

1750

THE BICENTENARY OF DARTMOUTH

1950

JULY 30 - AUGUST 9





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OFFICIAL

# Bicentennial Program and Guide Book

of DARTMOUTH, N. S.



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HALIFAX, N. S.

*on authority of*  
**The BICENTENNIAL COMMITTEE of DARTMOUTH**

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**THE KIWANIS CLUB OF DARTMOUTH**

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**BENJAMIN STUDIOS, DARTMOUTH**



(A COMPLETE INDEX MAY BE FOUND ON PAGE 96)

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*Price 25c*





*It is a pleasure and privilege to extend congratulations and Best Wishes to the Citizens of Dartmouth, on the occasion of their 200th Anniversary, commemorating the founding of their Town.*

*Historic Dartmouth rightly shares with the great City of Halifax, its pride and joy in the marvellous accomplishments over the past two centuries.*

*I am proud, indeed, to salute the enterprising and progressive Town of Dartmouth, on behalf of all the Citizens of Halifax, and to rejoice in their expansion and development.*

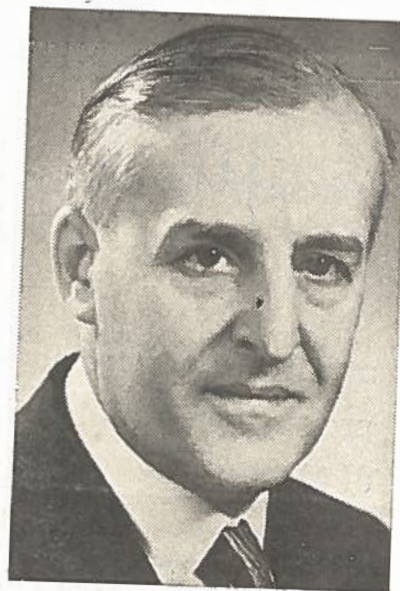
*Dartmouth has a noble and rich heritage, passed to them by the indomitable courage, devotion and faithfulness of the pioneer, who first landed on its shores in 1750, and from the "forest primeval" carved out happy homes, established churches, schools and laid the foundation for a properous community.*

*The celebration of your 200th Anniversary, commemorating the first settlement, will afford a splendid opportunity, for the Citizens, to reflect and appreciate, the greatness of the pioneer builders, and will serve as an inspiration to carry on the cherished traditions of the past.*

*Dartmouth is favored with an abundance of nature's enchanted beauty and charm, providing an ideal setting for a successful and enjoyable celebration.*

*It is my sincere wish, on behalf of the Citizens of Halifax, that the Bicentennial Celebration will be an outstanding success, and that Dartmouth will continue to advance and prosper.*

GORDON S. KINLEY  
*Mayor of Halifax.*



*—Life is the Mirror of King and slave—  
'Tis just what we are and do;  
Then give to Dartmouth the best you have,  
And the best will come back to you.*

*Dartmouth, the oldest incorporated Town in Nova Scotia, 1873, and founded in 1750 by Hon. Edward Cornwallis, one year after the founding of Halifax, is proud and happy to fittingly observe its 200th Anniversary.*

*The golden memories of two centuries will be unfolded in pageantry and high-class entertainment, commencing on Sunday, July 30th, with an open air Service of Thanksgiving. Appropriate entertainment, in honor of this great historic event, will continue for eleven days. The Committee in charge has worked energetically and zealously, to finalize a program, on behalf of the Citizens, to make the stay of "our guests", from far and near one long to be remembered.*

*From the "Forest primeval", Dartmouth has courageously forged ahead to become the fastest growing Town in the Maritimes. Its record of progress and development is inspiring and truly personifies the great spirit of the pioneers in their initial efforts to carve out a great "future City of the East"*

*To our honored guests, who will join us on this notable historic occasion, we are happy to extend a sincere and cordial welcome.*

ARTHUR C. PETTIPAS,  
*Chairman Bicentennial Committee.*

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## Historic Dartmouth Down the Years



by John P. Martin



Dartmouth, Nova Scotia, has a heritage of written history from the time of the founding of Halifax in 1749. For even in that year, Governor Edward Cornwallis ordered a sawmill erected over here in a river which flowed down from the lakes, and out into that bay of the harbor, since called Mill Cove.

It was near there that the first major massacre of Halifax settlers occurred only a few months after their arrival. Native Indians, lying in ambush, slaughtered four workmen who were felling trees, and carried off a fifth man as a prisoner.

Additional means of defence were then adopted by erecting a cannon on the "Point", and by stationing three armed ships in the Cove, probably off the new pier of the Dartmouth Shipyards. It is most appropriate, therefore, that Naval authorities have chosen the roadstead of the Mill Cove as the base of their operations on Navy Day during Bicentennial Week.

Tradition says in past ages, the Micmacs called Dartmouth by a name that means "the place of fir and spruce". The English at first named it "The Sawmill". When a load of 353 settlers, aboard the good ship "Alderney," barged in on Governor Cornwallis late in that August of 1750, they distressed him exceedingly. Living room within the wooden walls of palisaded Halifax, was evidently very limited, because Cornwallis and his Councillors cast about seeking other sites for these new neighbours.

Nearness to the seashore was preferred, for these Alderney adventurers included experienced fishermen who would soon be able to make themselves and their families self-supporting. Among the places that Surveyor Charles Morris proposed were the head of Bedford Basin; the North West Arm; the present Woodside district; and the Saw Mill. The last named won.

From what can be gleaned by studying early sketches and meager records, Charles Morris' men laid out our town-plot in triangular





#### WHERE DARTMOUTH BEGAN

This is Marine Street in 1912 on the Shipyard property at the foot of King Street Buildings at right are on the "Point" mentioned in Governor Cornwallis letters of 1749. The Saw Mill location was somewhere in a stream to the left. The Nantucket Whaling manufactory came to this area in 1785.

shape, taking Dartmouth Point as the apex. Saw Mill river enclosed the eastern side, and the harbor waters bounded the west. Commencing about North Street, a high ridge of solid slate rock formed a long base line, until it tapered off near the Pine Street lowlands. On the highest elevation of this ridge, overlooking the town-plot a fort was erected. Its site is still called Blockhouse Hill.

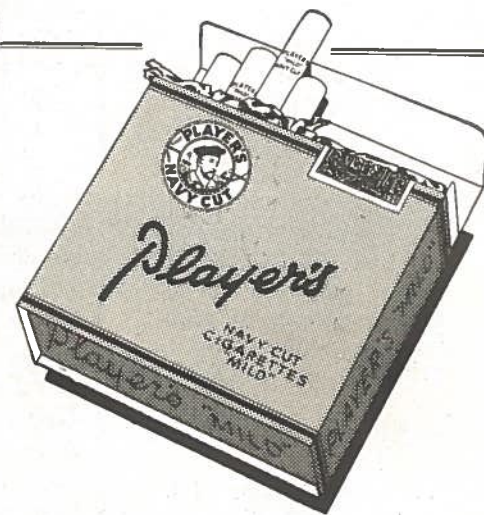
Parallel streets were then measured off equidistant from one another like Ochterloney, Queen, Portland, and possibly South Street. Then at right angles to these, were laid out Commercial, King, Wentworth, and Dundas. (These names are not the original ones).

In a list of Dartmouth lots granted to 1750 pioneers, such names appear as Manthorne, Harding, Rogerson, Bartlin, Parkinson, Scofield, Budgate, Nesham, Witherall, Stephens, Blagdon, and so on.

As these colonists are thought to have sailed from the port of Dartmouth, England; it seems only natural that they should confer the same name on their new-world location. Tradition also says



# Player's Please always



*Plain and Cork Tip*

**REMEMBER — PLAYER'S "MILD" WITH "WETPROOF" PAPER DO NOT STICK TO YOUR LIPS**

that a stream which once flowed into the Cove at Maitland Street, used to be called the river Dart in bygone days.

#### Another Massacre

This peaceable Alderney group were here only about eight months when they suffered a terrifying catastrophe. One night in May 1751, a wild band of savages suddenly invaded the rudely-built homes of these strangers, and brutally butchered the helpless inhabitants. The frantic screams of the victims could be distinctly heard across the harbor in Halifax. It was the second dreadful raid that had descended on Dartmouth from the direction of the Lake district. The only safe place that night was the blockhouse, where the guard of rangers are said to have remained during the whole assault, contenting themselves with firing volleys through the loop-holes.

That massacre stunted the virgin village of Dartmouth for many a year afterwards. It had the immediate effect of scaring off most of the inhabitants because they were too close to the well-worn Indian warpath for comfort. So they just abandoned their holdings and departed. Numbers of soldiers seem to have remained in quarters here, however, and later on, immigrants from the Palatine in Germany got employment picketing the back part of the town-plot.

(A columnist in the "Atlantic Weekly", about 1893, pointed out that the spot where the savages beached their canoes on that fatal night in 1751, was at the foot of Lake Banook. He thought that a commemorative plaque should be put up near the present Banook Canoe Club).

#### The First Ferry

By 1752, traffic to and from Halifax needed to be controlled. Accordingly a charter was granted John Connor to institute a ferry service to run on schedule every day including Sundays. So far as

Volume One  
of  
**J. P. MARTIN'S**  
Illustrated  
**BICENTENNIAL**  
**Story of Dartmouth**

is scheduled to appear this summer. The price will be around \$2.00. A list of purchasers is desired in order to regulate the number of copies printed.

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# Cousins 31st Anniversary Year

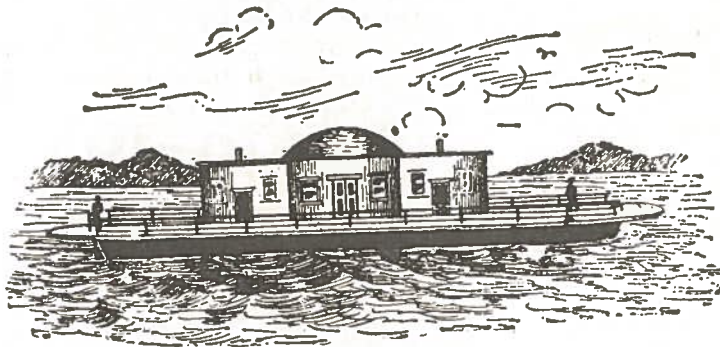


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"MODERN" FERRY 134 YEARS AGO.

In November, 1816, the team-boat Sherbrooke, shown above, made her first appearance. This primitive contraption consisted of two boats or hulls united by a platform, with a paddle between the boats. The deck was surrounded by a round house containing a large cog wheel arranged horizontally, to which were attached eight or nine horses harnessed to iron stanchions coming down from the wheel. As the irons moved around, the wheel, by means of communicating gear, revolved the paddle. Trips varied in time according to wind and weather, taking from 15 to 30 minutes.

known, the boats have continued regularly since that date, except on the few occasions when the harbor has been frozen fast. The Dartmouth Ferry Commission, therefore, maintains the oldest salt-water ferry system in the world.

#### The Nantucket Whalers

The first industrial stimulus to give an up-lift to Dartmouth, came at the close of the American Revolutionary War. An enterprise that had been operating a fleet of whaling ships to the South Seas, was brought to this port from Nantucket, Mass. For seven years they carried on a profitable manufactory in the Mill Cove. Then they were induced by the British Government to remove to Milford Haven in Wales.

During this period the village enjoyed considerable prosperity and progress. Lots of land, long abandoned by the original settlers, were re-granted to the Nantucket group. The original lay-out of Dartmouth, was greatly changed at the expense of the Provincial Government. These newcomers belonged to the Society of Friends. They built a Quaker Meeting House on the location of the present Dartmouth Service Center. The section radiating out from there

came to be called Quakertown. A few houses erected by the Quakers and a few of their descendants still remain.

#### Our Historic Suburbs

About this time, Loyalists from the United States, then thronging into Halifax, were granted vast tracts of land in the suburbs of Dartmouth, where the large township of Preston was laid out for these refugees. On a high hill out there, Lieutenant-Governor Sir John Wentworth built a fashionable summer estate. The depression of the cellar of his cottage is still pointed out on Governor Street in Preston. Sir John Wentworth built a fashionable summer estate. The depression of the cellar of his cottage is still pointed out on Governor Street in Preston. Sir John had been previously the Governor of New Hampshire. The Duke of Kent, father of Queen Victoria, is said to have frequently visited the vicinity of Woodlawn and Preston. Mount Edward marks the site of his hunting lodge, not far from the Woodlawn Church.

Nearly five hundred Maroons from Jamaica were settled at Preston in 1796, under the superintendence of Edward Ochterlony and Colonel William D. Quarrell. After four years of causing trouble and expense, they were deported to Africa. The site of Maroon Hall is on the hill just east of Lake Loon.

A refined English lady named Margaret Floyer came to live at Woodlawn  $2\frac{1}{2}$  miles from Dartmouth during the above period. She remained a mystery until her death 25 years later. See her grave at Woodlawn Cemetery.

Many prisoners of war on parole were also quartered out in that district while the Napoleonic War and the American War of 1812 were in progress. Other prisoners were confined in barracks at Dartmouth near the former Mott Factory at Hazelhurst in the Mill Cove.

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rise to greatness.*

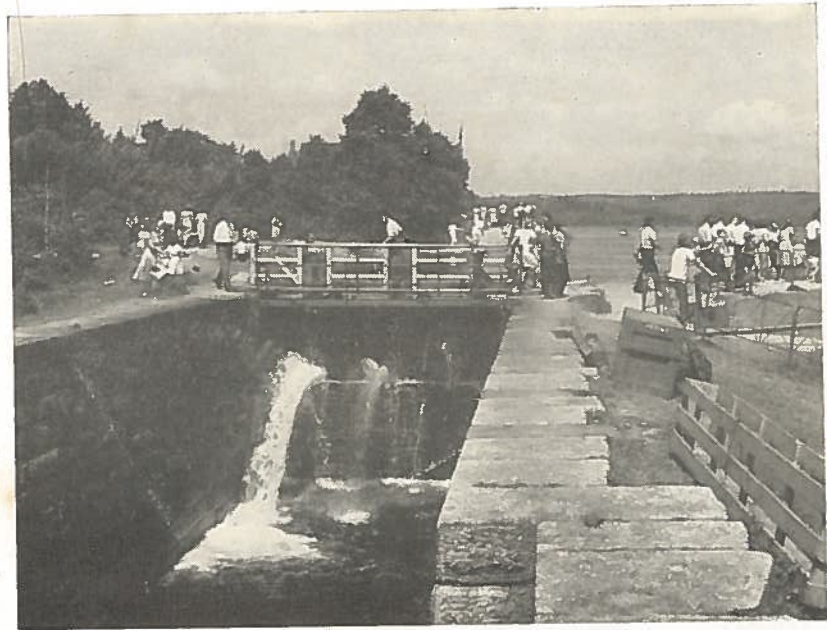
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*Courtesy N. S. Bureau of Information*

## LOOKING UP LAKE BANOOK

The remains of the famous Shubenacadie Canal locks at the foot of Lake Banook. The sides of the channel were sheathed with plank. The edge on the lower right shows how the gates fitted.

James Gordon Bennett, founder of the New York Herald, taught school as a young man near Mount Edward (described above) in the year 1815.

## The Shubenacadie Canal

Another extensive project which brought a boom to Dartmouth, was the construction of the Shubenacadie Canal, commenced in 1826. Many artisans came from the British Isles to engage in this undertaking, and remained with their families to become permanent citizens. This led to further building development as dwellings spread out north easterly from Pine Street to the lakes. That section became sort of a local Canal Zone.

This enterprise was to open a water route between Halifax Harbor and the Bay of Fundy through a chain of lakes and locks.





Courtesy Col. Van den Vaero, Biarritz, France

### FRENCH ADMIRAL DIED HERE IN 1746

Duc D'Anville, Admiral of the 4,000-man French fleet, destined to recapture Louisbourg, and burn Boston, over 200 years ago. Nearly 1,000 men in this port. Bones excavated on the site of St. James' United Church, are believed to be those of D'Anville's men.

The picture, from an 18th century painting, is said to be the first ever published on this continent.



Courtesy N. S. Bureau of Information

### LOCKS ABOUND IN BEAUTY

The entrance to Port Wallace Locks, (above) is where the ground was first broken for the construction of the Shubenacadie Canal, July 25th, 1826. Earl of Dalhousie was present for the occasion. Earlier in 1769, this bay was named "Corner Cove".

Transporting heavy loads of merchandise over country roads was impracticable in those days, especially in the miry months of spring. Halifax business houses were losing the trade of that large district bordering the Basin of Minas to the rival city of St. John, N.B., because the latter could ship goods by vessel directly up the Bay of Fundy.

The great Canal project attracted the attention of moneyed men both at home and abroad. The British Government and the Provincial Parliament voted large sums of money to support the measure. Keen business men of Halifax, like Samuel Cunard, and Enos Collins, invested thousands of pounds sterling. But the venture resulted in failure.

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ON HER Bicentenary

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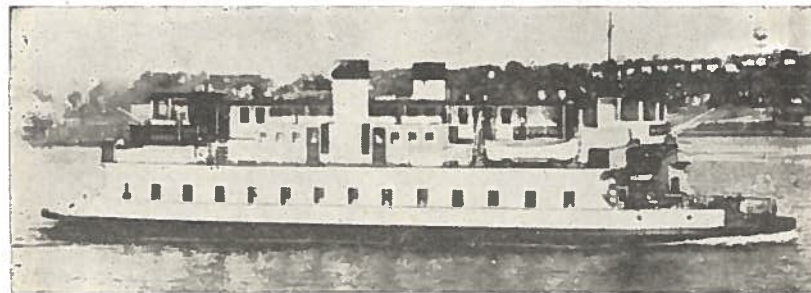
#### ONCE A LEADING HOSTELRY

Residence and inn of John Skerry, southeast corner of Ochterloney and Commercial streets, near his wharf at the foot of that hill. Skerry took over the ferry service in 1797 and sold out to the Steamboat Company in 1832. Now the site of Morris Drug Store.

Every winter the frosts played havoc with the large amount of stone work and masonry. Spring freshets proved disastrous. All that remains today from an outlay of half a million dollars, over a 40-year period, is a series of locks and levees stretching from Dartmouth to Maitland in Hants County. See these locks at the head of the Starr Factory; at the foot of Lake Panook; at Port Wallace Locks; Porto Bello Locks; Fletchers Locks, and northward. The biggest monument to the old Canal in Dartmouth is the sturdy crescent-shaped dam built some 120 years ago at the foot of Crichton Avenue. It is 300 feet long and about 18 feet high, and was constructed to create a pond out of the original Saw Mill river, and to straighten out the stream as it flowed towards the harbor.

#### The First Steamboat

About this time, shipbuilding yards began to spring up along the shores of Dartmouth. Barques, brigantines, brigs and schooners were constructed almost every year for Cunard's and other leading



FERRY STEAMER "SCOTIAN", QUEEN OF THE FLEET

mercantile firms of Halifax. Lyle's Shipyard on the Leach at Commercial and South Streets launched the first steamer that ever plied the waters of Halifax harbor. This wonderful innovation was a ferry-boat. It replaced the former steam-boat. The improved service gradually influenced families from the City to reside in rural Dartmouth.

The rising village began to expand. The church of England was built as early as 1817; the Presbyterian and the Catholic in 1829; the Baptist in 1843, and the Methodist Church in 1853. A census of 1850 gave the number of houses as 300, and the population as 1,500.

Among the professional men who moved to this side of the harbour were two great Nova Scotia Premiers. Hon. James W. Johnston built "Mount Amelia" in 1840, and Hon. Joseph Howe lived at "Fairfield", near the foot of Dawson Street, during the 1860 decade. Those were the years when Howe was the spokesman for a numerous Nova Scotia group in their bitter political struggle against Confederation. It was while a resident of Dartmouth, that the patriot Howe contended and secured for Nova Scotia better financial terms from the Dominion. Then when he became a member of Sir John A. MacDonald's Ministry in 1869, he went direct from Dartmouth to Ottawa.

#### A Humming Town

The number of local industries kept steadily increasing during the latter part of the 1800's. Dartmouth products went out over the Dominion and over the Atlantic. We had tanneries, chocolate, soap and candle factories, ropeworks, foundries, gristmills, machine shops, boiler works, a tobacco factory and a large brewery. One enterprise enjoyed an international reputation. This was the Starr Manufact-





Photo by Brown

GOVERNOR EDWARD CORNWALLIS

Courtesy P. N. S. A.

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Since 1918, too, the Halifax Refinery at Imperoyal has made itself one of the greatest oil refining and distributing centres in Canada. Petroleum products refined here have helped to supply not only local needs but the requirements of an important part of Eastern Canada. As a "Citizen" industry, we of Imperial Oil share the pride of all Dartmouthians on the growth and development of the town's commercial enterprises and activities.

We take pleasure in conveying to the town the congratulations and best wishes of the Imperial Oil "family" that serves Canadians everywhere from the Atlantic to the Pacific and from the Border to within the Arctic Circle.





*Courtesy Mrs. G. Chris is*

### 18th CENTURY GRISTMILL

Shown above is the East side of the Canal stream opposite the end of South street. The mill was built for Hartshorne and Tremaine about 1791. It was destroyed by fire 1878. A bridge was erected over the Canal about that time.



*Courtesy N. S. Archives*

### 18th CENTURY STOREHOUSE FOR GRISTMILL

This stood a few rods south of the main mill. Vessels unloaded corn and wheat here which was conveyed on a belt to be ground. Photo taken from the corner of South and King Streets about 1890. Blink Bonnie is just visible on the hill left of the first foremost Mott's white building is shown across the Cove.

Congratulations to

*"The Future City of the East"*

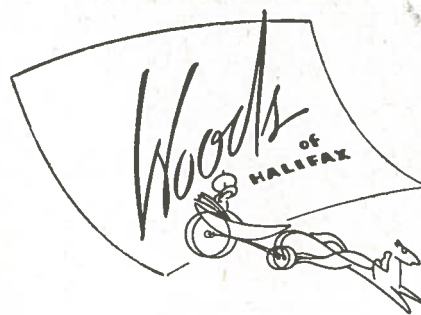
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**GREETINGS**

**FROM**

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*on the  
occasion of*

***Dartmouth's Bicentenary***



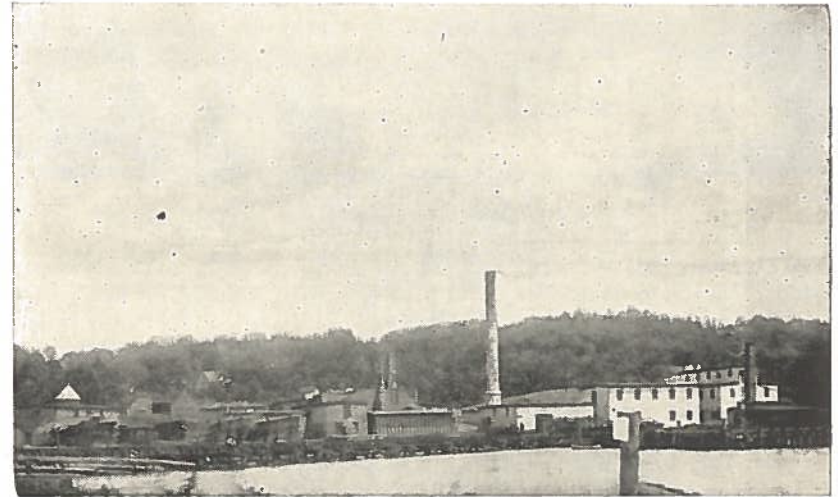


Photo by Brown

HONORABLE JOSEPH HOWE

Courtesy P. N. S. A

**THE ADVERTISERS** in this Program are backing Dartmouth. Why not back them with Your Support.



#### MOTT'S CHOCOLATE FACTORY WAS WORLD FAMOUS

Chocolate, cocoa, soap and candle factory was located on "Hazlehurst" Estate of John P. Mott, Pleasant Street chocolate King of the Maritimes, until his death in 1890 Mott's was noted for its pure spices and green roasted ground coffees. The site of the old French prison is shown near the dome on the left in the above picture, which was taken about 1912.

uring Company, commenced in 1863 when John Forbes invented an all-metal skate with a spring-lever arrangement which replaced the former wooden-top skate. Mr Forbes' patent was the wonder of the skating world, and completely revolutionized the game of ice-hockey. Millions of pairs of Dartmouth skates were sold in America and in Europe. (Dartmouth has always maintained that hockey originated on her lakes.)

All these industries contributed greatly in expanding the trade and population growth of Dartmouth. At the Town's incorporation in 1873, the number of inhabitants was given as 2,200. By 1891 it had almost trebled to 6,250. In the depression decade of the 1890's, we lost many of our young people to the United States and the Canadian West. In 1911, however, population numbers had picked up again to hover around the 5,000 mark. By 1931, that figure had doubled to nearly 10,000.



### MILLIONS EARNED AT THIS PLANT

Above is a striking picture of the former Dartmouth Rolling Mill and Forge Department. This iron-making industry, 1902-1924, occupied a site on the first gristmill established on the east bank of the Shubenacadie Canal. A sawmill is believed to have been located in this stream. The old "towpath" of the canal days is seen on the left.

In this bicentennial year of 1950, the population of Dartmouth is estimated at 20,000. Since World War II, the volume of construction in the Town and in its suburbs has been almost phenomenal. This has largely resulted from the intensive and extensive development of the National Defence branches, and of the consequent fanning-out of residences in areas surrounding the several centres.

Such is a cursory sketch of Dartmouth history from its beginning. Now at the 200th milestone, this generation should pause to pay tribute to the many who have labored during the long years to promote the Town's interests and to preserve public and private property. We have had volunteer firemen, for example, since 1822. Lists of citizens who have given their time and talents in other ways, would be endless.

In commemorating the efforts of these ancestors of ours, we are simply following the wise counsel of Joseph Howe, who once made the observation that national pride and love of country are continually fostered by perpetual references to the glories and the sacrifices of the past.



*Courtesy Miss Mc Kenna*

### WATER CARRIER IN TOWN-PUMP DAYS

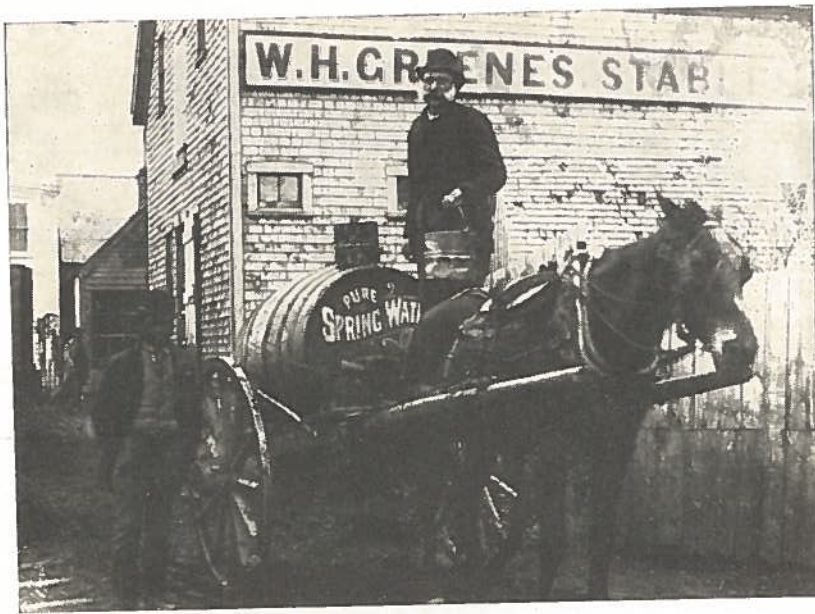
'Sol' Bauld peddled precious water at two cents per bucket until the Town system was installed in 1892. Then "Sol" was forced into liquidation. Partly blind, he afterwards shined shoes and sold newspapers outside the new Post Office (N. S. Light and Power Office).

### ANCIENT WATER CARRIERS

*Peddled Water two cents per bucket*

The town installed its first water supply in 1892, culminating a series of events dating back to 1846 when a Dartmouth Water Company was formed with a capital of £4,000.





"PURE SPRING WATER"  
PUBLIC UTILITY OF THE 1890's

*Courtesy Halifax Mail*

This service originated with Alexander Marvin of Woodside, who afterwards sold out his watered stock to James Craig (shown on cart at foot of Queen Street). Punchedon held 200 gallons of "Toddy Brook" water.

Early efforts to provide a water supply was rejected by a vote of the people. In 1891 a water works boom was started. The town hall was connected with the water on November 2nd, 1892 and 127 houses by the end of December.

Private wells in the yard or cellar were used in the early days. Almost everyone had a puncheon or tank under water spouts. The "Stone Jug" pump at 85 Commercial Street, and Dr. Cunningham's pump, Queen Street, were popular centres.

On the hoof, there were itinerant water-carriers, partly blind men, who peddled at two cents per bucket. In 1890 Alexander R. Marvin of Woodside, provided a more copious service by housing over a gurgling spring, called "Toddy Brook", on Crichton Avenue. From a 400-gallon puncheon mounted on a two-wheeled cart, he distributed this cooling beverage to shops and homes around town. Later James Craig, a Crimean war veteran, operated this antique public utility.

**Progress**  
**on the march!**

Our hats are off to Dartmouth who celebrates her two hundredth anniversary this year. In extending our congratulations we feel, if we can judge the future by the past, that it won't be long before Dartmouth will take her place among the top ranking centers of Canada. We also like to feel that in some small measure we have contributed to the growth of this great town with a telephone service that is second to none. A service that will keep Progress on the March.

**Maritime Telegraph & Telephone**  
Company, Limited



Courtesy Mrs. Gordon C. Moore

CORNER PORTLAND AND COMMERCIAL IN THE 1880's

Note lamp-post and granite blocks at street crossings. Lawler's Grocery on the right. Frank McWatt's Grocery is on northeast corner now the site of the Dartmouth Furnishers. The old cannon even then was a "lean to". The Bank of N. S. buildings is unchanged since its erection by Luther Stern's about 1864. The high building next north contained McDonald's Hall where Joseph Howe denounced Confederation in 1867.

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## Twenty-three Mayors Elected

*Since Town Incorporated, 1873.*

DARTMOUTH was incorporated by an Act of the Provincial Assembly in 1873, with a Warden and six Councillors.

The first Warden was W.S. SYMONDS, and the first councillors were, Ward 1, J.W. JOHNSTONE, JOSEPH W. ALLEN; Ward 2, JOHN FORBES, WILLIAM F. MURRAY; Ward 3, THOMAS A. HYDE, FRANCIS MUMFORD. THOMAS SHORT was the clerk.

The first meeting of the Council was held on May 23rd, 1873, at the residence of the Warden.

Since incorporation twenty-three Mayors have been elected as follows:

WILLIAM S. SYMONDS.....	1873—1875
GEORGE J. TROOP.....	1875—1877
WILLIAM H. WEEKS.....	1877—1880
JAMES W. TURNER.....	1880—1881
JOHN Y. PAYZANT.....	1881—1883
JOHN F. STAIRS.....	1883—1885
JOHN C. P. FRAZEE.....	1885—1886
BYRON A. WESTON.....	1886—1888
JAMES SIMMONDS.....	1888—1889
FREDERICK SCARFE.....	1889—1892
JOHN C. OLAND.....	1892—1894
WILLIAM H. STERNS.....	1894—1897
A. C. JOHNSTON.....	1897—1902
FREDERICK SCARFE.....	1902—1906
E. F. WILLIAMS.....	1906—1908
THOMAS NOTTING.....	1908—1913
E.F. WILLIAMS.....	1913—1919
H.O. SIMPSON.....	1919—1921
I.W. VIDITO.....	1921—1922



WALTER MOSHER.....	1922—1925
CHAS A. MACLEAN.....	1925—1928
WALTER MOSHER.....	1928—1934
WALTER A. TOPPLE.....	1934—1936
WALTER MOSHER.....	1936—1938
L.J. ISNOR.....	1938—1948
A.C. PETTIPAS.....	1948—1950
C.H. MORRIS.....	1950—

The present personnel of the Civic Government follows:

MAYOR— Claude H. Morris

DEPUTY MAYOR — Carl W. Merson

COUNCILLORS: Sidney Chapman, James Harrison, Harry Asseltine, David Marsh, E. M, Beazley, G. W. Sprague, Graham J. Noseworthy.

At the time of incorporation the council consisted of a Warden (equivalent to Mayor) and six councillors. A few years ago, the personnel was increased by two councillors, with the creation of four wards, as against three, to give a total membership of nine, including the Mayor.

### FERRY COMMISSION

Although the Ferry Commission is an incorporated body, the town is responsible for its bonded indebtedness. The Mayor, by virtue of his office, is the chairman. The present personnel of the Commission follows: Mayor, Chairman; Commissioners David Marsh and G.W. Sprague, from the Town Council; Ex-Mayor C.A. MacLean,, appointed by the Governor-in-Council; M.J. Driscoll, appointed by the Chief Justice of the Supreme Court of Nova Scotia; A.E. Nichols and H.N. Wrathall, appointed by the Town Council from Citizens at large.



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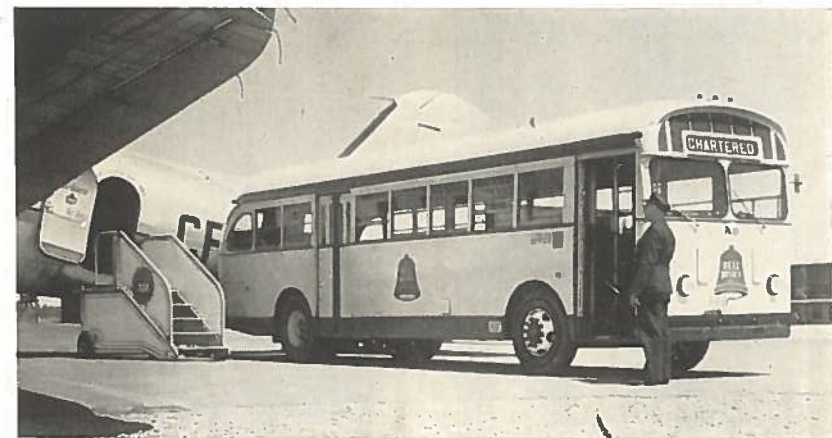
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**Dartmouth, N. S.**



**Greetings and Congratulations to the Town of Dartmouth on this, the Occasion of her two-hundredth Anniversary.**

Christianity has always played an important part in the development of the spirit of towns and cities, as well as in the character of their citizens. Dartmouth is no exception to this rule. Her greatness is to be observed in the character of her sons and daughters as they left their impression at home and abroad.

It is with sincere gratitude to our Maker and to our worthy predecessors that I, on behalf of my fellow Ministers extend greetings to our fellow citizens. To friends from far and near we extend a hearty welcome to our town

and our Churches, where sacred memories and worthy desires join hands to inspire us all to greater achievement in the Town we have grown to love and call our own.

**G. N. HAMILTON,**  
President Dartmouth Ministerial Association



**ST. JAMES UNITED CHURCH**



**GRACE UNITED CHURCH**



**Rev. Father Smith**

As Pastor of St. Peter's, the oldest Catholic Parish in our Town, it is my privilege, indeed a happy one, to extend greetings to my fellow citizens and to our guests, on the occasion of the Bicentenary of the founding of Dartmouth, a Town of which we are so justly proud.

At a time like this we are naturally moved by varied thoughts and emotions. Above all there should be deep gratitude to God for His many blessings bestowed, during these past two hundred years, on the Town itself, as well as upon its citizens.

**Faith Needed**

There must also be faith in the future. With a continuance of Divine blessings and under His guidance, Dartmouth may well become the fairest and most prosperous City of Eastern Canada. It is blessed with the natural beauty and resources necessary for great expansion. The only other thing needed is a citizenry inspired by faith in the future of our Town, a people fundamentally religious and joined together by the bounds of justice and charity. Unless these virtues reign, God will hardly be with us.

May Dartmouth continue to flourish.

**W. H. SMITH, Pastor**





ST. PETER'S CATHEDRAL



DARTMOUTH BAPTIST CHURCH

## CHURCHES HOLD HONORED PLACE WITH 133 YEARS OF SERVICE.

Dartmouth is proud of its fine Churches, and the leaders of them are proud of their members. No town in Canada has more or imposing edifices than Dartmouth. The Churches are generously supported, not only financially, but by personal service from the members.

Dartmouth had a little more than fifty families when the first church was founded. Limited space permits but a brief review of the early history and activities of the Church, which dates back to 133 years ago when, on the 9th day of July, 1817, the corner stone of Christ Church (Anglican) was laid by the Earl of Dalhousie. The formal consecration of the Church took place August 20th, 1826. An Anglican Church at Preston, six miles out of Dartmouth, was built about thirty years before Christ Church. In 1792, Preston, Dartmouth and Lawrence-town were united in one parish called St. John's Parish.

### St. James Church

St. James' Presbyterian Church was brought about by Scottish Immigration to Dartmouth with the arrival of about fifty stone cutters and masons in 1827. Many were Presbyterians. On January 2nd, 1829, Peter McNab and others combined by deed to form the Congregation of the Church of St. James in Dartmouth."

The first Presbyterian Church was built on the present site of the Fire Hall, near the eastern corner of King and North Streets.

The present church, now the United Church of Canada, is located on the corner of Portland Street and Prince Albert Road.

### St. Peter's Church

The first St. Peter's (Roman Catholic) Church was erected about 1830, at the eastern corner of Ochterloney and Prince Edward Streets.

The original church was an historic landmark, up until nearly fifty years ago, on a lot in the rear of St. Peter's Hall on Ochterloney Street. Rev. Father Geary was the first resident Priest.

The present St. Peter' Church is an imposing edifice of brick and stone on Maple Street.

### **Baptist Church**

The Dartmouth Baptist Church was organized on October 29th 1843, when Elder Knox of Halifax, after stating the duties of Church members to each other and to the world, read letters of dismissal and gave the right hand of fellowship to seven members. After meeting for a while in a hired room, a "new meeting house", built by subscription was opened in September, 1844, by Brother A.S. Hunt and Elder John Masters of New Brunswick, on the site now occupied by the Somme Branch of the Canadian Legion. The present Church is located on Ochter'oney Street.

### **Methodist Church**

The Methodists worshipped in a little meeting house erected in 1852—a quaint little building at the corner of Ochterloney and King Streets. Two stately steeples were added to the edifice when it was enlarged several years later. Previous to the building of the Church the adherents attended Worship in what was called the Quaker Meeting House, at the corner of King and Quarrel (now Queen) Streets, the site of the present Service Centre.

### **Stairs Memorial Church**

Stairs Memorial Presbyterian Church has the precedent in point of age in North Dartmouth Churches. The first Stairs Memorial Church was built as a hall in 1869. Services were held there by the Presbyterian and Anglicans until the hall was removed to Dawson Street. The splendid new Stairs Memorial Church is located on Henry Street North Dartmouth, and ministers to a large congregation.

### **Emmanuel Church**

Emmanuel Church (Anglican) corner of Windmill Road and Dawson Streets, had its origin in services established in the Rope Walk Hall by the Rev. James B. Richardson, Rector of Christ Church in 1871. The Church was erected in 1912. This Mission Hall was completely destroyed by the 1917 "explosion", but a year later it was rebuilt on a large plan.

### **Victoria Road Baptist Church**

The Victoria Road Baptist Church is located on Victoria Road where a large congregation of people hold regular services on Sunday and special services during the Week.

## **DARTMOUTH PUBLIC SCHOOLS**

### **Offer Fine Advantages**

*by Ian K. Forsyth, Supervisor of Schools*

It was in the year 1750 that the first settlers pulled up their boats on the Dartmouth shore, stepped out on dry land and commenced the arduous task of making a clearing and erecting homes. In such a community education of hand and eye were of first importance and this kind of training could best be carried on not in a schoolroom but with axe and adze, crowbar and hoe, spinning wheel and loom.

A few years spent in this way showed results. Clearings widened into fields, potatoes grown among charred stumps of trees were replaced by the essential vegetables grown in comely, productive rows. As the bins and root cellars in autumn became more frequently filled, our forebears began to think more frequently of the ways of life in the lands from which they had come. They would recall that some of the boys and girls, their own playmates, did attend school for a few years and they would remember that somehow these with a little schooling did manage to get along better, to prosper more than when they were grown to manhood. In their midst, in fact, there was one or more who had some learning. They would talk over the matter with these men and the outcome was the formation of a small class which met during the winter months.

### **School In Tannery**

We do indeed have a record of one school which met at a tannery building about two and one-half miles from Dartmouth on the Preston Road. The man who presided over this school was James Gordon Bennett, afterwards celebrated as the founder and editor of the New York "Herald".

Seventy-five years were to pass by and many little private schools came and went before the great year 1825. Long and warm were the discussions along the waterfront, and about the settlement stores regarding the site, the need, and the raising of money before a decision was reached to erect a school by voluntary contributions in money, work and materials. Difficulties were hurdled and the school was built on the corner of King and Quarl (Queen) Streets where the Quaker Meeting house was falling into ruins. The new school was a simple



building 32 by 36 feet, with two apartments, one for the classroom and one for the school master, for he was to reside at the scene of his labors.

For the first time in the history of the town the school was to be controlled by a body of Trustees elected at a public meeting. The first school master was Mr. William Walker. Following the reign of Mr. Walker, school was kept successively by Messrs Jamieson, James Henry, Brown, Munroe, and Miller, until the year 1857.

The human weakness of providing too little for repairs added to the inevitable ageing effect of time soon rendered the new school an old one so that in 1858 it was declared unfit for occupation, and was pulled down.

The next seven years were years of greater enjoyment for the children and of growing concern for their parents. Classes were shifted hither and yon with accompanying loss of efficiency in the schools.

#### 1865 Great Year

The year 1865 was the next great year in the educational history of Dartmouth for in that year \$5000.00 was raised, not voluntarily, but by assessment for the building of the New School. Phoenix-like the two storey, four room building rose from the ruins of the old. The following year, under the principalship of Mr. John Hollies and with assistance of three female teachers the first free, public school "Central", was opened in Dartmouth.

As frequently happens in the building of schools the accomodation was inadequate from the beginning so once again it was necessary to rent private buildings. This situation was remedied in 1876 with the building of another school on the Common known then as the "Common" and later as "Park School".

A small one-department building was erected in 1879 on the Common, facing Park Avenue, to accomodate the colored children of the town. This school was closed in June 1915 and the pupils were absorbed in the various schools.

In 1882 the expanding population required the addition of two rooms to Central School, and in 1885 the building of a third school, known at first as Ward I, and later as Hawthorne School. This structure, a two room building, was erected on the Burton estate by Mr. John Walker, a son of the above mentioned William Walker. The Dartmouth Journal of December 1885 reports that the building form-

ed "one of the neatest, as well as the most commodious school buildings, in the province".

#### Greenvale School

"Greenvale School", constructed on the beautiful grounds of Mr. David Falconer, which bore the appropriate name of "Greenvale", was erected in the year 1891. A harmonious mingling of boys and girls was apparently possible within the classroom, but a six foot white-washed board fence created a strict division during the play periods. It was in this school that the first kindergarten class in the province was established under Miss Hamilton, whose remembrance is still green among the older residents of Dartmouth. Four rooms were added to Greenvale in 1894 and the High School under Mr. G.J. Miller was moved here.

#### Fire Levels School

On January 23, 1914, at 4:20 o'clock in the afternoon the fire bell sounded. With great speed the news spread that the High School was on fire. Within a few minutes the fleet of foot were present seeking the most favourable standing room, which was on the Pine Street hill. For teen agers supper was forgotten. Something more interesting was occupying their attention.

Once again a new and finer school rose from the remnants of the old. So anxious was the then Supervisor, Mr. W. C. Stapleton, to move into the new brick structure that during the final days of installing furniture he doffed his coat and worked side by side with the carpenters. In April 1915 classes were reassembled at the new "Greenvale".

In 1912 the growing North End realized their desire for Primary School. "Victoria", a two department school was built and a second storey added in 1918.

#### Hawthorne School

A rapidly growing town and a change in the public attitude toward what was considered as adequate in school accomodation brought to an end the service of Hawthorne School. It was but thirty years since the building was opened. The new Hawthorne, a brick structure, was built in 1915. Four rooms bringing the total up to twelve were added in 1921. The old Hawthorne, unlike the old "Central" and "Green-

vale", still lives on. With difficulty its lines may be distinguished in the form of two comfortable houses on the opposite side of the street.

The influx in population during World War I and the ageing of Park School prepared the citizens for a new school. The new Park School built on the site of the Exhibition and Rink building, and commanding a magnificent view of the Halifax Harbour, was erected in 1918. The High School was moved to park and continued there until 1934, when it was returned to Greenvale.

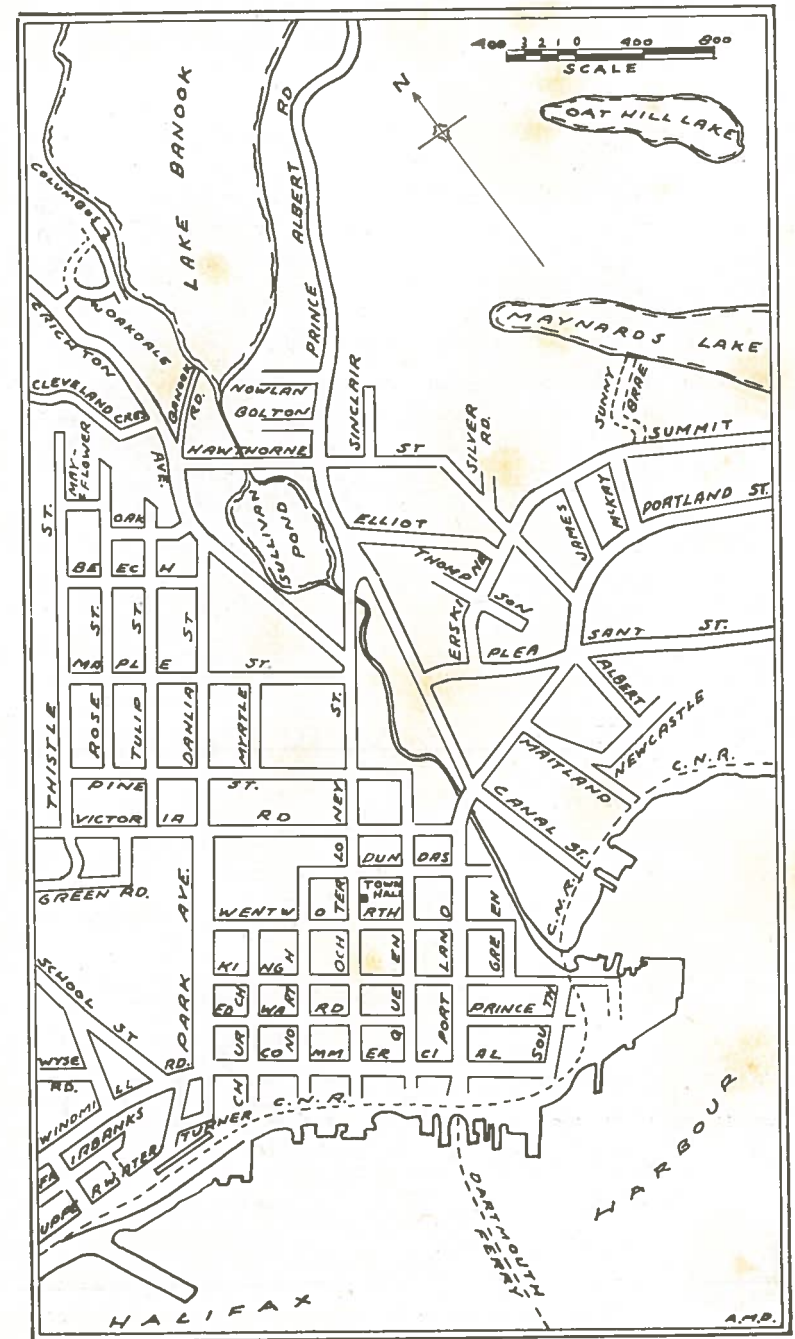
### New Schools Built

Findlay school, a one storey six room school named in honor of Miss Sara Findlay who taught in Dartmouth for over fifty years came into being in 1932. It was Dartmouth's first experience with a large one storey school building and most citizens agree that the School Board which built it are to be commended on their choice of design.

Notting Park, the newest of the Public Schools, was a baby of World War II, constructed in 1942 by War Time Housing and adopted after the war on the payment of a relatively small adoption fee by the Dartmouth School Board.

Now we are on the eve of a new building program, not only to provide accomodation for an ever increasing population, but also to embody a newer view of educational values. Learning from books will always have its place but we are beginning to appreciate again what the first settlers along the harbour shore were well aware of—namely the importance of manual and domestic skills, and the training of the body from youth upwards in the ways of health and well being.

That the citizens of Dartmouth, in erecting their new Junior High-School, will build a structure fitted in design and appointments for the youth of today, is assured by the blood that flows in our veins and by the tradition of public service bequeathed to us by our forefathers.



GUIDE MAP OF DARTMOUTH





**SOLITARY BLINK BONNIE**

*Courtesy Athol Redmond*

With the exception of "Mapledene," 72 Johnston Avenue, Redmond's 15-roomed house stood alone on that broad hilltop until World War II. Here Benjamin Russell, M. P. entertained Prime Minister Sir Wilfrid Laurier.

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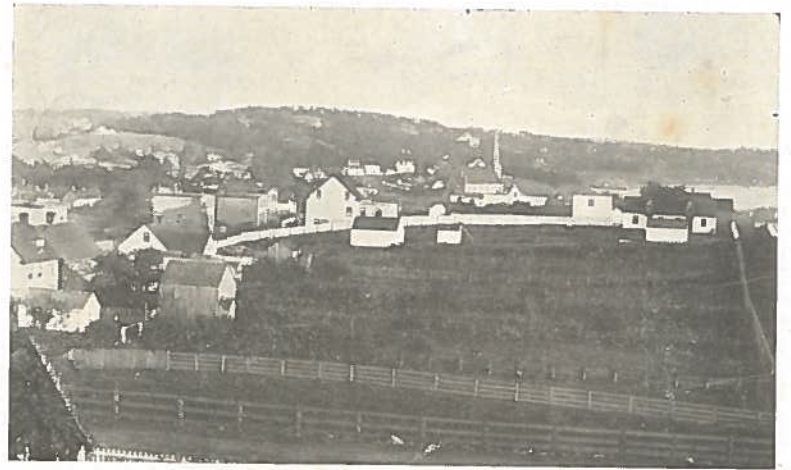
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*"The Dartmouth painter"*

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**CHANGING DARTMOUTH**

*Courtesy Miss Carrie McKay*

Looking down on the fields of Pine Street backyards in the 1880's. The fence on the right bordered a footpath, which later became Victoria Road. West Dahlia Street in foreground.

While visiting our Bicentennial

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OLD TIME DANCING

## Dartmouth Bicentenary Program

Under the able and efficient chairmanship of Lieut. Colonel Gordon S. Waterfield, a splendid program of entertainment, has been finalized to commemorate the 200th Anniversary of the Town of Dartmouth.

Every effort has been made to provide a gala series of diversified entertainment, to cover the past and the future, in a colorful and impressive manner.

The historic celebration has been planned to provide almost complete free entertainment, during the entire period of eleven days, from July 30th to August 9th inclusive. Where the exception takes place nominal prices will prevail.

### THE COMPLETE PROGRAM

Sunday, July 30: Service of Thanksgiving, 3.00 P.M., Ball Park, under the auspices of the Dartmouth Ministerial Association. Special Speaker—Most Rev. G. F. Kingston M.A., D.D. Archbishop of Nova Scotia and Primate of all Canada. Thanksgiving of Prayer, St. Peter's Church Grounds, 3.00 P.M., followed by a sermon by Rev. Father Joseph

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Mills, and Benediction of the Blessed Sacrament.  
Mass Choirs of the various churches, at Lake Banook 8.30 P.M.

Monday, July 31: 11 P. M. Plaque unveiling at Medical Centre 180 Portland Street, the site of Dartmouth's first great massacre. Presentation of the bell of HMCS "Wentworth," at Memorial Park, Corner Crichton Avenue and Prince Albert Road, at 7.30 P. M., followed by band concert. 9 P. M. Highland Variety Show, Dundas Theatre. Visit U. S. Battleship Missouri will add interest to events of day.

Tuesday, Aug. 1: 11 P. M., Unveiling plaque at Dartmouth Shipyards, to commemorate arrival of Nantucket Whalers.  
"Lady of the Lakes" finals, Ball Park, 7.30 P.M.  
Band concert in the afternoon.  
Children's concert, under auspices of H.M.S. Alderney Chapter, I.O.D.E., afternoon, Dundas Theatre.

Old Time Dancing and modern dancing will be featured during the celebration.

Wednesday: Aug. 2: 8 A. M., Salute of guns, ringing of bells and blowing of horns. 8.05, Natal Day proclamation and from 8.05 to 8.30, playing of Church chimes. 8.30, The Mail-Star 6 mile road race around Woodlawn, starting in front of town hall and finishing there. 8.45, Sprinting races front of town hall. 9.30 Decorated parade the principal streets of Town. 11.00 Baseball, Dartmouth Arrows vs Halifax Shipyards. 1.55 P. M., Address of welcome by Mayor C. H. Morris at Lake Banook. 2 to 5.30 P. M. Regatta Lake Banook. 6.00 P. M. Baseball, Arrows vs Halifax Shipyards. 6.30 P.M. Swimming championships,

Lake Banook. 7.30 to 9.30 P. M. Band concert  
Lake Banook. 9.30 to 10.30 P. M., Fireworks  
Lake Banook. 10.00 to 12 P. M., Dancing, Mic Mac, Banook and Brightwood Clubs.

Thursday, Aug. 3: 11 A. M. Plaque unveiling at N.A.D. to commemorate the home site of Hon. Joseph Howe, Windmill Road, foot of Dawson Street. Bengal Lancers, Hazelhurst, 7.00 P. M. Ferry Boat excursion on Halifax Harbour, 8.00 to 11.00 P. M.; band concert Mill Cove, 7.30 P. M.; Symphony concert, Dundas Theatre, 8.30 P.M.

Friday, August 4: 10.30 A.M. Naval Parade with band. Inspection H.M.C.S. Huron at Shipyards. Navy Regatta, Dartmouth Cove, 2.30 P.M.; yacht racing, Halifax Harbour, 3.00 P.M.; Baseball game between Dartmouth Arrows, champions 1949, and a Crack visiting team, at Ball Park, 6.30 P.M.; Band Concert, Mill Cove, 7.30 P. M.; Grand Concert, Dundas Theatre, 8.30 P.M.; Searchlight display, Dartmouth Cove, 9.30 P.M.

Saturday, Aug. 5: Old time marketing, High School grounds, facing lower part of Pine Street, 8.A.M. to 12.00 Noon; Bicentennial Tea at Brightwood Golf and Country Club, 4.00 to 6.00 P.M., under auspices of Ladies Division of the Club; Dartmouth Arrows champion baseball team vs. Kentville, H.D. League series 2.30 P.M.; Baseball at 6.30 between Arrows and a visiting team; Carnival night under auspices of local Legion Branches, down town, 8.30 P.M. Organ recital, St. James Church evening.

Sunday, Aug. 6: Family re-union in churches and home: Band concert, afternoon, Banook; combined colored choirs of Dartmouth, Cherry Brook and Preston churches, 8.30 P.M. at Lake Banook; Community singing, Lake Banook, 9.30 P.M.

Monday, Aug. 7: 11 A. M., Plaque unveiling at Starr Works, to commemorate manufacture of Acme skates.

Observance of Youth's Day to be featured by parade from Memorial Park to Ball Park at 2.30 P. M. Decorated parade for juniors 12 years and under at Ball Park. Soap box derby for Maritime title, Portland Street, (Cole Harbour Road), 6.30 to 8.30 P. M.; Scouts' Camp fire and Sing Song, Birch Cove, Lake Banook, 9.00 to 9.45 P. M.

Tuesday, August 8: Thrilling air demonstration at H.M.C.S. "Shearwater", Eastern Passage Road, three miles from Dartmouth. Demonstration of glider at 2.30 P. M.; Venetian Night featured by enchanted beauty and delight, water displays and varied colored flares: decorated boat parade, 8.30 to 11 P. M. Lake Banook.

Wednesday, Aug. 9: Maritime Golf Tournament, Brightwood Golf and Country Club, all day: Nova Scotia Firemen's Tournament, all day feature program opening with parade from down town, starting at 1.30 P.M. to Ball park; Firemen's sports, 2.30 P.M. at Park, followed by variety show at 7.30 P.M. at entrance to Memorial Park and concluding with street dance down town at 9.00 P. M.

#### SPECIAL ATTRACTIONS;

Arts and Craft display, in High School, Ochterloney Street, commencing on Monday, July 31 and continuing daily (except Sunday) from 2 to 5 P.M. and 7.30 to 9 P. M.

Memorial Water Curtain, a unique display, at circular dam at Sullivan's Pond, Ochterloney Street. This display will be a daily feature.

Band concerts every day of the Bicentennial Celebration.

Marking of Historic Sites with appropriate ceremony.

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**KEEP 'OF THE COURSE**  
**OLD TIME NATAL DAY REGATTA SCENE**

*Courtesy N. S. Archives*

On this particular Natal Day before 1900, the crowd afloat, are watching a thrilling greasy pole event, opposite Glendening's ice-house, the present site of the Micmac Club. Joshua Shortt's steam launch, the referee boat is prominently in the forefront, carrying the sign, "Keep of the course". The sign painter forgot to add "f" to the word "of".



**POPULAR BANOOK CANOE CLUB**

The Banook Club is the oldest on Lake Banook. Canoeing has been popularized by the members, who have made a wonderful contribution in developing and maintaining the beauties of the lakes.



**CHRIST CHURCH, DARTMOUTH, N. S.**

**NATAL DAY HAS GREAT RECORD OF SUCCESS**

by **A. C. Pettipas**

The signal success of Natal Day during the last half century, will not be overshadowed by the colorful Bicentennial celebration. The day is historic and carries a special significance.

The fact that Natal Day falls within the period of the Bicentennial celebration, will not detract from it's historic importance. It will



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still remain the one popular day in the year for thousands to come and bathe in the brilliant sunshine of enchanted beauty and charm of the Dartmouth Lakes and district.

### Letters of Gold

Natal Day celebrations are written in Letters of Gold in the historic background of Dartmouth. The glorious accomplishments of this single day, over the last half century, surpasses any other in the whole year for recreation, comfort and peaceful rest. It is on that day that the Town with a romantic past, an active present and bright future, dresses up in holiday attire and provides an all day feature program of entertainment. From forty to fifty thousand people have enjoyed the Natal Day festivities. They will have the same opportunity, during the Bicentennial period, to do likewise this year.



FAMOUS NORTH STAR CLUB

The attractive and commodious club premises, located on the harbour, below the Armament Depot, was built by the members. The bottom picture shows one of the club's popular evening regattas, replete with shells, preparing for start of the feature race. A view of Halifax North can be plainly seen.

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Under the chairmanship of Ex-Councillor A. L. Mattatall, and Vice-chairman, Lt. Col. G. S. Waterfield, and supported by experienced workers as chairmen of various committee: Morning, Captain L. W. Granfield; Afternoon, Percy Sawler; Evening, George Patterson, Fire Chief; Prizes, George Sylvester; Life Saving, Chief of Police John Lawlor; Bands, C. A. Moir; Public address, C. F. Bell; Publicity, Lt. Col. G. S. Waterfield; Noise, A. Ferguson; Swimming, Arthur Fraser; Public relations, A. E. Nichols, Ferry Commissioner, the 1950 Natal Day celebration promises to surpass anything yet held. The great day will be ushered in by a demonstration of the blowing of sirens, ringing of bells, firing of guns and singing, followed by a decorated parade of commercial and private floats, enlivened by several bands and supported by representation from the armed services.

### Famous Regatta

The famous Natal Day regatta will be held at Lake Banook in the afternoon and will provide thrilling competition in all classes of canoe events, including the war canoe, with the paddlers attired in uniforms representing the colors of their respective clubs. Shell racing, swimming and other events will complete the program. A brilliant illumination and fireworks will climax a unique day of attractions. Of course, bands will be in attendance and dancing will be in full swing at the various boat houses.



MIC MAC AQUATIC CLUB

The club located on the Eastern side of Lake Banook, commands a fine location. The club provides keen competition in shell and war canoe racing. It is a popular centre, where young and old mingle as one happy family.



E. W. FINCH-NOYES, CAPTAIN, R. C. N.

### A Salute To Dartmouth

The personnel of H.M.C.S. "SHEARWATER", the Air Station of the Royal Canadian Navy, take this opportunity of extending a heartfelt greeting to the Town of Dartmouth on the 200th anniversary of its founding. Our associations with this historical town have always been close and cordial since the R.C.N established a Naval Air Section in this neighbourhood.

Dartmouth has been closely associated with the Royal Navy and the Royal Canadian Navy since its founding, but association between Dartmouth and the Naval Air Branch of the R.C.N. began with the establishment, in January, 1946, of an R.C.N. Air Section at the R.C. A.F. Station, Eastern Passage. This followed the acquisition of H.M. C.S. "WARRIOR" with the resultant need for a shore base. On the 1st December, 1948, this Station was formally handed over to the R.C. N. by the R.C.A.F. and commissioned as H.M.C.S. "SHEARWATER". Thus it became our first and to date only Naval Air Station.

Since that day, citizens of Dartmouth have been most helpful and generous to H.M.C.S. "SHEARWATER" in many ways and we are proud to feel that they look upon this Station as "theirs".

This Station carries out the following functions:

- (I) Shore training of Carrier Air Groups.
- (II) The Training Air Group which trains aircrew to operational standards and carries out all annual Reserve Aircrew training.
- (III) The School of Naval Aircraft Maintenance which trains all men who maintain, handle, and control aircraft either ashore or afloat.
- (IV) The control of all aircraft whether Service or civil which use the Airport.
- (V) The repair and maintenance of storage and reserve aircraft. In this connection, the Station maintenance is aided by such firms as Fairey's which carry out major repairs and overhauls.
- (VI) The Air Store Depot which provides aircraft stores to Station and Carrier.

Apart from these Naval functions, the Station affords facilities to the following:

- (a) the R.C.A.F. Marine Section which mans and repairs all R.C.A.F. launches.
- (b) No. 101 Communications Flight.
- (c) Halifax and Dartmouth Terminus for Trans Canada Airlines and Maritime Central Airways.
- (d) Visiting civil and Service aircraft.

The complement required to maintain this Station varies from 850 to 1100 officers and men depending on the presence of the Carrier Air Groups. This complement is backed up by approximately 400 civilian personnel.

The Carrier Air Groups are mobile units capable of switching from Carrier to Air Station at a few hours notice. The Firefly and Avenger Anti-Submarine aircraft of 825 and 826 Squadrons form the 18th Carrier Air Group while the Seafury Mark XI fighters of 883 and 803 Squadrons constitute the 19th Carrier Air Group. These carrier borne aircraft are the long range eyes and striking power of a modern Naval force. They, working with such Anti-Submarine vessels as the destroyers "HURON", "MICMAC", and "NOOTKA" and the frigates "SWANSEA" and "LA HULLOISE" form a team whose primary function is Anti-Submarine. Long range reconnaissance aircraft of the R.C.A.F. back up this team in the all important task of keeping the sea lanes open to the passage of our ships.

## THE DARTMOUTH—HALIFAX BRIDGE

Now a reality—Not a dream.

*By A. C. Pettipas, secretary Bridge Committee*

The Bicentennial Celebration of Dartmouth will be significant, apart from its historic importance, in that it gave to the people the first definite assurance that the long-awaited Halifax-Dartmouth bridge, would be constructed. That is no exaggeration. It is a fact.

Modern transportation facilities between the East and the West, via Halifax Harbour, has been under serious consideration for seventy-five years. The bridge proposal was a lively subject of discussion in the 1920's and was accelerated in 1928 when the Halifax-Dartmouth Bridge Company was incorporated. Representative citizens from the City, Dartmouth and Halifax County made commendable progress. The Act incorporating the Company, was passed by the Nova Scotia Legislature early in 1928, was proclaimed and brought into force on June 22nd, 1928, and the first meeting of the provisional directors of the new company was held on the same date. J. G. Farquhar was elected President and F. W. W. Doane, (City Engineer for many years) was elected Secretary.

The progress made by the Bridge Company is interestingly told in the minutes of a series of meetings held. The minutes were written by Secretary Doane. They are still intact and in my possession.

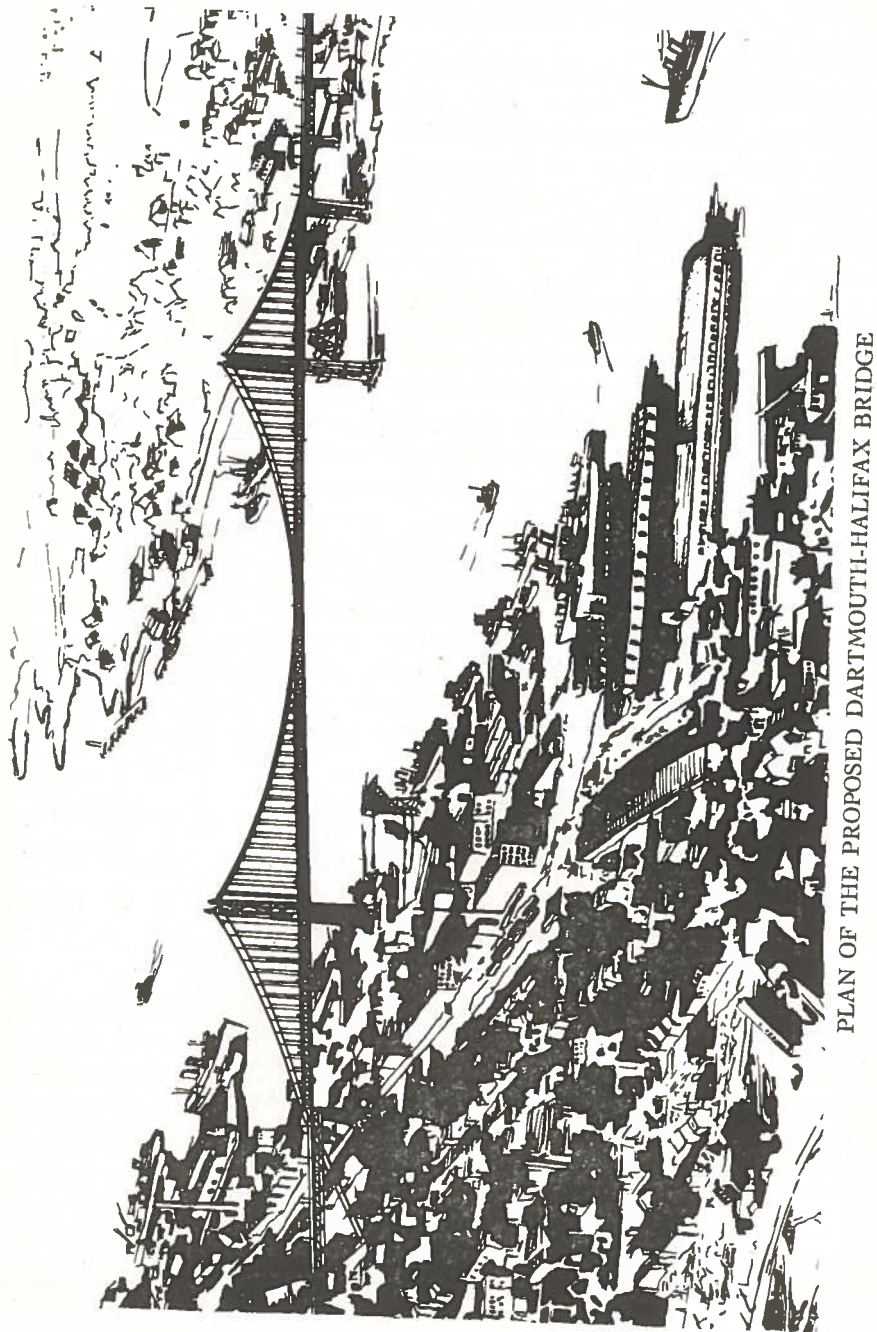
At a meeting of the directors held on October 1st, 1929, Dr. P. L. Pratley, the designer of the proposed bridge, submitted a preliminary plan for a cantilever, high level bridge with 952 feet central span, estimated to cost complete with other requirements, \$2,547,480. He also submitted an amended operation and maintenance estimate to agree with the new design and estimate for construction, \$198,100 for 1931 and \$233,500 for 1932.

Further study of the plan was deferred by the directors.

A company was prepared to finance the bridge providing the Government guaranteed the life of the bonds.

Up to November, 1925, local architects and others had spent \$6,000 in preparing plans and estimates. They requested a contract to design, supervise and construct the bridge at 5½ per cent of the





PLAN OF THE PROPOSED DARTMOUTH-HALIFAX BRIDGE

physical cost of the bridge and the approaches plus the cost of mill inspection.

The directors agreed to enter into a contract at a meeting held on January 9th, 1930, with certain reservations.

Negotiations were continued during 1930 between the Province, City, Dartmouth and Halifax County and the Federal Government for financial support. All parties agreed today its share with the exception of the Federal Government.

The Federal Government carried out a survey. The engineers of the Federal Public Works Department submitted a thirty-five page report in 1935.

Refusal of the Federal Government at that time to guarantee \$900,000 of a bond issue as its part of the cost resulted in the first major defeat for the directors of the Halifax—Dartmouth Bridge Company to realize their original optimistic dreams.

Almost continuously from that time until the present the bridge question has been a live issue, although it is no exaggeration to say that there were more pessimists than optimists that the bridge would ever be built.

The bridge proposal, while always a topic of discussion, nevertheless remained dormant until a few years ago, when it suddenly became rejuvenated by the fulfilment of a promise by Hon. A.L. MacDonald, premier of Nova Scotia, that his Government would finance the cost of a new survey by Dr. Pratley.

Dr. Pratley arrived in Halifax on January 22nd, 1948 to make a survey and on January 23rd he visited Dartmouth. Under sub-zero weather, accompanied by a biting wind from the North, Dr Pratley surveyed the local area from Lyle Street, extending to Wyse Road and the broad open space beyond, providing an ideal and perfect outlet for the bridge, to connect into Number 7 Provincial Highway. Then looking across to Halifax and pointing slightly to the South, Dr Pratley remarked with pride and satisfaction that the lay-out was perfect. North Street, Halifax, is the proposed approach to the bridge on that side. Dr Partley declared that Nature had provided an ideal location replete with elevations, exceeding anything which man could build.

The Intercolonial Railway built a combined highway and railway bridge in 1884, across the southerly entrance to the Narrows. This

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bridge consisted of a timber trestle with a steel swing span, resting on a masonry pier, located toward the eastern end. The water at the site is about 80 feet in some places. A large portion of timber trestle was carried away in a severe storm on the night of September 7th, 1891.

The bridge was rebuilt immediately, piles being used instead of timber bents. The second structure was washed out on the night of July 23rd, 1893.

A year later a design was made for a proposed bridge with steel spans and masonry piers in place of the timber trestle. The idea was abandoned. The swing span was removed for use elsewhere and the masonry pier demolished. The reason for this sudden change in plans was because ribbons of steels were laid on the Dartmouth side to connect with the main line at Windsor Junction. This line is still in use. It will remain intact after the bridge is built.

If a bridge was essential as early as 1884, surely the need is greater today.

Dr. Pratley estimates that it will require nine months before preliminary bridge construction work can be undertaken, and that the whole project would take nearly three years to complete from the time of letting the contracts.

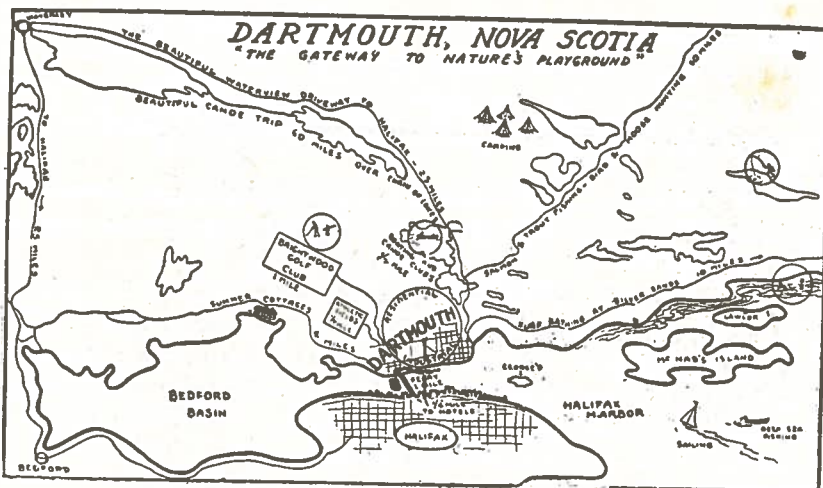
The estimated cost of the bridge, according to Dr. Pratley, would be \$7,000,000. This is regarded as an outside figure.

April 28th, 1950, will be an historical date in the bridge undertaking because it was on that date that "An Act to Incorporate the Halifax-Dartmouth Bridge Commission", was given its first reading in the Nova Scotia Legislature. The bill was prepared by Hon. R. M. Fielding, Minister of Municipal Affairs and presented by Hon. Geoffrey Stevens, with the full concurrence of Premier MacDonald and his Cabinet.

Unanimous approval was given to the Bill by Government and opposition members. The bill represents notable generosity on the part of the Government and concessions to the City of Halifax, Town of Dartmouth and the Municipality of Halifax County.

The bill provides for the appointment of a seven-man Commission three by the Province including a chairman and Secretary, two by the City, and one each by the Town and County.





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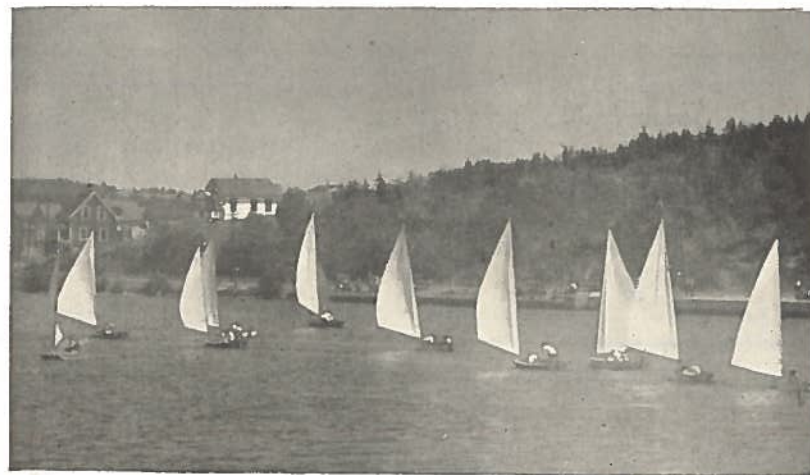
SHORE RD.

The Commission will have power to construct, maintain and operate a bridge and the necessary approaches there to cross Halifax Harbour from a point within the City to a point within Dartmouth.

Under the legislation the province "may unconditionally guarantee the bonds or debentures as to principal and interest issued by the Commission for the objects of the Commission in an aggregate amount not exceeding \$7,000,000."

This striking generosity by the Province relieves the City, Town and County in increasing its bonded indebtedness to meet its portion of payments, namely: City, 25 per cent; Town, 10 per cent; and County, 5 per cent. These percentages of payments only apply to interest and refunding debt charges. The Province is pledged to pay 30 per cent of the cost and the Federal Government is expected to equalize this amount.

The Halifax-Dartmouth Bridge is now assured and because of this, the Dartmouth Bicentennial will be recorded in History as the greatest celebration ever held.



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## A TRUE "BABES IN THE WOODS" STORY

Reveals Shepherd Dog As Hero

By John P. Martin

Almost every community has had an experience with children lost in forests. A little over a century ago, the countryside east of Dartmouth had just such an experience with a tragic conclusion. Two little tots named Meagher were the unfortunate victims. Jane Elizabeth was six years of age, and her sister was only four.

It seems that they wandered into the woods near their farm one warm spring day, in search of teaberries or mayflowers. These heedless innocents kept roaming into the distant and thickening growth, until they became bewildered and hopelessly lost.

They never came back alive! After a frantic and heart-rending hunt that lasted almost a week, weary searchers located their tender bodies six miles away on an isolated hilltop, huddled together cold in death.

The setting of this pathetic story begins about four miles out of Dartmouth on provincial highway route number 7. At that point the Barker Road, between Lake Topsail and Lake Loon, runs north-erly from the main highway into what is known today as the Marks' farm lands. Over a century ago, John Meagher lived there with his wife and four children. The fields in front of the house were pretty well cleared, but in the rear was a growth of bush and young trees, extending into a vast wilderness of timber areas.

Into this growth, as had often been their custom, tripped little Jane and Margaret, on Monday afternoon, April 11, 1842. It was such beautifully warm weather that their prolonged absence did not cause any anxiety. The eldest daughter of the Meaghers was busily engaged in household duties, while the mother with a new-born babe was still confined with an attack of measles.

### Mocking Echoes

When the tardy children did not return by late afternoon, the father sent the hired man into the woods to bring them out. He soon returned saying that he thought he had heard their voices and that they would be home shortly. As there was no sign of them when the sun began to sink, the father rose from his sick-bed to summon a neigh-



bour and to scour the surrounding woods. Their efforts were all in vain.

During the whole of that Monday night, the agonized husband with a group of friends bearing torches, ranged the pathless darkness, intermittently shouting the names of Margaret and Jane, and getting nothing back but mocking echoes.

By Tuesday more volunteers had joined the search, including a number of Indians. At the cabin of a colored family named Brown on the opposite side of Lake Loon, a young lad said that on the previous evening, he had heard noises like children crying. When he got no response to his call, he ran home thoroughly frightened. (The crying no doubt came from the children. But in that wilderness they probably imagined that they heard wild animals, and consequently were paralyzed with fear).

#### Pathetic Search

On Tuesday night the weather grew colder with about two inches of snow falling. By Wednesday an ever-increasing swarm of searchers, augmented by forces from the army and navy at Halifax, kept surging into the deep woods towards the Brown home, and then fanning out from there. All Dartmouth was agog with activity. At Halifax groups would be awaiting every trip of the ferry, anxious to obtain any scraps of news from disembarking passengers.

Thursday was cloudy and tempestuous. The huge band of huntsman tramped farther than ever into the scraggy granite areas of the distant woodland, and at length were rewarded by finding faint traces of childrens' footprints in the disappearing snow. A little later in the day, a small bit of cotton dress stained with blood was discovered.

Hopes now rose high for good results on the morrow, but by next day the trail had completely vanished.

Not another single piece of evidence was found anywhere throughout the whole of Friday and Saturday while an ever-breaking army of volunteers workers threaded nearly every foot of that vast forest, until it seemed as if the whole countryside had been combed. Meagher and his wife were by that time nearly frantic. It was the general conviction of all that the babes had already perished. Both of them had toddled off bareheaded and wore only light frocks that they would use indoors. Besides that, Elizabeth was clad in an old pair of shoes, one of which was so badly burst, that her large toe protruded.

#### Shepherd Dog Hero

On Sunday, April 17, every available man from Halifax and Dartmouth assembled on the scene. It was a glorious Sabbath day with the sun sparkling in the dew of the countryside. The vast army syst-



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Dartmouth new police station and prisoners' quarters, is officially stated to be the most up-to-date in the Maritimes, with separate accomodation for men and women. The station was completed in 1949.


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ematized their search that morning by extending their ranks in an east west line northwards. They were determined that the mighty forest should reveal its mystery. And it did.

But of that mass of men, not a single human eye solved the secret. Instead, the honour went to a keen-witted shepherd dog, whose name should be preserved. It was "Rover". This precious animal, accompanying a neighbour named Peter Currie, was scouting near a hill at the head of Lake Major, when he suddenly seem to pick up a scent. Then with his nose close to the scraggy turf. "Rover" scampered up a rocky slope, and in no time stood barking excitedly over his human quarry.

### Died In Arms

The children were in the shelter of a boulder locked in each other's arms; the younger one, Margaret, with her face tightly pressed against the cheek of her sister. Their little legs were painfully torn and lacerated, showing that they must have suffered greatly before they died. Elizabeth had drawn her scanty clothing over the body of her smaller sister. Elizabeth's features, however, showed traces of fear and spoke of days of hunger and terror.

(The spot where these little ones perished is on Melancholy Mountain overlooking Lake Major, about two miles east of the village of Montagu. The children naturally had climbed this acclivity to get their bearings, and then had crouched under the boulder to sleep. How these tots ever got across the run at Lake Loon has always puzzled people of that section).

### Twin Burial

The remains were placed in one coffin, just as they had been found. The innocent victims of this tragedy were afterwards buried in the cemetery adjacent to the Woodlawn Church. The Meagher lot is at the western extremity of the main path. There is an upright monument there erected by the family, and specially inscribed plate on a large granite stone donated by the Woodlawn Cemetery Committee in 1931.

Hundreds visit this burying ground every summer. See also the monument there to Margaret Floyer under a cedar tree. Also the poetic epitaphs on the tombstones of the Shiels' family.



## 200 YEARS OF CO-OPERATION

by

May C. O' Regan.

**F**OR two centuries the City of Halifax and the town of Dartmouth, each on their own side of the world's fourth greatest harbor, each with their own problems and difficulties have been ready at any time to assist the other. This assistance and co-operation has not been a beautiful theory, it is a practical and workable plan which has, numerous times, proved to be to the mutual good of both.

In the very early years, after the original town had died under the blood stained tomahawks of the Mic Macs and the slow but solid reconstruction had begun under the direction of the New England Quakers, Dartmouth was greatly dependent on Halifax for supplies. But, in a very short time the farmlands about the community were sending the fresh products of the soil across the harbour and it was no longer necessary to go to Halifax to buy the settlers essential needs.

In the years between both Halifax and Dartmouth have developed steadily, each in it's own orbit, Halifax in commerce, industry, transportation and business; Dartmouth more slowly as a residential town, once dotted with industries, many of which disappeared with the years.

Public services developed to keep pace with the growing populations and its needs and to-day, when there is an emergency the City can call upon the Town or the Town upon the City, each confident that there will be a response immediately.

Halifax police, seeking the escaped perpetrators of a crime or a minor offence alert the Dartmouth police who immediately get into action to prevent the escape of the wanted persons or to locate stolen goods. When the Town guardians of the laws are faced with



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a similar situation the Halifax police department and the detectives department are alerted. It is a co-operative system which has brought quick results and has done a large part in keeping down serious crimes.

Dartmouth's then volunteer fire department responded on several historic occasions when serious fires threatened Halifax. The old steam fire engine, Lady Dufferin, pumped solid streams of water into the fire which partly demolished Moirs on Argyle Street and into the blazing fury which swept the Dennis Building on George and Granville Streets. In later years Halifax with their heavy equipment joined the Dartmouth force in fighting the devastating conflagration which swept northward along Commercial Street from the foot of Queen Street, destroying part of a business block.

But perhaps the departments which are most frequently involved in this expression of good neighbors policy are the Town Engineer's Department, the City Works Department and the Halifax Public Service Commission. Shortage of essential equipment, a delay in the delivery of necessary parts for some important job can cost time and money. If Dartmouth can loan, the loan is made; if Halifax has on hand the wanted supplies and Dartmouth is in need, the Town gets them. Just recently Town Engineer J. W. Lahey was able to loan the City some very badly needed equipment.

Every new development or plan in either locality is keenly studied by the other. Halifax has been giving a great deal of attention lately to the Town's new garbage collection and disposal system.

Dartmouth and Halifax have one large vital link of communication, the Dartmouth Ferry, but this is not actually the only link between the Town and City. The ferry during 1949 carried 4,476,101 pedestrians and 513,863 motor vehicles. This number was far below the war peak year when six million pedestrians were carried. The ferry's story is an interesting and thrilling chapter of the town's history. It has had its stormy and turbulent episodes, its disasters and its problems. Today, while not actually a threat to the vehicular traffic of the ferry the East Basin Road is offering another way "around" to the drivers of cars and trucks.

The Basin Road, which sweeps from the town's limits through Tuft's Cove along the shores of the Basin and into Bedford has been widened and straightened and is now being hard surfaced. The narrow underpass beneath the railroad tracks will be eliminated and

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WYSE ROAD

DARTMOUTH

and there is no doubt that this road, which has come into being partially through normal development but more particularly because of the magazine at the Basin and the new naval development will be a favorite route for traffic between the Town to the City. In peak traffic hours many motorists prefer to use it rather than risk delays in line-ups. Heavy delivery trucks from Halifax dealers have been utilizing the route for some time.

The North End Ferry with terminals at Grove Street in Dartmouth and at Russell Street in Halifax, carried in the vicinity of 400,000 passengers in 1949.

Twenty-nine years ago the business was started by the present owners with one gasoline powered boat. The present equipment consists of 4 specially built ferries powered with the latest diesel engines. The largest craft has capacity for 93 passengers. The boats are annually inspected by the Dominion Government inspectors and manned by certified personnel. Regular schedules are maintained and extra boats used during peak periods.

The Eastern Shore Railway, a spur of the C.N.R., has a terminal in Dartmouth and continues on to join the main stem at Windsor Junction. There is considerable passenger traffic from the Musquodoboits to Dartmouth but the heavy freight carried over the rails makes this line the most profitable short line on the C.N.R. It runs something over 80 miles. Lumber, refined oil, lime-stone, pit-props, pulp, timber, agriculture, sand and gravel form the chief freight.

Both in the City and the Town business developments have gradually pushed residential districts towards the outskirts; new subdivisions have been opened, thousands of new homes have been built in suburban districts.

Dartmouth has greatly benefited by this development and hundreds of new residents have come to the Town. In time the town boundaries will be extended to take in some of the outlying sections. Dartmouth is the home of a small number of manufacturing and production business. Within a few years, with the coming of the bridge, the whole face of the Town will be changed; acres of land now covered by dense woods will be opened and instead of one city on the shores of Halifax great harbour there will be two.

But with a tradition of co-operation and good-will, built through the first two centuries of their existence Dartmouth and Halifax will, without doubt continue to follow the same plan which has been of such inestimable value to both for two hundred years.





FIRST AERIAL VIEW OF MODERN DARTMOUTH - From City Record, October 1948



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## A CENTURY OF SPORT

*By Alex Nickerson, noted sports writer.*

In the Maritime Provinces these days, whenever there is a round table discussion on sport, the name of Dartmouth is always linked with baseball. For it was only last year that the powerful Arrows operating in a circuit which is justly rated one of the fastest in Canada won the league title and the provincial championship.

Dartmouth is today the best baseball town in the Maritimes. Indeed so enthusiastic are the fans, it has been called the "Brooklyn" of Maritime ball.

But it is not only in baseball that the Harbour Town has achieved athletic fame down through the years.

### Hockey

In hockey, Dartmouth, along with Halifax and Kingston, can present a strong claim to recognition as the birthplace of the national game.

The late B.A. Weston, who lived to nearly a 100, was quoted as having seen Indians and white boys from Dartmouth playing a game known as "hurley" on the Dartmouth Lakes as early as 1860. In contrast, Kingston's claims are based upon records showing the game was played in that city in the 1870s.

It was in 1864 that the old Starr Skate Factory was established. Their famous spring skate, the "Forbes," was sold the world over. In the last twenty-five years of the nineteenth century, the most famous hockey team in the East was Dartmouth Chebuctos. Between the years 1887-94 Chebuctos played in Montreal and Quebec for the Canadian championship. Although they failed to win the title their brilliant skating and clever puck carrying caught the fancy of Quebec and Montreal sports writers of those years.

Colin McNab, who passed away this summer, was the manager of the Chebuctos. Hockey was not his only interest. For many years he was an outstanding oarsman, competing in the famous regattas and carnivals which at the close of the last century, made Halifax Harbour the aquatic center of the world.

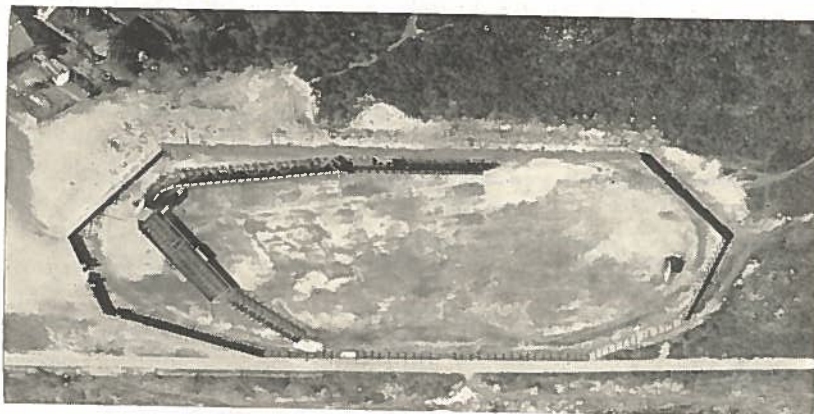
For more than seventy years ago, he was instrumental, in developing the original Chebuctos' Grounds, today the site of the Arrows' ball park.





#### DARTMOUTH'S FIRST RINK

Galleried Exhibition Building erected on the present Park School spot by Dartmouth Agriculture Society 1884. Lighthouse inserted in 1907. The rink was flattened in 1917 by the Explosion. It was the home rink of the famous Chebucto Club, Maritime hockey champions 1887-1894.



#### AERIAL VIEW OF BALL PARK

The Home of the Dartmouth Arrows, Maritime Champions, 1949.  
The Park is the best East of Montreal.

Following World War 1, Dartmouth built the Marks-Cross Arena. Hockey boomed and the Dartmouth A.A.A. organized a strong hockey machine, which included many "imports". Veteran fans still remember Tom and Harold Radford, Erin Smith, Billy McKay, Pete MacDonald, Bricky Dunn, Johnny Patterson, Lol Beazley.

Hockey slumped in the late 1920s, but Dartmouth produced Bill "Mickey" Mac Glashen who was to move across the Harbour and play a prominent part in the drive of Halifax Wolverines to the Canadian senior championship and the Allen Cup in 1935.

#### Golf

The names of the Mielke brothers—Gerald and Frank—will always be associated with golf in Dartmouth. While still in their teens, they polished their game on the beautiful, scenic Brightwood course. Up to the 1930, Gerald Mielke won most of the available titles in the Maritimes. Frank Mielke, who also won many titles, is still a Consistent tournament player.

The present Maritime championship—the Rose Bowl—is held by Brightwood. This year, August 9-12 the Maritime amateur and open championships will be played over the Dartmouth course.

#### Yachting

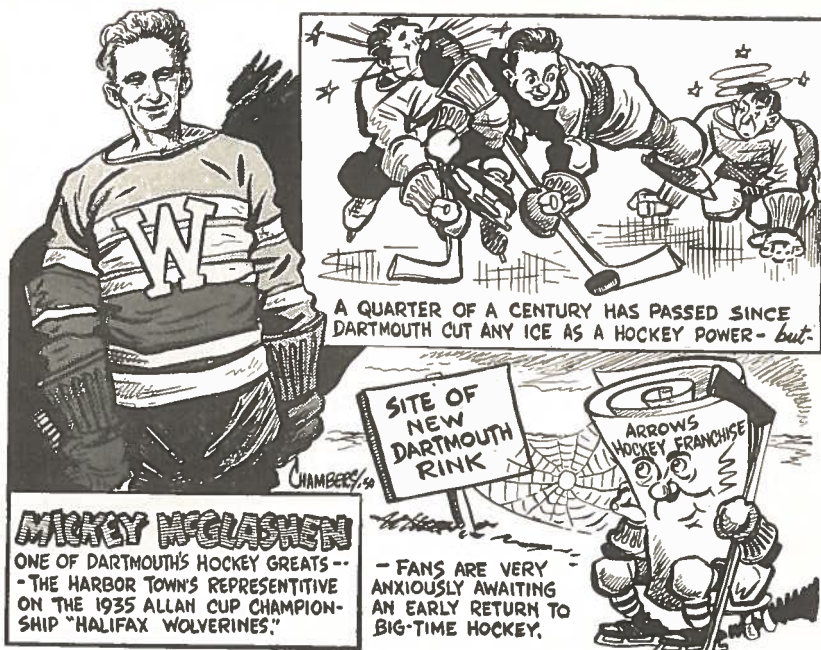
Old records reveal that as far back as 1846, regattas were being held on the Dartmouth Lakes. Dartmouth was then a great center of activity in aquatics and for more than a century the town has maintained its reputation in rowing and canoeing.

The Banook Canoe Club on the lakeside and the North Star Club on the Harbour were formed in 1904. Twenty years later on the lake opposite the Banook Club, appeared the Mic-Mac Club. The rivalry between these three clubs has always highlighted the annual regattas on the Harbour, the Halifax North-West Arm, and the Dartmouth Lakes.

No regatta would be complete without a paddling battle between the war canoes of the three Dartmouth clubs.

Banook has developed such noted paddlers as Eldridge Lloy, many times Maritime champion, the Hanright brothers, the Congdons, Van Buskirk, Urquhart, Harrison and Roberts.

The Mic-Mac, concentrating upon the development of the juniors, today hold most of the championship titles on the lakes. Current



champion Henry Mosher, and his canoe mate Laurie Patterson, lead the powerful band of Redskin paddlers.

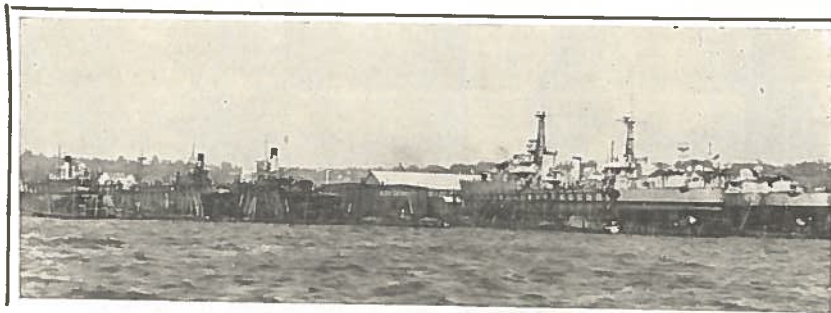
North Stars have had a great name in rowing for nearly half a century. Their modern, spacious clubhouse on the Harbour, contains the finest in equipment, from singles to eights.

Club president Owen Sawler, must be ranked with the greatest oarsmen ever developed in this area. For over twenty-five years Sawler stroked crews for the Lornes, Mic-Mac and North Star.

Now a dog fancier, the versatile Sawler was also a great competitor in tract and field. At one time he held the Maritime middle and long distance walking championships.

His interest in aquatics was inherited. His father and two uncles were members of the famous Sawler-Chapman crew which carried the colors of the North Stars early in the century.

Dartmouth ball fans today talk about the O'Briens, Dulmages, Bellas, Hellers and Acocellas of the championship Arrows' club, but



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Our personnel join with all other local firms in extending to the Town of Dartmouth our heartiest congratulations on her Bicentenary and wishing for this community many more years of prosperity.

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Nova Scotia

the old timers can canter with their stories of the exploits of the Chapmans, Conrods, LeClairs, Fergusons and Hanlons.

Historian John P. Martin says that the late Reg Walker was keeping baseball box scores as far back as 1885. This indicates the great interest taken in the game in those days, for it was not until after 1900 that box scores began to appear in metropolitan newspapers.

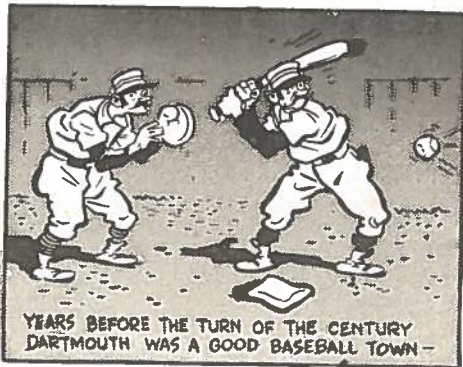
### Curling

It has now been fairly well established that curling was first organized in Dartmouth in 1824. The authority for this is the International Curling Magazine which lists the Dartmouth Club alongside the Halifax Club as having been organized about the same time. In those





**THE LATE COLIN McNAB**  
 "THE DEAN OF DARTMOUTH SPORT"  
 ORGANIZER AND DRIVING-FORCE  
 OF THE FAMOUS OLD-TIME  
 "CHEBUCTOS"



YEARS BEFORE THE TURN OF THE CENTURY  
 DARTMOUTH WAS A GOOD BASEBALL TOWN -



- BUT NOW IT'S A "RED-HOT" ONE !!

days, most of the curling matches were held on the Dartmouth lakes, in much the same style as the game was being played in Scotland.

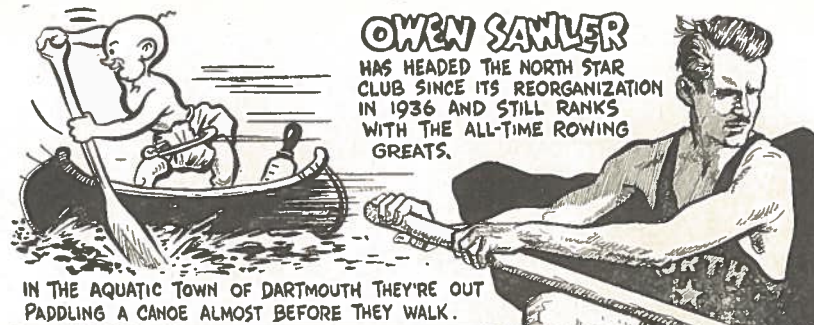
The old club was reorganized in 1936 and today has a splendid, modern rink on Canal Street.

### Track and Field

Dartmouth athletes have long been prominent in track and field. There was a time when Dartmouth was the home of more crack marathon runners than any town or city in Eastern Canada. Carrying the Dartmouth colors in countless championship events were Alf Rogers, St. Clair "Buck" Leslie and the late Jimmy Martin.

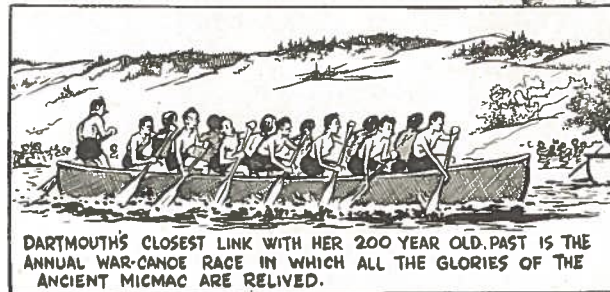
Rogers annually competed in Halifax Herald Modified Marathon until that race was a casualty of World War II. Twice he won the race, beating a brilliant field. Even when he was nearing 60, he was still a great runner, always finishing the gruelling course in fine physical condition and invariably the veterans' prize.

Buck Leslie, who held Maritime championships in events from 100 yards to 10 miles, is no longer active in track and field but is one of the



**OWEN SANLIER**  
 HAS HEADED THE NORTH STAR  
 CLUB SINCE ITS REORGANIZATION  
 IN 1936 AND STILL RANKS  
 WITH THE ALL-TIME ROWING  
 GREATS.

IN THE AQUATIC TOWN OF DARTMOUTH THEY'RE OUT  
 PADDLING A CANOE ALMOST BEFORE THEY WALK.



DARTMOUTH'S CLOSEST LINK WITH HER 200 YEAR OLD PAST IS THE  
 ANNUAL WAR-CANOE RACE IN WHICH ALL THE GLORIES OF THE  
 ANCIENT MICMAC ARE RELIVED.

town's better bowlers and a member of the team which last year won the Nova Scotia—P.E.I. candlepin tournament.

Jimmy Martin was another runner who kept at the game for more than 30 years. In his younger days he thought nothing of competing in a long distance race in the morning and then coming back in the afternoon to row in a regatta on the Lakes.

Since 1907, the Dartmouth Natal Day 6-mile road race has been the proving ground for distant runners who were later to go on to greater triumphs. Over the years such roadsters as Johnny Miles, John Paul, Johnny Kelley, Clarence DeMar, Gordon Wolfe, Martin Behan, Dick Beazley and George Irwin have made their bid for the title in this old running Classic.

In the sprints, Reg Beazley, known today as a hockey referee and a baseball umpire, set a junior record of ten seconds for the century.

Fred Duggan, the heel and toe expert, is still a champion and ranks with the greatest walkers ever to come out of the Maritimes.

Former Mayor Art Pettipas even has a record at walking. About 40 years ago in the old Dartmouth rink, he set a mark of three minutes and seven seconds for the half mile that still stands.



#### KIWANIS YOUTH BAND

The Dartmouth Kiwanis Club has made an outstanding contribution to the community life of Dartmouth in organizing a youth band of forty-five pieces. The band includes a drum corps of young ladies and a number of majorettes.

Under the leadership of bandmaster Percy S. Belyea, of Halifax, the band has attained a high standard of efficiency. Bandmaster Belyea was formerly in charge of the Saint John, N.B. Fusiliers.

The new Kiwanis Band will be featured during the Bicentennial celebration and citizens are awaiting with keen interest their initial appearance.

#### Bowling

Ever since Maurice (Spud) Beazley built alleys in the town a quarter of a century ago, candlepin bowling has been a topflight sport. Beazley, who is the logical successor to Halifax's Wilbur Martel as the dean of candlepin bowlers, led Dartmouth to the Nova Scotia—P.E.I. title two years ago and this year went to the finals, losing to New Glasgow. Beazley, with an average of 113, topped all bowlers.

#### Tennis

St. George's Tennis Club, officially incorporated in 1904, is generally credited with being the second oldest established club in North America.

Some local authorities dispute the claim of St. George's to being second only to the Royal Victoria Club of Montreal. There is evidence they say, that a "Dartmouth Tennis Club" was operating on the old Ferry Road at least a year before St. George's was founded around 1884.

### FINE ORGANIZATIONS, CLUBS

Dartmouth is well supplied with progressive and public spirited clubs and organizations. Every worthy cause is generously supported and in many instances leadership is not lacking to make a success of a commendable objective. National, local and private appeals do not go unsupported.

The local clubs and organizations cover a wide field including social, community betterment, sports, underprivileged children, patriotic and religious, all inspiring a responsible note among the membership.

The sporting fraternity have several avenues through which they enjoy the option to operate and boost activities in which they are keenly interested. Dartmouth has a fine record as a sporting Centre.

Picturesquely nestled on Lake Banook are three well known and popular clubs.

#### Banook Canoe Club

The Banook Canoe Club was organized and the club house built in 1905 by a group of enthusiastic citizens. It has close to half a century of continuous operation. The club carries on social, boating and canoeing activities.

The popular boat house and facilities are situated on the western side of Lake Banook, affording an ideal set-up for the members and their guests.

#### Mic Mac Club

The Mic Mac Club was organized in 1923 and has steadily developed until today it commands an important centre on the eastern side of Lake Banook. The membership is large and the members are proud of the club's record in aquatics, sailing and war canoe competition. In 1932 the club's four-oared shell crew won laurels for the town at the Canadian Henley in St. Catherines, then went to the Los Angeles, California, and took part in the Olympic regatta. They won their preliminary heat, but lost in the final with only three feet separating the three competing crews, including Italy and the United States.

#### Oldest Aquatic Club

The oldest aquatic club in Dartmouth is the famous North Star. Its club house and facilities are located on the Dartmouth side of of the harbour, across from the Halifax Shipyards. The club has a wonderful record since it was organized at the close of the last century and thrived until its facilities were completely wiped out by the Halifax explosion in 1917.



Personal pride in the club's history over a long period prompted a group of North Dartmouth people to re-organize, so in 1934 the first steps towards this end was taken, with the result that a modern club is now available, with a large auditorium. The new club was officially opened on September 12th, 1934. Guests speakers referred with pride to the accomplishments of the club's crew in the past, especially the thrilling four-oared event held at the Maritime Rowing championships on the North West Arm in 1908. The senior crew captured the title event in the record time of 9 minutes flat and the club's intermediate crew was second in 9.05 3-5. The record stood for 16 years when it was broken by the Mic Mac senior crew in 1929.

#### Owls' Club

The Austenville Owls' Club occupies a commanding location on the Western side of Lake Banook, half a mile North of the Banook Club. The club was organized in 1930 with twenty-one members. It has a record of community service of which the town is proud. While the club does not go in for aquatic events like the other mentioned, it is a keen booster of them. The members play an important part in sailing races. In 1937 a club house was started and the thirty-seven members completed the building the following year. The membership was boosted to forty in 1946. That is the limit the club allows, although it always has a waiting list to fill any vacancy.

Two years ago the Dartmouth Lions Club erected an attractive building at the foot of Lake Banook, as an ideal centre for children. Bathing facilities are provided under supervision.

The Brightwood Golf and Country Club, located on a high elevation in North Dartmouth, is picturesque. It is a community enterprise and is steadily forging ahead, with a large and enthusiastic membership.

The eighteen hole course layout offers advantages which cannot be matched anywhere in the Maritimes. The course requires skill and experience to negotiate and because of that provides unexpected thrills and surprises. The spacious course will accommodate 350 playing members.

## INDUSTRIAL DARTMOUTH

by Victor W. Blenus

If you had the responsibility of finding a suitable place in which to establish a factory or a commercial Enterprise, what would you look for in that place? If it were a factory you would certainly want rail and water facilities, and sufficient electrical power to operate your machinery. Then too, you would consider the facilities available for your factory personnel such as schools, colleges, recreation facilities etc. If it was a commercial enterprise, such as a store or laundry, you would consider the number of people you could serve where you could draw your support.

At Dartmouth, located as it is on the Eastern shore of Halifax Harbour, you would certainly find all the desired facilities that have been mentioned above. Dartmouth is considered to be the fastest growing town in the Dominion of Canada. Like other towns it has experienced a housing boom but also it has expanded industrially and commercially.

Already located in the Dartmouth area are such concerns as the Imperial Oil Limited, with their large refining plant at Imperoyal. with such facilities for its personnel as a school and employee houses. The Halifax Shipyards have a part of their operations in Dartmouth with repair facilities for both large and small craft. The Consumers Cordage Company Limited, manufacturers of rope and twine in all sizes, have a large plant located in the north of Dartmouth. Another old established firm is the Starr Manufacturing Company. It was once famous for its Starr skates, but now under new management, concentrates on the manufacture of nuts and bolts and has recently turned to the making of chrome finished furniture.

One of the newer industrial plants in the Dartmouth area is that of the Fairey Aviation Company the famous aircraft designers and manufacturers whose machines are used by five of the major navies of the world, including Britain, Canada, Australia, Holland and Sweden; who have established a modern plant at Eastern Passage where they are engaged in the repair, overhaul and conversion of various types of aircraft. Their activities have recently been extended to embrace the manufacture of racing dinghies and pleasure sailing boats.



**AIRCRAFT REPAIRS  
and OVERHAULS**

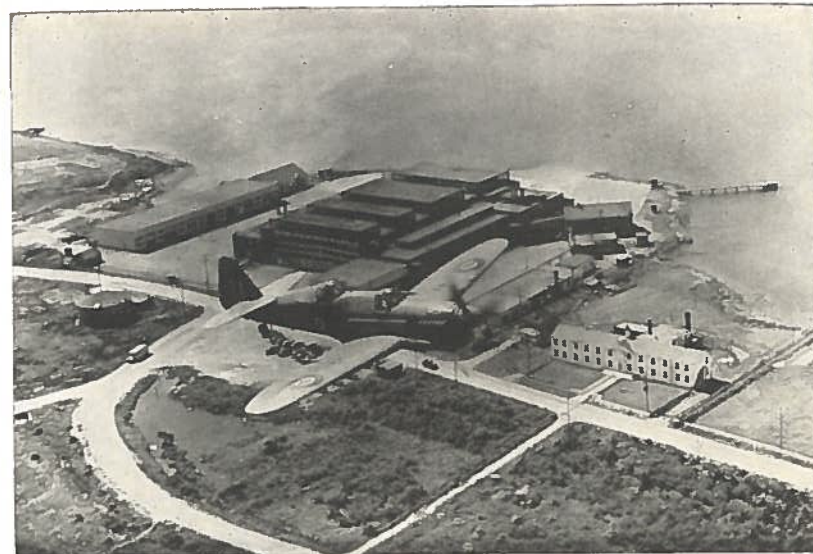
THE  
**FAIREY AVIATION COMPANY**  
OF  
**CANADA LIMITED**

OFFER THEIR SINCEREST CONGRATULATIONS  
TO THE

**TOWN OF DARTMOUTH**

ON THE OCCASION OF ITS  
**BICENTENARY**

**RACING  
DINGHIES**



*Photo Courtesy Howard Levy-New York*  
**AERIAL VIEW OF FAIREY AVIATION PLANT**



The Body of this modern bus of the Bell Busses Fleet completely rebuilt at Woodlawn Lumber and Fence Ltd.





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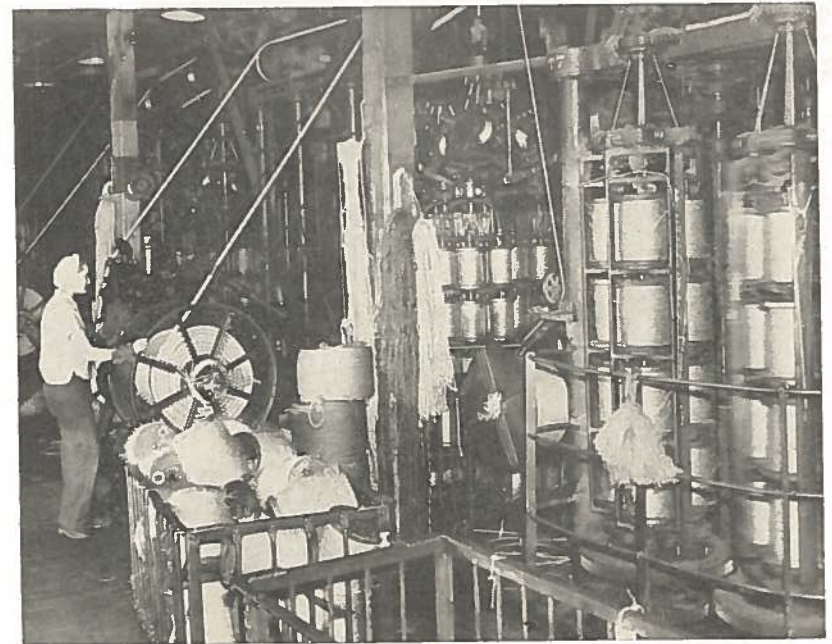
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A section of the Rope Room of the Consumers Cordage Company Limited, Dartmouth where ropes for every purpose, from small fishing lines to large hawsers, are made.

In any town a good number of smaller industries are always important. Although they do not employ large numbers they do provide steady employment for many. Some of these industries are the Dartmouth Iron Foundry, making castings of all types and descriptions. The Atlantic Pattern Works, turning out machine patterns. This firm is operated by a young veteran of the 2nd World War. Did you ever stop to think where your choir and minister gowns were made? A good many of them are made at Claude Vincent's, Ecclesiastical Tailors.

Then there is both a laundry and a dry-cleaning plant established and doing business in the area.

A machine Shop, dairy and ice-cream plant, bottling works all maintain and operate flourishing businesses.



ICE HARVEST FEBRUARY 1952

Carter's ice cut (same cut of Park Ave.) on right. Chittick's and Hutchinson's harvest taken at open water on left.

Not classed as either manufacturers or industrial, but very important to the welfare of the community, is the Naval Armament Depot, the Naval Magazine and the Naval Station known as H.M.C. S. Shearwater. The town has always enjoyed excellent relations with the military and naval establishments.

In the last few years our business district, stores, offices, banks, have been "dressed up" with smart fronts and Neon lighting, adding a brightness that is always desirable. Our close proximity to the farming district of Cole Harbour gives us first choice of the products of the farm. And with the steady improvement of our educational and recreational facilities, and our natural location near a beautiful chain of lakes, and swimming, boating and golf within easy reach, makes Dartmouth the ideal location, and it has the room for expansion for any type of manufacturing or industrial enterprise wishing to locate in the "fastest growing" town in the Dominion.



The New modern and spacious plant of the Dartmouth Woodworkers Ltd situated on Victoria Road.



AERIAL VIEW OF IMPERIAL OIL REFINERY

## Bicentennial Special !!

Trade Your Rolls of Film here for instant printing and a choice of a

**Free KODAK CAMERA**

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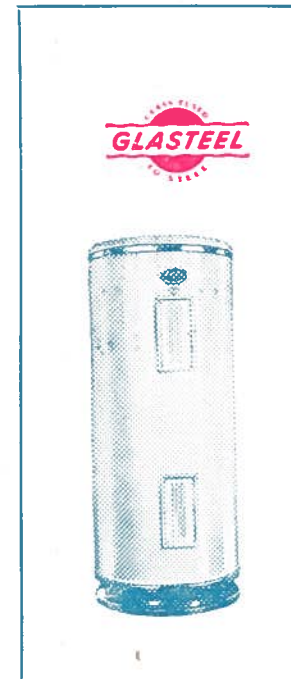
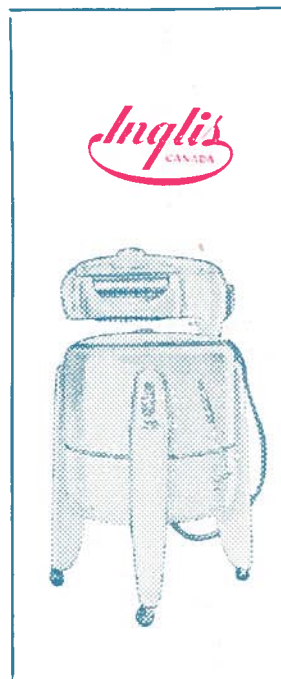
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## The Ferry Stands For FRIENDSHIP!

**A**LTHOUGH MORE modern means of commuting are already in sight, it seems fitting that the old familiar ferries will carry Haligonians across the Harbour to help celebrate Dartmouth's Bicentenary.

There are faster ways in which to travel—but the fifteen-minute voyage between the sister communities has become one of the daily habits of this area, and the delightful trips by water will be missed by many when these sturdy ships have finished their duty.

Of many shapes, sizes and methods of propulsion, from row-boats to the present modern vessels, ferries have cemented the tie of friendship between the two communities for many long years. They have been a strong link between two good neighbors.



*We thank the good folk of Dartmouth for their friendship and wish them success in their celebrations and for the years ahead.*

### CITY OF HALIFAX

GORDON S. KINLEY Mayor