his property at Scotch Bay from Major Samuel Starr on June 19th, 1792 during the time while the Rev. John Payzant was Pastor of this Church. As the pastorate covered all of Cornwallis it may easily be taken for granted that he would from time to time visit his sister at Scotch Bay and also that as far as possible he would care for the spiritual needs of the few families living there at that time.

Following the Rev. John Payzant in this ministry was the Rev. Edward Manning who died in 1851, he was at first a Congregationalist, but in 1807 withdrew and formed the First Baptist Church of Cornwallis, I think it is fair to assume that the few families at Scotch Bay when he first became Pastor, would not be altogether neglected.

The Rev. Edward Manning left the Congregational Church over the question of water baptism and became the leader of those known as "Close Communion" or "Hard Shell" Baptists. As to the continuing Congregational Church I copy the following paragraph from Dr. Eaton's History of Cornwallis:-

"After Rev. Edward Manning's withdrawal from the Cornwallis New Light Congregationalist Church, that body, it is said, found itself composed of "members of the original Chipman's Corner Church who could not be Presbyterians and New Lights who would not be Baptists after the type of the Manning Church, together with some newcomers who sympathized with the Church in its difficulties, and the Chase family who had been Quakers". It was a time for the Church of great depression but the majority of the members who had not joined the secession held steadily to their allegiance, among them the two deacons, Messrs. Thaddeus Harris and Amasa Bigelow, both of whom had laid their hands on Mr. Manning's head at his ordination in 1795. The Church building at Hamiltons Corner remained in possession of the New Light people and very soon after Mr. Manning's withdrawal, but at precisely what date we do not know, Mr. John Pineo, who had been one of Mr. Manning's bitterest opponents, was ordained and became as the Church records quaintly call him the "pasturer" of the flock. The Church's preserved records begin only with the year 1819, at which time Mr. Pineo was paster, Messrs. Thaddeus Harris and John Sanford were deacons and Mr. Benjamin Weaver was Clerk. For a short time the congregation continued to hold services at Hamilton's Corner, but a majority of the members living near what is now Canning, the meeting house was soon abandoned and services were held in private houses "east of the Little Habitant River". In 1819 a new meeting house was begun at Habitant but before it was finished it was destroyed by fire. The next year however, 1820, it was rebuilt but it was at first finished only on the outside and floored. During the last years of Mr. Pineo's

pastorate the Church suffered greatly for lack of attention. The minister was old and infirm, and lived at Scots Bay and services do not seem to have been at all regularly kept up. On the 21st of June, 1835, in his 82nd year Mr. Pineo died, and for four years if the Church had a minister at all it must have been Rev. Willaim Payzant, son of Rev. John Payzant, who before Mr. Pineo's death had come to reside in the neighborhood, and who, in the pastor's declining years had undoubtedly assisted him in his work".

Connecting the story of this Church with the history of Scotch Bay it might be mentioned that William Chase, one of the Chast family above referred to, married Sarah, a daughter of the first George Jess, and Job Chase, brother of William, married Ann Jess, sister of Sarah, and Benjamin Weaver who is mentioned as the clerk of Rev. John Pineo's Church, married Martha, also a daughter of the first George Jess.

In the matter of residence of Rev. John Pineo at Scots Bay as mentioned by Dr. Eaton, I find that by two Deeds each dated March 24th, 1817, the first George Jess and his son George Jess Jr. conveyed all the lands owned by them at that time in Scotch Bay to John Pineo, being something over three hundred acres and including lands later owned by Joseph Steele, Jacob Lockhart and Abram C. Ells. I think it is fair to assume that he resided there until his death in 1835, living probably in the house that once stood just west of the William Steele house, said to have been built by the first George Jess. His residence there would assure the people of Scotch Bay of Pastoral care as might be required.

The Methodist denomination was active in the early days of Cornwallis but we have no record of their ministry reaching to Scotch Bay however, after 1830 when the settlement of the Village became active this Church was represented by a number of the incoming settlers and since that time this Church has taken a prominent part in the religious life of the community.

Previous to 1830 there does not appear to have been many families settled at Scotch Bay, Samuel Ells with his family or so many of them as remained at home were living at the south end of the Village, and the Rev. John Pineo at the north end. The Pingree family had removed from the place and during this year (1830) the second George Jess came back from Pereaux and purchased the Pingree place and lived there. In 1837 William A. Tupper came and in 1844, W.D. Huntley, Abram C. Ells, Jacob Lockhart and Joseph Steele, and a little later, Asa Huntley, John Wood, George Miner, Joseph E. Corkum, James M. Rogers, Barnaby N. Pineo and some others, nearly all with settled Church connections representing the Baptist, Methodist, Free Will Baptists, Campbellite or Disciples and perhaps some other of the Protestant denominations.

Nearly all of those mentioned had families, some of them quite numerous, and as time went on these families were growing up, and the different industries would bring in a number of more or less transient residents, and the community became interested in the matter of a place for public worship.

These denominations represented widely different and opposite ideas regarding various matters of doctrine and christian practice but there appears to have been with this also a spirit of goodwill and tolerance for a few years later the Union Meeting House was erected for public worship by three denominations uniting in the work, namely, Baptist, Methodist and Free Will Baptist.

This Meeting House was built in 1856 and the land on which it was built and for the adjoining burying ground was purchased by two Deeds. One from William A. Tupper and the other from William H. Jess.

Albert Tupper, son of William A. Tupper lived on the east side of the old road, just south of the William Jess place, and there was a road from his place down to the old schoolhouse running diagonally across what is now the Meeting House grounds. William Jess owned

land on the north of this road and William A. Tupper on the south and each conveyed a triangular piece which together made up the lot on which the Meeting House was built.

Both these Deeds were signed on December 16th, 1856, but I think the Deed from William A. Tupper was written some time before it was signed. This Deed was made to Jacob Lockhart, Abraham C. Ells and Asa Huntley and two others to be elected by the pewholders, but in the acknowledgment made by Azubah Tupper, wife of William A. Tupper. She is said to relinquish all her claim to the lands to Jacob Lockhart, Abraham C. Ells, Asa Huntley, William Jess and Edward Loveless, so that the election of the two latter Trustees must have taken place after the first part of the Deed was written and before it was signed. The amount paid to William A. Tupper 25 Pounds. William Jess received "a like quantity of land".

The Deed from William Jess and Elizabeth his wife was made to all five of the Trustees.

The Rev. Edward Manning continued as Pastor of the Cornwallis Baptist Church until his death in 1851 and it seems quite certain that his ministry extended to Scots Bay. Following him was the Rev. A.S. Hunt and of him Dr. Eaton says in his History. "Rev. Abram Spurr Hunt in 1847 became assistant Pastor to Rev. Edward Manning at Cornwallis Church and in 1851 at Mr. Manning's death succeeded to the pastorate. Until 1867 he continued Pastor of the Cornwallis Church, his ministry being in every way a successful one."

Mr. Hunt was the Baptist Pastor at the time of the building of the Union Meeting House at Scots Bay. There is very little on record regarding his activities there but the flourishing condition of the Baptist cause there at that time seems to attest to the truth of Dr. Eaton's estimate of him.

Some time shortly after the building of the Union Meeting House the Rev. David Freeman was appointed Baptist Home Missionary, ministering to small and scattered congregations in Kings County who had no resident Pastor.

He purchased a small place in Canning, the Deed being dated August 25th, 1863. He may have lived there before that, but from the time of his appointment till his death in 1891 or within a short time previous he took the oversight and pastoral care of members of that denomination at Scots Bay and was loved by all who knew him. There have been many others whose duties as Ministers of the Gospel have brought them to Scots Bay and whose ministry has been of the highest order and of great value, but it would appear that no other has had such a long and faithful term of service as the Rev. David Freeman and his ministrations were not confined to the members of his own flock, but he gave of his best to all those in need of either spiritual or material assistance.

In an old Family Bible, under the heading of "Marriages" I find the two following entries, and I mention them here as concerning the two last above mentioned Clergymen.

George L. Jess and Mary Eliza Lockhart

Married by

Rev. A.S. Hunt, April 11, 1855, at Scots Bay

George L. Jess and Mary E. Ells

Married by

Rev. David Freeman, Nov. 21st, 1866, at Scots Bay.

A few years after the building of the Union Meeting House Adventist Preachers came to Scots Bay and by methods chiefly evangelistic succeeded in getting together quite a large number of adherents to that denomination.

Whether they at first held their services in the Union Meeting House or in the Schoolhouse I do not know but later, finding they were not welcome elsewhere on account of differences in doctrinal teachings, they built a Meeting House of their own usually known as "The South Meeting House". This was built on land belonging to James Huntley, some distance south of the Union Meeting House. Here for many years they held their usual services and the Advent Church Conference for Nova Scotia was held here in its turn, and for one or two years this Church had a resident Pastor.

After a time Seventh Day Advent Preachers came, and some of the Adventists went over to that denomination, and later the Church building was taken over by them, and the Adventists worshipped in the Union Meeting House.

This "South Meeting House" was finally disposed of by being taken down and removed to Arlington on the North Mountain where it was re-erected and used as a Community Hall.

BURIAL PLACES

It is said that the first settlers came to Scotch Bay in 1764, the first Public Burying Ground was laid out and opened in 1856. During the ninety-two years between these two dates there must have been many who died and were buried there and there are at least three Burial Places known to have been in use during that time, each probably used first by the family owning the land on which it is located and later others more or less connected with this family were buried there.

Of these the one containing the largest number of graves is at the south end of the Village and may properly be called the Ells Burial Ground. This is situated a few rods west of the Main Road on the south bank of the brook formerly known as the George Ells Brook. The situation appears excellent but now is a thicket of alders and bushes of spruce and fir and is absolutely uncared for, those buried there having passed out of the memory of any now living.

Samuel Ells married in 1784 and no doubt came to Scotch Bay to live, at that time, on land laid out to his father, Joshua Ells, later, in 1803 he purchased from Thomas Andrew the land laid out to Nathaniel Cottle, and the Burial Ground is located on this land. Samuel Ells handed it down by Will to his son Elisha and he to his son George. Samuel Ells is no doubt buried there, and his first wife Amelia and his second wife Elizabeth.

It is not known how many graves are there but estimates have been made up to as high as seventy-five.

On a recent careful search only one tombstone could be found and this bears the following inscription:-

In memory of Susan
 Dau of Wm. D. &
 Elizabeth Huntley
 Who died Dec. 17, 1845
 aged 16 years
 also
 Elizabeth Ann
 died
 Feb. 28, 1851
 aged 2 months

There were probably many other tombstones set up there, these have probably fallen down and been covered as the result of logging operations carried on there many years ago and by the coverings of leaves and vegetation decaying over them from year to year.

The last person said to have been buried there was George Miner who died April 12th, 1853, his wife was Eliza Ells, a granddaughter of Samuel Ells.

Closely allied with the religious life of the community was a strong temperance sentiment, and William A. Tupper was one of the pioneers in this movement. When the Sons of Temperance were first organized in Kings County there were members of the Order at Scotts Bay who attended meetings of the Division at Canard, later, on June 23rd, 1863, to be exact, Scots Bay Division was organized. The Division Seal, which at that time was only a stamp which was printed on paper and then cut out and pasted or gummed on where needed, gives the date as June 20th, 1863, but I believe the actual date was June 23rd of that year, and the anniversary of this date, when the Division was flourishing, was fittingly observed, usually by the annual "Division Picnic" and Clam Cove was one of the places of resort on these occasions, the members going by boat and carrying such provisions as were needed and finding lobsters and clams at the Cove in abundance.

For many years this Division had a large membership and played an important part in the social life of the Village and no doubt exerted a great influence in the community in upholding the principles it represented. In the voting which brought the Scott Act in force in Kings County in the early 1880's and in the more recent plebiscite regarding the sale of liquor in Nova Scotia not one vote was recorded in Scotts Bay in favor of the liquor traffic.

A Lodge of Good Templars was also organized at Scotts Bay, I think shortly after the Division, and flourished for a time, there does not seem to have been any serious rivalry between the two Orders as there were many who belonged to both, but the Good Templars seems to have gone out of existence after a few years.

THE JESS FAMILY

The founder of the Jess Family in Kings County was George Jess, who came to Scotts Bay from Falmouth in the latter part of the eighteenth century.

He was originally from Northern Ireland, a Belfast linen weaver, we do not know whether he came to Nova Scotia direct from Ireland or by way of the United States.

It is said that there was a grant of land to him at Falmouth but I have not been able to verify this and there is not much known of him previous to his coming to Scotts Bay.

In a Deed dated June 19th, 1792, and recorded Feb. 6th, 1796 in Book 3 at page 157 and in consideration of the sum of Fifteen Pounds he purchased from Major Samuel Starr and Miriam his wife a lot of land at Scotts Bay, described as follows:- "Acertain piece or tract of land lying in Sd Town containing one hundred acres situate on Cape Split so called near Scots Bay bounded thus. Beginning a beach Tree near a road Sd Jess lately cut from water-side to his house where he now lives on Sd premises and from Sd beach marked G.J. runs N. 10 East to the Gut of Minas on the high Cliff which line strikes across the Gut and ranges exactly over Black Rocks, being 200 rods more or less allowed, cut G.J. on a black birch tree, then runs N. 80 W. eighty rods by Sd Cliff or height and from thence run south 10 W. to Scots Bay shore or the water side and marked a fir tree G.J. by the bank and from thence by the shore easterly to Gore's land and from thence to Sd beach the first bound."

This description would indicate that he came to Scotts Bay from Falmouth by way of the sea and that he already had been there previous to the date of this Deed long enough to build a house and cut a road to the waterside.

In the Deed dated Sept. 3rd, 1804 and recorded Jan. 31st, 1805, in Book 5 at page 42 in consideration of Thirty-four Pounds, George Jess purchased from Samuel Gore a lot described as follows:- "A certain tract of land lying adjoining Scotch Bay in said Cornwallis being the north side of a lot or tract of land laid out to Moses and Samuel Gore bounded as follows, beginning at a fir tree marked S.G. being the northeast corner bound of said lot from thence south twenty degrees west eleven chains and twenty five links to a Birch tree marked J.P. being the southeast corner bound of a part of said lot belonging to John Pingree, from thence north seventy degrees west by said Pingree's land one hundred and sixteen chains to a stake with stones about it standing upon the top of the bank by the Bay shore, then northwesterly by the Bay shore far enough to make eleven chains and twenty-five links in a direct line across said tract or until it comes to the south side of a tract of land originally laid out to Samuel Starr then south seventy degrees east by the last mentioned tract one hundred and twenty eight chains to the place of beginning containing one hundred and thirty six acres to the same more or less".

In 1817 these two lots were sold to the Rev. John Pineo, later he bought a part of the Gibbs Pineo place "north of the Habitant River" from his son, George Jess but whether he lived there or not we do not know but from April 14th, 1821 to the date of his death on February 26th, 1823, he boarded with his son-in-law, Job Chase, and the bill for this and other services is on file with the papers in his estate in the Probate Office at Kentville. As nearly as can be ascertained he is buried at Scotts Bay near where he lived when there.

His Will is dated June, 1821, and is recorded in Book 2 at page 162 in the Probate Office, he leaves to his son George a lot of four acres where the dwelling house and barn stand and Five Pounds to the heirs of his deceased daughter, Martha Weaver, and all the balance of his estate to his five children, Joseph Jess, David Jess, John Lewis Payzant Jess, Sarah Chase and Nancy Chase. His son-in-law, William Chase was sole Executor, the Will being probated on March 3rd, 1823.

In a Deed dated March 20th, 1823, these five children gave all their interests under their father's Will to the heirs of Martha Weaver, this Deed was signed by David Jess, John L.P. Jess, William Chase, Job Chase, Sarah Chase and Ann Chase.

The wife of George Jess was Lizette Payzant, some of whose history will be given later, they had seven children. We do not know the order of their ages but their names and what we have been able to find out about them are as follows:-

1. David, who married Martha Hicks. He is mentioned in the Cornwallis Land records a few times, in a Deed dated Jan. 13th, 1816 he conveyed to his brother George ten acres of marsh north of Habitant River, he is mentioned in this Deed as "David Jess of Falmouth in Hants County, Carpenter". On January 20th, 1842 he purchased from Jacob Webster a property in Cornwallis, and on March 21st, 1843 he and his wife Martha conveyed this land to George Woodward, and there is no further mention of him in the land records. I do not think there were any children. He died March 17th, 1867, aged 90 years, he would therefore have been born in 1777. His wife died June 1st, 1843, aged 59 years. They are buried in the Berwick Cemetery and tombstones mark their graves.
2. Joseph, who was born about 1775 and married Sarah Sweet Nov. 27th, 1797, he later removed to Walworth County in the State of Wisconsin, where he died Aug. 22nd, 1852. He is buried in the Millard Cemetery in the Township of Sugar Creek. His widow died on May 17th, 1856, at the same place and is buried in the same Cemetery. They had three daughters, Sophia Henrietta who married Jonathan Loomer, Eunice who married Benjamin Loomer, a brother of Jonathan, and Jane, who married Benjamin Kellam or Killam, some of the Killam family in the western part of Kings County are her descendants.

In a Deed dated Feb. 23rd, 1796, Joseph Jess obtained from Samuel Starr a lot of one hundred acres to the eastward of the lot purchased by his father, this lot he sold to his brother George in 1809. He also owned other lands in Cornwallis.

3. Martha, who was born Jan. 5th, 1783, according to the Cornwallis Township Book, and who married Benjamin Weaver, and in the same Township Book I find the following regarding their family.

Henry Allen Weaver, Son of Benjamin Weaver & Martha his wife.

Born 22 May 1892.

Elizabeth Weaver Daughter said Benjamin & Martha Born 5 July 1804.

Sarah Alice Weaver Daughter sd Benjamin & Martha Weaver Born 18 May 1806.

Sintha Ann Weaver Daughter sd Benjamin & Martha Born 19 March 1808.

Martha Jane Weaver Daughter sd Benjamin & Martha Born 28 October 1809.

Benjamin Philip Weaver son said Benjamin & Martha Born 24 September 1814.

George William Weaver son said Benjamin & Martha Born 4 August 1817.

Mary Eliza Weaver Daughter Benjamin & Mary his second wife Born 28 December 1821.

Elizabeth Weaver Daughter of Benjamin Weaver and Martha his wife Departed this life 18 June 1819.

Martha Weaver the wife of Benjamin Weaver Departed this life on the 17 December 1819.

Martha Weaver is buried in the Habitant Cemetery on the road between Canning and Kingsport, and on her tombstone is:-

Sacred to the memory of

Martha

Consort of

Benjamin Weaver

Who died Dec. 17th 1819

in the 36th year of her age.

4. Sarah, who married William Chase in 1802. The Chase family is said to have been the only one among the early settlers in Kings County who belonged to the Quakers or Society of Friends.

Dr. Eaton's History of Kings County states that William Chase, born about 1777, married Sarah Jess on Sept. 14th, 1802, and their children were, Eliza, born June 22nd, 1803, William, born Feb. 6th, 1805, Rev. David, born Nov. 4th, 1806, Sarah, born June 29th, 1809, George, born March 23rd, 1811, Martha, born Nov. 23rd, 1812, John P. born Feb. 22nd, 1815, Mary Alice, born Dec. 21st, 1818, Hannah, born Dec. 27th, 1821 and Elias, born, Nov. 7th, 1823.

5. John Louis Payzant, married Unity Parker, but I have been unable to find any record of a family, he owned land in west Cornwallis, and in a Deed dated March 28th, 1836, this land consisting of 113 acres was sold to one John Martin and a Mortgage was taken in part payment. This mortgage was released by John L.P. Jess on April 5th, 1838, and there is no further record of where he may have lived or where he died. (went to Wisconsin by canoe. him farm [sic] land in 1843. His 2 grandsons sold it in 1951.

6. Ann or Nancy, married Job Chase a brother of William. Dr. Eaton's History states that Job Chase, born Jan. 21st, 1782, married July 7th, 1810. Ann Jess, and their children were Job Jr., born Jan. 23rd, 1811, died young, Mary Ann, born Aug. 30th, 1814, James S. born July 20th, 1816, Ruth A. born Aug. 18th, 1817, Rachel, born Dec. 19th, 1819, Job Stephen, born July 26th, 1823.

In the Cornwallis Township Book there is the following entry.
 "Job Chase son of Job Chase and Ann his wife died Mr. 8th, [sic] 1812, aged 13 months and 13 days".

Both the Chase families lived in Cornwallis.

7. George, born at Falmouth or Scotts Bay in 1786 as near as can be ascertained was probably the youngest of the family. He was married Jan. 2nd, 1820 to Charlotte Huntley, daughter of Daniel Huntley and Elizabeth his wife, formerly Elizabeth Wickwire, and they had a family of nine children, and are the ancestors of all the Jess family at present living in Kings County.

The name of this George Jess first appears on the records in a Deed from his brother Joseph of one hundred acres of land at Scotts Bay, now the Hardy Corkum land, this Deed is dated May 8th, 1809. He sold this land March 24th, 1817, to Rev. John Pineo and purchased several lots of land, Upland, Dyke and Marsh, in the Valley, described as being "North of the Habitant River". While here he married and three of his children were born. In 1830 or thereabouts he disposed of his property there and returned to Scotts Bay where he purchased, by Deed dated October 26th, 1830, the Pingree farm from Enos Collins of Halifax who had obtained it at Sheriff's sale under foreclosure.

This farm comprised the land bought by John Pingree from Samuel Gore, some marsh land, and also one hundred acres originally sold off the Strong land to Prince Coffin.

This land laid south of the Gore land and was bounded on the south partly by the Huntley Brook and was later sold by George Jess to William D. Huntley, he also sold a lot of one hundred acres off the south side adjoining the Tupper land, also a lot to his son William adjoining the Tupper land, also a lot to his son Daniel off the north side of the Pingree Farm and to the south of this, lands to his daughter Elizabeth.

In a Deed dated August 1st, 1843, he purchased from the Trustees of John Starr the land at Cape Split. This Deed is recorded in Book 12

at page 193 and the description of the land is as follows:- "A certain tract or lot of land situate lying and being in Cornwallis aforesaid knows by the name of "Cape Split" being the neck of land lying between Scotch Bay and the Gut of Minas Basin bounded by said Gut on the north three hundred and twenty chains and the same distance on the south by Scotch Bay and on the east 60 chains by land belonging to said George Jess containing twelve hundred acres be the same more or less". The price paid for this land was one hundred pounds.

The names of their nine children are as follows, in the order of their ages:-

1. William Henry. Born Jan. 2nd, 1822. Married Elizabeth Pineo and had children, George Rufus, Charlotte, Martha, died young, Payzant, died young, Elizabeth, Ezekiel L., Ann and Harry.
2. Daniel, his first marriage is recorded in the Cornwallis Township Book as follows:- "Daniel Jess was married to Charlotte. Daughter of Daniel Rodrick, both of Cornwallis, May 13th, 1856, by Rev. A.S. Hunt". After the death of his first wife he was married to Bathsheba Shaw, a widow. Daniel Jess had no children, but James Reid Shaw, son of his second wife lived with him and was a son to him and later received a Deed of the property which still remains in his family.
3. Elizabeth, Married Edward Loveless and had three children, Sarah, George and Elizabeth.
4. George Louis. Married first, Mary Eliza Lockhart, after her death he married Mary E. Ells. There were no children of the first marriage, by the second marriage there were four, Abram E., George Payzant, Mary Eliza, died young, and Evander E.
5. Joseph. Married Sarah Huntley and had seven children, Amanda, Laura, Martha, Clara, Josephine, Stella and Sheldon.

6. Sarah, married George DeLacy Corkum and had four children, Warren, Chesley, Hardie and Birdie.
7. David, married Mary Brown and had seven children, Bryant, died young, Isaac B., Mary Vida, Charlotte, Adelaide, Leila and Benjamin Cyrus.
8. Leander married Eveline Bennett and had seven children, Warren, died young, Otis A., Wentworth, Elbert R., Ernest L., Ira L., lost at sea, and Arthur, died young.
9. Ann, married Duncan McCuish and had six children, Bessie, George, William, Rufus, Murdock and May.

All these children of George Jess lived and brought up their families at Scotts Bay except Ann, who lived at Sheffield Mills.

George Jess died on February 2nd, 1851, at Scotts Bay and was buried in the Pingree Burying Ground, but after the Public Cemetery was opened his remains were removed there and a tombstone erected. His widow died in 1878 and is buried beside him.

His Will is dated August 21st, 1850 and Probate was granted on April 28th, 1851, the Executors being Daniel Jess and Edward Loveless.

In this Will he first disposes of the Cape Split property by giving a lot of one hundred acres to each of his children, beginning at Joseph Steele's west line the first lot is given to William, being seventy rods wide, and running across the Cape, the next lot is to George, seventy rods wide, the next to Elizabeth, seventy rods wide, the fourth is to David, seventy rods wide, the fifth to Leander, seventy rods wide, the sixth to Sarah, seventy rods wide, the seventh to Ann, seventy-five rods wide, the eighth to Daniel, eighty rods wide and the ninth to Joseph, eighty-five rods, wide, the remainder of the Cape land, called in the Will, No. 10, was given to George and Joseph, called three hundred acres, but on the survey being made when dividing this land there was laid out four lots of 125 acres each leaving a lot on the Point of 50 acres which was

never divided. He reserved a strip of land six rods wide along the southwest corner of Daniel's lot for the purpose of a road for the benefit of all whose land it adjoined. He left to Daniel 15 acres north of the brook between his south line and Elizabeth's north line and two acres of marsh to David and Leander.

He then left the homestead to his two sons, George L. and Joseph, subject to certain provisions for the maintenance and support of his minor children who at that time were George L., Joseph, Sarah, David, Leander and Ann.

The witnesses to his will were Joseph E. Corkum, John T. Rogers and Isaac Loomer.

The men appointed by the Probate Court to make an Inventory of his Estate were Abraham C. Ells, Joseph Steele and Elisha Ells, the Inventory was made by Abraham C. Ells and Joseph Steele, the values are set down in Pounds, Shillings and Pence, following is a copy.

This may certify unto all whom it doth or may concern that the fore going Inventory of the Estate of George Jess late of Cornwallis, deceased, is filed by us as a part of our proceedings in reference to said Estate. Cornwallis 14th May 1851

Daniel Jess)
Edward Loveless) Executors

	£	S	D
Real Estate of Homestead	300	"	"
Real Estate of wild lands on Cape Split	100	"	"
1 pair oxen 5 years old	14	"	"
1 cow at £4. 1 do at £5. 1 do at £4-5	17	15	"
1 pair oxen 4 years old 8. 1 pair steers three years old	17	"	"
	15	"	"

	£	S	D
1 pair steers two years old £4. 1 pair do £4-5	8	5	"
2 heifers two years old £4. 2 yearling heifers £2-12-6	6	12	6
1 pair yearling steers £2-15. 19 sheep at 10/-£9-10	12	5	"
1 Horse 17 years old £4. 1 Colt two years £8	12	"	"
1 yearling colt £4-10. 2 pigs at 20/-1 do at 15/-	7	5	"
1 market wagon, old £1-5. 1 riding do and harness	6	17	6
1 pr Ox cart wheels £1-10. 1 Horse truck 40/	3	10	"
1 tobigan 40/-1 old plough 5/-2 ox yolks 5/6	2	10	6
1 muck fork 3/-2 hoes 2/6 1 hack 1/3	"	6	9
1 ox sled 10/-1 grindstone 3/- 1 old tobigan 2/6	15		6
2 scythes and one snath all old 2/6- 1 hay fork 2/6 3 do at 1/6		6	6
1 set horse chains 3/9- 1 do at 2/- 1 do with whiffle tree 3/9		9	6
2 ox chains 7/-1 chopping ax 4/- 2 do at 2/6 %/-		16	"
1 lot of old fish casks 60/- 2 new barrels 2/6- 7/6	33	7	6
1 lot of salt about 25 bushels at 1/3	2	3	9
1 share of shad seine £5- 1 share of Herring do 20/-	6	"	"
1 Harrow 8/6- 1 set Harrow teeth 7/6- 1 cwt old iron 5/-	1	1	"
1 green cow hide 10/- 1 piece soleleather 9/-	"	19	"
1 scoop shovel 1/- 3 hay rakes 3/ - 1 old saddle 5/-	"	9	"
1 horse collar & hames 5/- 50 bushels potatoes at 1/6-	4	"	"
1 brass kettle small size 3/9- teakettle & frying pan 3/9	"	7	6
1 bakettel without cover 1/3- 4 iron pots 5/-	"	6	"
3 wash tubs 1/- 1 churn 1/ fire shovel & tongs 3/-	"	5	"
1 pair smoothing irons 2/ - 1 pair candlesticks 1/6	"	3	6
1 kitchen table 8/- 1/2 doz chairs 10/-	"	18	"
1/2 doz Windsor chairs 12/6- 1 fall leaf table 12/6-	1	5	"
1 chest of drawers soft wood 17/6- 1 wash stand 4/-	1	1	6
1 high chest 5/- 1 bed and bedding £4	4	5	"
1 bed and bedding without bedstead £2-10-	2	10	"

	£	S	D
1 bed and bedding £2. 1 do £1-17-6	3	17	6
2 beds at 10/- each 20/-	1	"	"
1 set china 12/6- 1 1/2 doz plates 2/6- 2 oval dishes 2/-	"	17	"
2 doz small plates 2/- 1/2 doz cups & saucers /9-	"	2	9
1/2 doz table spoons 1/- 1/2 doz tea do /9- 1 tea server 1/6-	"	3	3
1/2 doz knives & forks 2/6- 1/2 doz tin pans /26- 2 pails 1/6	"	6	6
3 table cloths 5/- 1 pair towels 2/- 1 pair blankets 5/-	"	12	"
2 pair sheets 10/- 4 wash bowls 2/- 1 wash bowl & pitcher 1/3	"	13	3
1 Loom and tackle 30/- 1 spinning wheel & reel 7/-	1	17	"
1 set branding irons for fish 10/	"	10	"
1 Dictionary, 1 pilgrims progress 1 Hymn Book 6/3		6	3
1 Note of hand on Daniel Huntley 73/9-	3	13	9
Book acct against Jacob Webster 73/-	3	13	"
Book acct against Gordon Rand	"	16	"
1 do do against Moses Wratford 16/-	"	16	"
1 do do against Handley Chipman 32/6	1	12	6
1 do do against Judson Strong 5/-	"	5	"

Abraham C. Ellis

Joseph Steele

General Montcalm (Marquis de Louis Joseph) born in 1712 near Nimee, France, entered the army at age of 14. In 1756, as a Brigadier General, he was sent to Canada to combat the English. He captured Ft. Ontario at Oawego, Ft. William Henry at Lake George, Ft. Carillon at Ticonderoga. Quebec, the chief almost impregnable stronghold of the French in North America, proved his "Waterloo" for the English General James Wolfe scaled the precipitous cliffs during the night and at daybreak Sept. 13th, 1759, forced the French into conflict on the Plains of Abraham. Montcalm was defeated and both Generals mortally wounded.

The first Payzant we have any history of was a Huguenot (Protestant of France) and was forced to leave his country under threat of religious persecution. He settled on the Isle of Jersey in the Channel Islands and prospered. His son Louis in 1754 sold 2 of 3 ships he owned and sailed with his wife Marie (sister of General Montcalm) together with his 3 sons Philip, Louis and John and daughter Marie with all their possessions. He landed at Halifax, Nova Scotia, and later settled on Covey's Island in Mahone Bay (west of Halifax) where he prospered for 2 years building first a log cabin and was building a frame house when on May 8, 1756, a party of Indians from Quebec or north of N.B. (who were sent presumably by Montcalm who was so angry at his sister for marrying a Protestant). They stormed the Covey's Island settlement killing the father, Louis Payzant, and capturing Mrs. Payzant and the 4 children. The children were left at St. Ann's, now Fredericton, while Mrs. Payzant was taken to Quebec where her 5th child, a girl named Lizette, was born. After a separation of 7 months, the other children were brought to Quebec where they were held 3 years until after the capture of Quebec by the English. Six days after the capture the captives were released and by August 1761, Mrs. Payzant and the children were back at Halifax where she received official permission to sell the property on

Covey's Island and she was given grants of land in Falmouth Hants County (which is next to Kings).

Lizette, the daughter born in Quebec, married the first George Jess and came with him to Scotts Bay before 1792 and shared with him the hardships of the pioneers raising a family of 7 children whose names are given in the History of the Jess family.

THE HUNTLEY FAMILY.

Daniel Huntley, the ancestor of the Huntley Family in Kings County came with the New England Planters, from which State in the Union we do not know. He was one of the Grantees of the Township of Cornwallis having one share of land laid out to him.

This property he deeded to his son, Daniel Jr., and he left no Will. His wife's name was Susannah, no record can be found here of her maiden name, she died on March 8th, 1799, we do not know the date of the death of the older Daniel Huntley.

Daniel Huntley Jr., probably came to Cornwallis with his parents, in the Cornwallis Township Book I find the following:- "Daniel Huntley, son of Daniel Huntley and Susannah his wife was married to Sarah Ells Daughter of Joshua Ells and Mary his wife December the 2nd, 1772".

There were three children by this marriage, namely,

1. Ann, born Sept. 25th, 1773, married David Sampson Pineo.
2. Elizabeth, born Mar. 6th, 1775, married Leonard Woodworth of New Brunswick (Woodstock).
3. Abigail, born Oct. 18th, 1776, married Branch Woodworth of New Brunswick.

Sarah, wife of Daniel Huntley, died on March 27th, 1779, and on August 9th, 1780, he married as his second wife, Betty or Elizabeth Wickwire, who was born June 7th, 1760, Sunday, "in the harbour of Horton before the arrival of the inhabitants in the Township of Cornwallis" (from Cornwallis Book), she was the daughter of Peter Wickwire, one of the Cornwallis Grantees.

There were nine children by this marriage, namely:-

1. Daniel, born Dec. 20th, 1781, married Rudy Pineo, Feb. 17th, 1813.
2. Peter, born Nov. 25th, 1783, married Rispah Merriam McRobert in 1805, died at Scotts Bay, Mar. 12th, 1867.
3. Sarah, born Oct. 22nd, 1786, married Patrick Coffill, Asa Coffill who lived at Scotts Bay was their son.
4. Enoch, born Aug. 22nd, 1788, died at Avonport, May 25th, 1867.
5. Susanna, married Thomas Pritchard of Pictou.
6. James, born April 15th, 1790.
7. Rebecca, married David Jackson.
8. Charlotte, born in 1803, married George Jess, Jan. 2nd, 1820.
9. Died Sept. 3rd, 1878, at Scotts Bay.

Daniel Huntley died in 1803 without having made a Will and administration of his estate was granted to his widow, Elizabeth, and his son Dan, on June 7th, 1803. On the settlement of his Estate, Asa and Charlotte are mentioned as infant children who must be provided for.