


The OXFORD COURSE *in*
**CANADIAN
HISTORY** 

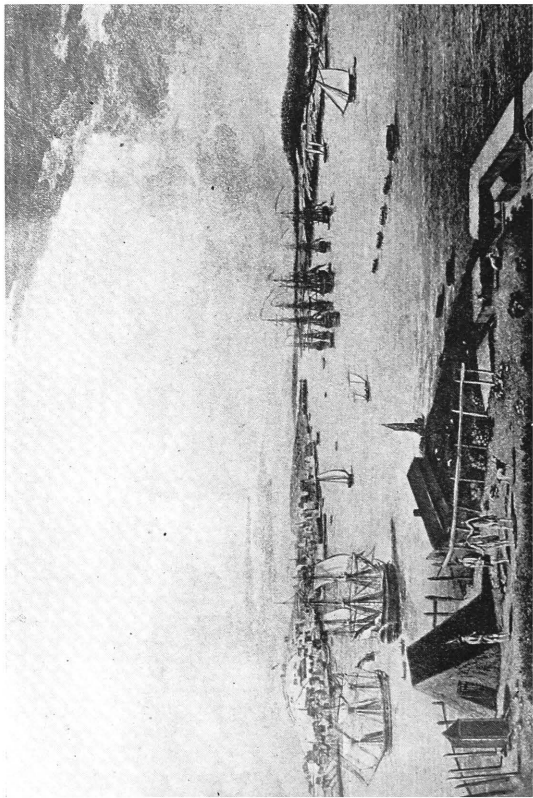


The MARITIME
PROVINCES



THE MAKERS OF CANADA
LIMITED
TORONTO

The OXFORD COURSE *in*
CANADIAN HISTORY
BOOK 8



HALIFAX IN 1760

The OXFORD COURSE *in*
CANADIAN HISTORY



The MARITIME
PROVINCES

TORONTO
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THE OXFORD COURSE IN CAN- ADIAN HISTORY

THE MARITIME PROVINCES

INTRODUCTION

THE story of the provinces of the Dominion which lie along the Atlantic shores is both interesting and perplexing in its vicissitudes. The early years of their progress are full of picturesque incident. At a time when the Canadas were struggling towards prosperity the Atlantic provinces had attained a steady level of material welfare and in trade, manufactures, education and means of transport were well ahead of the other parts of Canada. The real and solid benefits of confederation seemed at first too dearly bought, but after fifty years' experience of confederation, the ensuing increase of trade and population has shewn the wisdom of the step then taken in the face of so much strenuous opposition.

Part of their story has already been told in the study of "Settlement" and in

MARITIME PROVINCES

the account of political development. Here we shall deal mainly with those parts of their history which have not been covered in these studies. The following are the main heads of this account:

1. The Story of Acadia up to 1713.
2. Nova Scotia
 - (a) The Acadians under English rule.
 - (b) The Expulsion of the Acadians.
 - (c) The American Revolution.
 - (d) Confederation.
 - (e) The Aftermath of Confederation.
3. New Brunswick.
4. Prince Edward Island.
5. Education in The Maritime Provinces.
6. Development of Natural Resources.

As the general, social and political history of the Atlantic provinces developed in close connection and on very similar lines the reader will find that much of the story of Nova Scotia involves that of the other provinces, hence the briefer treatment of New Brunswick and Prince Edward Island.

THE SETTLING OF ACADIA

1. THE STORY OF ACADIA UP TO 1713

In our earlier studies of "Exploration" and "Settlement" we have dealt with the discovery and early settlement of Acadia. The reader may also be referred again to the first two chapters of the life of Champlain in Vol. I. of *The Makers of Canada*.

First British Colony. The name Nova Scotia which ultimately replaced the early French name Acadie is a reminder of the first British attempt at colonizing this coast. In 1621 James I. granted to a Scotchman, Sir William Alexander, the whole of Acadia and Cape Breton. Sir William gave to his colony the name of New Scotland which, after the pedantic fashion of his day, he latinized into Nova Scotia. James I. who was by no means lacking in Scotch shrewdness conceived a scheme of peopling the new colony with baronets each of whom would pay a large fee for his land and was expected to promote its settlement. The scheme was not unlike Talon's seigneurial policy in New France. It failed, however, owing to the fact that Charles I. handed Acadia back to France in 1631.

MARITIME PROVINCES

The Company of New France. The first really considerable and successful attempt to colonize Acadia was due to the activities of Richelieu's company, the famous Company of New France, also known as The Hundred Associates, whose story has already been told in our study of "New France". Reference may also be made again to the life of Champlain in Vol. I. of *The Makers of Canada*, Chapter IX. The main work of settlement was done by a relative of Richelieu, de Razilly. This man brought out about sixty families, during the next five years, principally from the west coast of France, a region much resembling the Acadian coast. The settlers treated the marshes of Minas and Port Royal as they had treated the "landes" of western France, and made no attempt to cultivate the uplands. Apart from these sixty original families very little immigration took place. Hence the peculiar unity and patriarchal nature of the simple Acadian community whose picture has been movingly drawn by Longfellow in his poem of "Evangeline." One of the first acts of de Razilly was to drive out the few weak

GROWTH OF ACADIA

New England fishing settlements which had been formed in Acadia.

The first stage of the history of this little Acadian colony is marked by a period of feudal warfare similar to the early feudal factions in Normandy and Brittany. The struggle between the La Tours and Charnisay, the successor of de Razilly lasted for many years and was full of picturesque but unsavoury incidents.

From 1672 onwards Acadia was controlled from Quebec and administered as a part of New France. Numerous seigneuries were granted by Frontenac and his successors. Chignecto and Minas became flourishing settlements and outgrew the parent colony at Port Royal. But all these seigneuries were extinguished after the Acadian expulsion. The twenty years before the treaty of Utrecht were marked by continual warfare with the English, and by the terrible and sustained onslaught of Indians, known as King William's war. In 1710 Port Royal was captured by the English with the assistance of the New England settlers who had long been attempting to acquire Acadia for the sake of its

MARITIME PROVINCES

fisheries. The name of Port Royal was changed to Annapolis Royal in honour of Queen Anne, and by the treaty of Utrecht in 1713 the whole of Acadia, henceforth officially known as Nova Scotia, passed into the hands of the English Crown.

2. NOVA SCOTIA

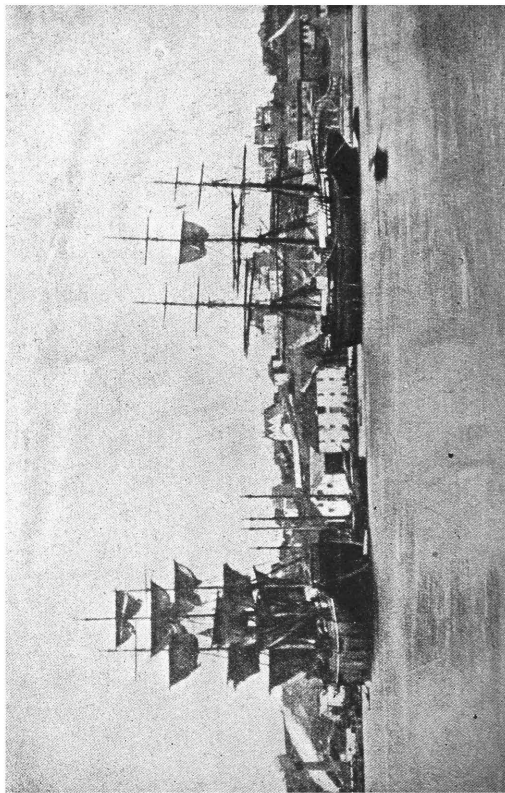
(a) *The Acadians under British Rule.*
The next period of the history of Acadia is interesting as being the first British colonial experiment. It was the first attempt of the British government to govern a community alien in race and tradition by means of British representative institutions. There was a special difficulty in the fact that by the British penal legislation against Catholics, in force at this time, Catholics were disfranchised and so technically disqualified from exercising the rights of citizenship. This fact, however, was ignored in the main in the new colony. A further difficulty, which was continually arising, was the tendency of the Acadians to refuse the oath of allegiance to the British Crown and to regard themselves as neutral in the conflict between France

ENGLAND AND ACADIA

and England which continued with intermissions until the treaty of Paris in 1763. This difficulty ultimately led to the situation which forced the apparently harsh policy of expulsion upon the British government of the colony.

The most important events in the history of the colony up to the expulsion are:

- (1) The complete survey of lands in 1733, a necessary measure much opposed by the Acadian peasantry.
- (2) The growth of French settlement in Ile St. Jean and Cape Breton Island, and the establishment of a strong French post at Louisbourg which was a continual menace to the English occupation of Acadia until its capture in 1757. This capture was the first step in the operations which led up to the fall of Quebec two years later.
- (3) The new settlement policy by which a large number of New England settlers and German Protestants were brought in, and the new towns of Halifax and Lunenburg were founded, in 1749 and 1753 respectively.



FIRST STEAM SAW-MILL IN NEW BRUNSWICK, 1822

EXPULSION OF ACADIANS

A modern historian of Nova Scotia thus sums up the situation in 1754. "After nearly half a century of neglect England, in the lull between two great wars, took up the work of 'planting' Nova Scotia with marked energy. Within four years she poured nearly six thousand settlers into the province and established them firmly in two defensible towns on good harbours. The work did not need to be done again. At the same time Louisbourg was within easy striking distance of the new rival capital, and the large Acadian population settled in the most fertile part of the province supported, as was natural, the French settlement of Cape Breton. This was the posture of affairs when the Seven Years' War Broke out."

(b) *The Expulsion of the Acadians.* The historian's point of view, as contrasted with the romantic picture of the poet, may be given in the words of the historian quoted above—

"It was not in time of profound peace, as the readers of 'Evangeline' imagine, but in a time of open war, and as a war measure, that the Acadians were deported from Nova Scotia. Neither was it

MARITIME PROVINCES

a local measure, but one detail of a large and comprehensive plan to destroy the power of France in America, which grew out of the irrepressible conflict of the two races for the possession of the New World. That all the English colonies were concerned, that the measure was dictated by the urgent need of collective defence, is plain from the fact that the exiles were distributed among them all."

The detailed story of the expulsion, which was carried out with as great regard for the feelings of the expatriated Acadians as was possible under the circumstances, may be found by the reader in "Canada and its Provinces," Vol. XIII. pp. 89-99.

(c) *The American Revolution.* During the period that followed the expulsion of the French element of the population of Nova Scotia, under the governorship of Lawrence, the first really representative assembly was convened in 1758 at Halifax. The early experience of self-government made Nova Scotia a school of politicians long before the other parts of Canada had begun to acquire the principle of representative government.

THE AMERICAN REVOLUTION

When Dickens visited Halifax in 1840 and attended the opening of the session he was moved to remark that it was like looking at Westminster through the wrong end of the telescope.

The rich lands reclaimed by the Acadians from the sea soon attracted New England settlers, and when the fall of Quebec was followed by the submission of the Indians the settlement of Nova Scotia progressed rapidly. Also a number of the expatriated Acadians began to return and were allowed to settle on taking the oath of allegiance. Hence just before the American Revolution there were united under representative institutions and regular administration of law the New Englanders in the west and on the Bay of Fundy, Irish in the centre and east, Scotch in Pictou, French in Cape Breton, Acadians in Clare and Germans in Lunenburg. So well had the work of consolidation been done that when the American Revolution began and the New England colonies broke away, Nova Scotia remained firm.

Yet it was a difficult time. It was natural that many of the New England settlers should sympathize with their

MARITIME PROVINCES

friends and relatives in New England, and Governor Legge, a good soldier but a bad governor, had no small difficulty in dealing with the 'rebel' elements within while holding the fort with most inadequate forces against the attacks of the seceding States. After the storm the population of Nova Scotia was almost doubled by the sudden influx of loyal settlers driven out from New York and other parts of New England. This loyal Tory element gave to Nova Scotia the predominant conservative loyalist tone which has marked its politics ever since.

Other results of the struggle were:

- (1) The partition of Nova Scotia into three provinces by the creation of the provinces of New Brunswick and Cape Breton, in 1784. The separation of Cape Breton was short-lived but New Brunswick has remained a separate province since that date.
- (2) The erection of Nova Scotia into a bishopric, the establishment of the Anglican Church, and the founding of King's College.
- (3) The rise of the ship-building trade of Nova Scotia owing to the stimulus

CONFEDERATION

of the Revolutionary war and then of the Napoleonic wars.

(d) *Confederation.* Following the victorious issue of the long Napoleonic struggle came the inevitable price of victory in depression and a general slump in trade and employment which principally affected Great Britain but was felt throughout the colonies. One of the first signs of revival was the founding by Lord Dalhousie of Dalhousie College modelled on Edinburgh and for Presbyterians as King's had been modelled on Oxford for Anglicans. The cornerstone was laid in 1820.

In 1825 the Halifax Banking Company started business to be followed in 1832 by its rival the Bank of Nova Scotia. Another evidence of reviving prosperity was the linking of Halifax with the Bay of Fundy in 1826 by the Shubenacadie Canal which served its purpose until the coming of the railway killed it.

With the advent of the power of the press and the beginning of the movement for Reform there first appears the figure of Joseph Howe, the greatest of Nova Scotians, and in spite of himself, one of the Fathers of Confederation.

MARITIME PROVINCES

So far we have been dealing with a period of the history of the Maritime Provinces which is not covered by *The Makers of Canada*, but from this point onwards the reader will have for his guidance the lives of the leaders of the Atlantic provinces; Howe, Tupper, Wilmot and Tilley, in Vol. VIII. of *The Makers of Canada*. Also in the studies on "Political Development" and "The Fathers of Confederation," he will find further guidance on the details of the fight for Confederation and the issues involved.

Howe began as an opponent of the Nova Scotia radicals, but through the controversy with Blanchard he acquired a clearer conception of the principles of responsible government and became the life long champion of reform and the liberal cause. After the famous libel case of "The People," whose story is told in the life of Howe, Vol. VIII. of *The Makers of Canada*, Chapter II., Howe entered Parliament and thenceforward until his death in 1873 his life is the story of Nova Scotia and of the fight for Confederation. During the years of Howe's ascendancy in Nova Scotia politics a

HOWE AND TUPPER

series of important changes took place for most of which he was responsible.

The old irresponsible paternal system of government gave place to a cabinet system of government, responsible to the people, and based on manhood suffrage. Tupper, Howe's great rival was responsible for the School Act, with compulsory assessment, making education at last truly democratic. Out of a suggestion of Howe's the Cunard line of ocean mail-steamers came into existence. Howe was the first statesman to realize the future of the railway in Canada, and it was Howe who took the lead in the plan of reuniting the Maritime Provinces and undoing the work of 1784 when Acadia had been sundered into three provinces. It was a strange irony of fate that Howe, the natural leader in the idea of union, should have been the protagonist of the opposition to the larger conception of a Confederation of all the provinces of Canada. Tupper, his life-long rival was destined to lead the Maritime Provinces into the haven of Confederation and to be Sir John A. Macdonald's most trusted lieutenant through the stormy years that followed Con-

MARITIME PROVINCES

federation. The story of Confederation is told in the two studies on "Political Development" and "The Fathers of Confederation." In addition to the two volumes of *The Makers of Canada*, Vols. VII. and VIII., the reader may also consult Professor Kennedy's authoritative work "The Constitution of Canada," which gives both the history of the events and the constitutional documents illustrating it. Another very valuable book on the subject is Professor Morrison's "British Supremacy and Canadian Self-Government."

Before we turn to the aftermath of Confederation for the Atlantic provinces one point may be noted. These provinces unlike the Canadas were not forced into Confederation by economic reasons. In Howe's words, describing their condition prior to Confederation, "the roads have been built (i.e., the railways of the Maritimes), and not only were we never compelled to resort to direct taxation, but so great has been the prosperity resulting from these public works, that, with the lowest tariff in the world, we have trebled our revenue in ten years, and with one hundred and fifty miles of

AFTER CONFEDERATION

railroad completed and nearly as much more under contract, we have had an overflowing treasury, and money enough to meet all our obligations.”

(c) *The Aftermath of Confederation.* The dominant note of the years following Confederation is struck in one sentence of Professor MacMechan's, “one province entered Confederation with a sense of being wronged.” There is no doubt that this was the result of Howe's opposition. None the less time has shown that Howe's criticisms and apprehensions were well founded, although it has also shown that the wider vision of the leaders of Confederation has been amply justified. Professor MacMechan has admirably summed the aftermath of Confederation—

“When the time came for merging the province in a larger national unity, the great change was attended by friction, which all must regret; but the strife of that time has become merely a picturesque memory. In the new orientation there was loss and there was gain, but no one would now think seriously of returning to the old status. World-wide economic changes injured the province severely. One great industry, ship-build-

MARITIME PROVINCES

ing was wiped out altogether by the discovery that an iron ship was better than a wooden ship and that steam was better than sails. But Nova Scotia has shewn extraordinary recuperative power. The steel plants at Sydney and New Glasgow point out the way of future industrial progress. To the life of the new nation Canada, Nova Scotia brought her valuable contribution of a strong well-defined individuality. The influence of politicians from the province in the central parliament has been out of all proportion to its mere size and population. Three have been premiers, while a fourth, the same leader who advocated taking his province out of the Union, had the honour of giving the mother country preferential treatment in her commerce with Canada. Time was needed for Nova Scotia to adjust herself to new political conditions, but that adjustment is now complete. Adjustment to new industrial conditions will follow. At the opening of the 20th century Nova Scotia, while mindful of her distinguished and honourable past, looks forward to the part she is to play in the future of Canada with confidence and hope."

NEW BRUNSWICK

3. NEW BRUNSWICK

As much of the general history of Acadia during the early period covers that of New Brunswick, and in the same way the political development runs on the same lines as the other Maritime Provinces, it will not be necessary to do more than glance briefly at the salient points of the history both of New Brunswick and Prince Edward Island.

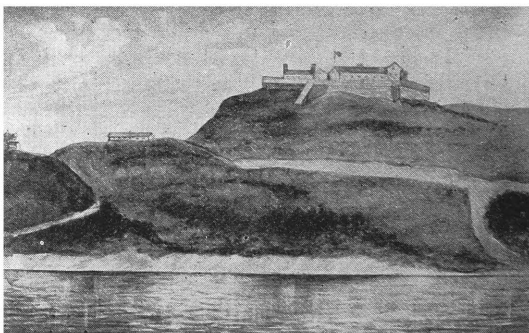
Shortly before the American Revolution the English-speaking population was about 2,500 and the Acadians about 1,500. Hence it is clear that prior to that date the amount of settlement had been very slight. Ever since the treaty of Utrecht the country had been a debatable territory. The French claimed that it was not Acadia but New France, while the English claimed it as part of Nova Scotia.

The beginning of English occupation dates from the military operations which led up to the capture of Quebec.

But the first considerable English settlement was the fruit of the American Revolution and consisted of the United Empire Loyalists who had lost all their



LOUISBOURG



FORT HOWE

DIFFICULT TIMES

property and were driven stripped from New York. Over thirty thousand of these unfortunate people passed from the States into Canada during the two years following 1783 and a large proportion of them found a home in Nova Scotia and New Brunswick. The immediate result was the formation of two new provinces, New Brunswick and Prince Edward Island. The separation of Cape Breton Island, a merely temporary experiment, has already been mentioned.

A good account of these troublous times and the difficulties of transferring the penniless settlers to new homes, a burden which fell largely on the shoulders of Sir Guy Carleton, better known as Lord Dorchester, will be found in the life of Dorchester in Vol. III. of *The Makers of Canada*, Chapters X. and XI.

The first governor of New Brunswick was Lord Dorchester's brother, Thomas Carleton. The new governor chose St. Ann's, now known as Fredericton, as the capital and seat of government rather than St. John, a choice which caused much dissatisfaction.

During the early years of administration, the "Family Compact" system of

MARITIME PROVINCES

paternal government prevailed. There was no publicity given to the proceedings of the council, no executive responsibility, freedom of speech was suppressed. The whole of the early government was of the most extreme tory type.

The first pioneer of reform, James Glenie, was elected to the assembly in 1791, half a century before the appearance of Howe and Wilmot.

After the Napoleonic wars a fresh tide of immigration set in, and large numbers of Scotch and Irish settlers entered New Brunswick.

The first census of the province was taken in 1824, and showed a population of about 75,000. The main industries were lumbering, ship-building, fishing and agriculture.

From 1832 the period of reform begins, and the name of Wilmot is associated with its growth in New Brunswick, even as Howe is the central figure of the reform movement in Nova Scotia. For this stage of the history of New Brunswick the reader is referred to the life of Wilmot in Vol. VIII. of *The Makers of Canada*. The life of Tilley in the same

PRINCE EDWARD ISLAND

volume also contains much of the history of the political development of New Brunswick.

4. PRINCE EDWARD ISLAND

This is the smallest of the Canadian provinces, but its history is full of interest and much has been written about it. In 1752 there were 2,014 settlers, all of French origin, on the island. None of the adults had been born on the island, hence the settlement must have been comparatively recent. During the period between the treaty of Utrecht and the final assignment of Nova Scotia to Great Britain the population of Prince Edward Island was increased by the Acadian refugees from Nova Scotia, and the island was looked upon as a base of supplies for Louisbourg.

After the fall of Louisbourg the expulsion of the Acadians from Nova Scotia was extended to Prince Edward Island, then known as Ile St. Jean. The island was completely cleared of its unfortunate occupants, most of whom were returned to France, and many were lost at sea.

In 1763 the island was placed under the

MARITIME PROVINCES

government of Nova Scotia. The final change of name did not take place till 1799. In 1765 Holland's survey the basis of subsequent settlement was carried out. The population was further increased by the coming of the United Empire Loyalists after 1783. It was not, however, until the beginning of the 19th century that the real settlement of the island began. In the study on Settlement an account has already been given of Lord Selkirk's schemes of colonization and of the first Scotch settlement of Prince Edward Island in 1803. The reader will find the full account of this settlement in the life of Selkirk in Vol. IX. of *The Makers of Canada*.

The island passed through the same stages of political development, the struggle for responsible government, the fight for Confederation, that were undergone by the other Maritime Provinces. The hostility of the other provinces to Confederation was shared by the Island, but the burden of debt incurred in railway construction, and the vexed question of compensation for the original land grants, proved the deciding factors in accepting the terms of Confederation. After Con-

EDUCATION

federation a decline in population set in largely due to an exodus of families to the United States. But to-day the tide has turned and population is again on the increase.

5. EDUCATION IN THE MARITIME PROVINCES

In the graphs relating to Education in Canada published by the Dominion Government in the Atlas of Canada, it is interesting to observe that next to Ontario, which has, from early days, enjoyed high educational advantages, Nova Scotia and Prince Edward Island possessed the lowest degree of illiteracy in 1911, at the time when the statistics were published.

The record of the Maritime Provinces in Education has always been a high and honourable one.

Halifax was founded in 1749, in 1758 the first provincial parliament met, in 1766 "An act concerning schools and schoolmasters" was passed, twenty years before the first school was opened in Ontario. The Act reflects the temper of the time against the Catholics, but pro-

MARITIME PROVINCES

vides for guarantees of the schoolmaster's morals and education.

In 1802 King's College received its charter and a royal grant. But the exclusion of dissenters who formed three-fourths of the population of Nova Scotia, naturally led to the founding, first of Pictou Academy, and then of Dalhousie College, which in 1863 was re-opened as Dalhousie University.

In 1838 Acadia College, a Baptist institution, was founded at Wolfville, and in 1854 the Roman Catholic University of St. Francis Xavier was established at Antigonish.

The Methodists founded Mount Allison College in 1862 just beyond the borders of Nova Scotia in New Brunswick, but it serves the needs of the Nova Scotia Methodists, and until 1881, when provincial grants were withdrawn from all the colleges, it received a grant from the Government of Nova Scotia.

In 1864 the present system of school sections and compulsory assessment was set up, largely through Tupper's instrumentality, in the face of strong opposition.

In New Brunswick King's College was

NATURAL RESOURCES

established in 1800 in Fredericton and subsequently developed into the University of New Brunswick. In 1820 the Madras system of schools, a system much in vogue in England at that time was introduced into the province. It had the advantage for a poor and scanty community of employing student-teachers under the guidance of one properly qualified teacher.

It was not until 1871 that free un-denominational schools were established in New Brunswick. Dr. Rand was made chief superintendent of Education when the Free School Act came into force. He had held the same position in Nova Scotia when free schools were introduced into that province and his experience proved very valuable in forming the educational policy of New Brunswick.

6. THE NATURAL RESOURCES OF THE MARITIME PROVINCES

Long before the days of settlement in Acadia and Quebec the sails of Basque and Breton ships were seen along the shores of Gaspé, off Cape Breton Island, and in the Bay of Fundy. Even before



COD FISHERY IN NOVA SCOTIA



LUMBERING IN NEW BRUNSWICK

FISHERIES

the fur-bearing wealth of the country became known, its fisheries were the lure which drew the hardy fishermen of Europe across the Atlantic.

Fisheries. From the days of Denys and de Razilly, the pioneers of the Nova Scotia fishing industry, the cod-fisheries, both inshore and off the deep-sea banks, have been the staple industry of the Maritime Provinces. In addition to cod there are also extensive herring, mackerel, halibut and lake fisheries. The salmon fishery also is important. The lobster grounds of Nova Scotia and Labrador are the finest in the world.

After a period of stagnation the fisheries of Eastern Canada have begun to revive again and government assistance in the matter of freight charges has enabled the shippers of fresh fish to compete with the shippers of the United States. Also the introduction of the gasoline boat has largely increased the speed and mobility of the fishing vessels.

Forests. New Brunswick has been the main lumbering region of the Maritimes, and in the 18th century the province was the main source of supply of masts for the British navy. Although the ship-

MARITIME PROVINCES

building industry has been killed by the coming of the iron ship, yet lumbering still remains one of the most important industries of New Brunswick and Nova Scotia.

Agriculture. The growth of scientific agriculture in Nova Scotia is largely due to the stimulus of one man, John Young, a Scotsman, whose letters, published in the *Acadian Recorder*, in 1818, under the pseudonym of "Agricola," started a movement for the improvement of agriculture whose effects have continued to the present time.

Mineral Wealth. The mineral wealth of the Maritimes is principally confined to Nova Scotia. The coal mining industry of Nova Scotia is of great importance and is rapidly growing. Also there is a considerable gold-bearing area in Nova Scotia, extending along the eastern side of the mainland from Canso to Yarmouth, which yields a steady output, though the ore is not high-grade. There is also a moderate iron and steel industry in Nova Scotia, although most of the ore is imported from Bell Island, Newfoundland.

For the early history of the Maritime

READING MATERIAL

Provinces the reader may consult "Canada and its Provinces," Vols. XIII. and XIV.

For the political development from the beginning of the 19th century onwards there is abundant material in *The Makers of Canada*, Vols. VII. and VIII. The coming of the United Empire Loyalists to Nova Scotia and New Brunswick is related in the life of Dorchester, Vol. III. of *The Makers of Canada*.

