

279

GASPÉ OF YESTERDAY

BRITISH INFLUENCE IN GASPESIA

A PRESENTATION BY KEN ANNETT AT THE 26th
ANNUAL CONGRESS OF THE FEDERATION OF
HISTORICAL SOCIETIES OF QUEBEC, MEETING
AT GASPÉ, JUNE 21st.,1991

THE 26th ANNUAL CONGRESS OF THE FEDERATION OF HISTORICAL SOCIETIES
OF QUEBEC.

INTRODUCTORY

REMARKS

AT THE OUTSET I WISH TO EXPRESS MY APPRECIATION FOR THE INVITATION EXTENDED TO ME IN JANUARY LAST TO PRESENT A PAPER ON "BRITISH INFLUENCE IN GASPEZIA" TO THIS 26th ANNUAL CONGRESS OF YOUR FEDERATION. MY APPRECIATION IS ENHANCED BY YOUR CHOICE OF A PLACE OF MEETING IN MY NATIVE GASPÉ AND THE OPPORTUNITY IT PROVIDES FOR A RETURN TO FAMILIAR SCENES STILL THOUGHT OF AS "HOME". FOR I WAS BORN AND RAISED ON THE FAMILY FARM AT L'ANSE-AUX-COUSINS ON THE NORTH-WEST ARM OF GASPÉ BAY WITHIN WALKING DISTANCE OF THIS MEETING PLACE - THE 6th GENERATION OF MY ANNETT FAMILY THAT CAME AS PIONEER SETTLERS TO GASPÉ BAY PRIOR TO 1800 WHEN FELIX O'HARA WAS THE LEADING SETTLER AT GASPÉ BASIN. AND THOUGH DESCENDANTS OF THAT PIONEER FAMILY OF WILLIAM AND ELIZABETH SIDDON ANNETT OF PENINSULA ARE NOW SPREAD FAR BEYOND GASPEZIA, THE FAMILY IS STILL REPRESENTED HERE IN GASPÉ BAY COMMUNITIES AND THE ORIGINAL LAND GRANT AT PENINSULA IS STILL IN ANNETT HANDS. THUS, IN SPEAKING TO YOU TODAY, I DO SO AS A REPRESENTATIVE OF A GASPESIAN FAMILY WITH DEEP ROOTS HERE AND EXTENDING OVER MANY GENERATIONS OVER TWO CENTURIES.

SOME YEARS AGO NOW I HAD THE PRIVILEGE OF BRINGING TO AN EARLIER MEETING OF YOUR FEDERATION THE GREETINGS OF THE LITERARY AND HISTORICAL SOCIETY OF QUEBEC OF WHICH I AM A VICE-PRESIDENT. WITH THE AUTHORIZATION OF THE PRESIDENT, MR. CAMERON MacMILLAN, IT IS A PLEASURE FOR ME TO RENEW THE GREETINGS OF OUR SOCIETY TO YOU IN 1991. FOUNDED IN 1824 BY LORD DALHOUSIE THE ROLL OF CHARTER MEMBERS OF THE LITERARY AND HISTORICAL SOCIETY OF QUEBEC INCLUDED THE NAMES OF MANY PROMINENT ENGLISH AND FRENCH CITIZENS OF QUEBEC AND WAS TRULY THE FIRST "LEARNED SOCIETY" OF CANADA.

2.

EARLIER THIS YEAR THE SOCIETY HELD ITS 167th ANNUAL GENERAL MEETING. IT IS OF INTEREST TO NOTE THAT THE SOCIETY SERVED AS THE PROGENITOR OF ARCHIVES IN QUEBEC AND CANADA AND THAT, TO THIS DAY, ITS LIBRARY IS THE REPOSITORY OF A UNIQUE COLLECTION OF CANADIANA -PARTICULARLY OF EARLY QUEBEC AUTHORS.

FOLLOWING ACTIVE SERVICE IN WORLD WAR II, I LIVED FOR SOME SEVENTEEN YEARS IN THE EASTERN TOWNSHIPS OF QUEBEC WHERE I WAS INVOLVED AS A CHARTER MEMBER AND AS VICE-PRESIDENT IN THE FOUNDING OF THE RICHMOND COUNTY HISTORICAL SOCIETY. I REFER TO THAT EXPERIENCE AS THROUGHT IT I CAME TO KNOW AND APPRECIATE THE ROLE AND INFLUENCE OF THE EXISTING HISTORICAL SOCIETIES OF THAT REGION, SUCH AS THOSE OF SHERBROOKE, COMPTON, STANSTEAD, BROME-MISSISQUOI, ETC. IT HAS THEREFORE BEEN GRATIFYING TO WITNESS THE GROWTH OF INTEREST AND ACTIVITY HERE IN GASPESIA IN RECORDING, PRESERVING AND PUBLICIZING THE MANY ASPECTS OF OUR GASPESIAN HERITAGE. THE LATEST SUCH EFFORT HAS BEEN THE CREATION OF THE GASPESIAN BRITISH HERITAGE CENTER AT NEW RICHMOND, BONAVENTURE COUNTY. INDEED IT IS THE BRITISH INFLUENCE AS A FACTOR IN THE GASPESIAN HERITAGE THAT I SEEK TO RECALL IN MY REMARKS TO YOU TODAY.

BRITISH INFLUENCE IN GASPESIA

THE TOPIC, "BRITISH INFLUENCE IN GASPESIA", IS ONE OF SUCH SCOPE AND VARIETY THAT ANY APPROACH TO IT IS SUBJECTIVE. BY WAY OF DEFINITION I INCLUDE IN THE WORD "BRITISH" THOSE PERSONS FROM ENGLAND, SCOTLAND, WALES, IRELAND, AND THE CHANNEL ISLANDS OF GUERNSEY AND JERSEY WHO CAME TO THE SHORES OF GASPESIA AND BY RESIDENCE HERE ON EITHER A TRANSITORY OR PERMANENT BASIS HELPED TO SHAPE AND INFLUENCE GASPESIAN LIFE AND HERITAGE. INCLUDED ARE THE SOLDIERS AND SEAMEN WHO HAD A ROLE IN THE APPLICATION OF COLONIAL POLICIES DETERMINED FAR ACROSS THE ATLANTIC AND REFLECTED IN SUCH EVENTS AS....

CIVIL AND RELIGIOUS WAR IN ENGLAND AND IN FRANCE, THE SEVEN YEAR'S WAR, THE AMERICAN REVOLUTIONARY WAR, THE NAPOLEONIC WARS, THE WAR OF 1812-1814 TO MENTION BUT SOME OF THE EXTERNAL FORCES FELT IN GASPEZIA. FROM SUCH A WEALTH OF POTENTIAL DETAILS, I PROPOSE TO CONSIDER WITH YOU TODAY THE FOLLOWING ASPECTS OF A VAST TOPIC.

I. BRITISH / FRENCH COLONIAL RIVALRY DURING THE ERA OF NEW FRANCE.

- (a) THE CONFLICT OF CLAIMS. CABOT. CARTIER.
- (b) NEW ALEXANDRIA - 1621. SIR WILLIAM ALEXANDER.
- (c) KIRKE BROTHERS. DE ROQUEMONT. CHAMPLAIN.
- (d) THE ADMIRAL WALKER EXPEDITION - 1711.
- (e) THE GASPEE EXPEDITION. 1758.
- (f) THE RESTIGOUCHE BATTLE. 1760.

II. THE PRE-LOYALIST DECADES - 1764-1784.

- (a) GASPÉ BAY SETTLEMENT. O'HARA; ASCAH; PATTERSON; DEAN; etc.
- (b) START AND GROWTH OF THE JERSEY FISHERY.
- (c) THE GUERNSEY FISHERY. THE FORILLON. SIMON.
- (d) AMERICAN PRIVATEERS TROUBLE GASPEZIA. REVOLUTIONARY WAR.
- (e) PERCÉ FISHING STATION IN 1777.
- (f) BRITISH ON THE RESTIGOUCHE. WALKER; SHOOLBRED; ADAMS; DUNCAN; etc.

III. SETTLEMENT OF LOYALISTS AND VETERAN SOLDIERS.

RESTIGOUCHE; NEW RICHMOND; NEW CARLISLE; HOPETOWN; DOUGLASTOWN;
GASPÉ BAY.

IV. SHIPBUILDING AND RELATED MARITIME ACTIVITIES.

- (a) C.R.C. SHIPYARD. DAY.
- (b) GASPÉ BAY AND BAY CHALEUR SHIPYARDS.
- (c) COASTAL AND OCEAN VOYAGES BY GASPESIAN MARINERS.
- (d) WHALING

V. INFLOW OF BRITISH CAPITAL.

- (a) IN THE FISHERY.
- (b) IN THE TIMBER TRADE.
- (c) IN THE SEARCH FOR PETROLEUM.
- (d) IN RAILWAY BUILDING.

VI. CULTURAL INFLUENCES

- (a) THROUGH EDUCATION
- (b) THROUGH THE CHURCH
- (c) THROUGH SOCIALITY

BRITISH / FRENCH COLONIAL RIVALRY DURING THE ERA OF NEW FRANCE

IN EMERGING ON THE WORLD STAGE AS COLONIAL AND COMMERCIAL POWERS THE BRITISH AND THE FRENCH COURSES WERE CURIOUSLY PARALLEL. WHAT JOHN CABOT HAD BEEN ORIGINALLY TO ENGLAND, VERRAZANO AND CARTIER WERE TO FRANCE. IN THE FIRST HALF OF THE SEVENTEENTH CENTURY BRITAIN AND FRANCE HAD EACH PLANTED OVERSEAS COLONIES. DURING THE SECOND HALF OF THAT CENTURY BOTH NATION STATES CONTINUED TO DEVELOP AND INTENSIFY THEIR COLONIAL AND COMMERCIAL AMBITIONS WITH THE RESULT THAT BY THE YEAR 1689 THEIR RIVAL COLONIES AND TRADING POSTS FACED EACH OTHER NOT ONLY IN NORTH AMERICA BUT IN THE CARIBBEAN, AFRICA AND INDIA.

BY 1689 THE BRITISH POSSESSED IN NORTH AMERICA A CONTINUOUS AND FAIRLY POPULOUS STRIP OF ATLANTIC COAST FROM PRESENT DAY MAINE TO THE CAROLINAS WITH A POPULATION OF SOME 300,000. IN ADDITION BRITISH SETTLEMENT IN NEWFOUNDLAND DATED FROM 1623 AND THE HUDSON'S BAY COMPANY HAD BEEN ACTIVE IN THE NORTHERN FUR TRADE SINCE 1670. WHILE FRENCH SETTLERS WERE LESS NUMEROUS (ABOUT 20,000 IN 1689) THEY WERE WIDELY SPREAD. FROM THEIR FIRST SETTLEMENTS IN ACADIA AND QUEBEC THEY HAD PUSHED WESTWARD UP THE ST.LAWRENCE / GREAT LAKES AS MISSIONARIES AND TRADERS LED THE WAY WESTWARD TO LAKE SUPERIOR AND SOUTHWARD TO THE MOUTH OF THE MISSISSIPPI RIVER SYSTEM BY 1682 (LASALLE)

5.

FRENCH CLAIM TO THE MISSISSIPPI-LOUISIANA REGION BROUGHT THEM INTO CONFLICT WITH THE BRITISH AMERICAN COLONIES WHOSE CHARTERS GRANTED THEM LANDS "FROM SEA TO SEA". AS THESE BRITISH COLONISTS PUSHED INLAND ACROSS THE APPALACHIAN MOUNTAINS THE STAGE WAS SET FOR INEVITABLE COLONIAL CONFLICT.

AS EXTENSION OF EUROPEAN WARS INTO COLONIAL NORTH AMERICA, "KING WILLIAM'S WAR" LED TO THE CAPTURE BY THE BRITISH OF PORT ROYAL IN ACADIA IN 1690 AND AN ABORTIVE ATTACK ON QUEBEC. RETURNED TO FRANCE BY THE TREATY OF RYSWICK, PORT ROYAL AGAIN FELL TO THE BRITISH IN "QUEEN ANNE'S WAR" OF 1710 AND THE WALKER EXPEDITION WAS MOUNTED AGAINST QUEBEC. THESE CONFLICTS WERE FOLLOWED BY THE DECISIVE AMERICAN VERSION OF THE "SEVEN YEAR'S WAR", ALSO KNOWN AS THE "FRENCH AND INDIAN WAR" 1754-1763 - WHICH CULMINATED IN THE FALL OF NEW FRANCE AND THE END OF THE FRENCH REGIME IN AMERICA.

SIR WILLIAM ALEXANDER. NEW ALEXANDRIA.

AS NOTED, BRITISH CLAIMS TO NORTHERN NORTH AMERICA STEM FROM THE VISITS OF JOHN CABOT TO NEWFOUNDLAND AND CAPE BRETON IN 1497 / 1498. AND THOUGH THIS MORNING WE MEET IN THE VERY LOCATION WHERE JACQUES CARTIER RAISED THE CROSS AND THE ARMS OF FRANCE IN 1534 IT WAS NOT, EXCEPTING THE ABORTIVE ATTEMPT AT SETTLEMENT BY THE SIEUR DE ROBERVAL AT CAP ROUGE, UNTIL 1604 / 1605 THAT SERIOUS ATTEMPT WAS MADE AT SETTLEMENT BY THE FRENCH HUGUENOT, SIEUR DE MONTS. HIS ACADIAN HABITATION WAS DESTROYED BY BRITISH FROM VIRGINIA IN 1613 AND SUBSEQUENTLY KING JAMES I OF BRITAIN MADE A GRANT OF ALL LANDS FROM ANNAPOLIS TO GASPE TO THE SCOTTISH NOBLEMAN, SIR WILLIAM ALEXANDER, COUNT OF STIRLING. THE NAME, "NOVA SCOTIA" OR NEW SCOTLAND CHOSEN TO DESIGNATE THIS VAST, UNCHARTED GRANT, WAS COMPARATIVE WITH THE NAMES OF "NEW FRANCE" AND "NEW ENGLAND".

IN 1628 SIR WILLIAM ALEXANDER WAS GRANTED THE "SEIGNIORY OF CANADA" WHICH COMPRISED A ZONE OF LANDS ALONG THE ST.LAWRENCE. ON THE BASIS OF THAT GRANT, AND IN CONCERT WITH THE NOTED KIRKE BROTHERS, CHAMPLAIN WAS REMOVED FROM QUEBEC AND TAKEN PRISONER TO ENGLAND. AND THOUGH GASPEIA WAS ON THE OUTER FRINGE OF THE ALEXANDRIA SPHERE OF INFLUENCE RECORDS OF THAT ERA ECHO THE OLD, CONFLICTING CLAIMS OF FRENCH AND BRITISH TO THE REGION. THOSE INTERESTED IN THE FULL STORY OF THE ALEXANDERS, FATHER AND SON, WILL FIND ARTICLES IN THE CANADIAN BIOGRAPHICAL DICTIONARY BY D.C.HARVEY INTERESTING AND HELPFUL.

THE KIRKE BROTHERS. ADMIRAL DE ROQUEMONT. SAMUEL DE CHAMPLAIN.

GASPÉ WAS DEFINITELY IN THE SPOTLIGHT OF HISTORY IN 1628 AS THE SCENE OF A SIGNIFICANT NAVAL ENCOUNTER BETWEEN A FRENCH SUPPLY FLEET COMMANDED BY ADMIRAL DE ROQUEMONT AND THREE ARMED VESSELS OF THE KIRKE BROTHERS.

DAVID, LEWIS, JOHN AND THOMAS KIRKE WERE THE STALWART AND DARING SONS OF AN ENGLISH FATHER, JARVIS KIRKE AND HIS FRENCH HUGUENOT WIFE. THEY TOOK TO THE SEA IN SEARCH OF FAME AND FORTUNE. IN 1627 THE TRADING COMPANY OF THEIR FATHER WAS BANNED FROM THE ST.LAWRENCE BY CARDINAL RICHELIEU'S POLICIES AGAINST HUGUENOT TRADERS. BUT JARVIS KIRKE HAD INFLUENTIAL BRITISH PARTNERS, INCLUDING SIR WILLIAM ALEXANDER, AND SECURED THE COOPERATION AND SUPPORT OF THE KING IN THE PREPARATION OF THREE WELL-ARMED SHIPS TO ATTACK THE FRENCH IN THE ST.LAWRENCE. REACHING TADOUSSAC THE KIRKES SENT NOTICE TO CHAMPLAIN AT QUEBEC TO SURRENDER. WHEN HE REFUSED THE KIRKES PROCEEDED TO CRUISE THE ST.LAWRENCE FROM TADOUSSAC TO GASPÉ WITH THE HOPE OF INTERCEPTING ANY FRENCH SHIPS BOUND FOR QUEBEC WITH SUPPORT FOR CHAMPLAIN.

MEANWHILE, IN MAY, 1628, THE ADMIRAL OF THE FLEET OF THE COMPANY OF 100 ASSOCIATES, SIEUR DE ROQUEMONT, HAD SAILED FROM DIEPPE BOUND FOR QUEBEC WITH SHIPS LOADED WITH FOOD, MUNITIONS AND SOME 400

7.

PROMINENT PASSENGERS AND COLONISTS. THIS FLEET REACHED GASPÉ BAY IN JULY BUT HAD THE MISFORTUNE TO BE FOUND HERE BY THE KIRKES AND CAPTURED. THE VAST QUANTITIES OF CAPTURED SUPPLIES WERE ACTUALLY AN EMBARRASSMENT TO THE KIRKES WHO CARRIED BACK TO ENGLAND THE PRISONERS AND SUCH SUPPLIES AS THEIR SHIPS COULD CARRY. IN FRANCE THE KIRKE BROTHERS WERE CHARGED, "IN ABSENTIA" WITH TREASON, DECLARED PUBLIC ENEMIES AND CONDEMNED BURNT IN EFFIGY. DEPRIVED OF SUPPLIES AND SUPPORT CHAMPLAIN SURRENDERED QUÉBEC TO THE KIRKE BROTHERS, WAS TAKEN BY THEM TO ENGLAND WHENCE HE RETURNED TO FRANCE. HE DID NOT RETURN TO QUÉBEC UNTIL 1632.

THE WALKER EXPEDITION

THE REPULSE BEFORE QUÉBEC IN 1690 OF THE EXPEDITION OF SIR WILLIAM PHIPPS BY COUNT FRONTENAC HAD NOT BEEN FORGOTTEN IN ENGLAND. IN 1711, IN THE REIGN OF QUEEN ANNE, ADMIRAL SIR HOVENDEN WALKER AND BRIGADEER GENERAL HILL WERE APPOINTED TO COMMAND A FORMIDABLE NAVAL AND MILITARY FORCE TO CONQUER QUÉBEC AND NEW FRANCE. SOME 17 ROYAL NAVY WARSHIPS AND MORE THAN 50 MILITARY TRANSPORT SHIPS LEFT ENGLAND, REGROUPED AT BOSTON, MASS., AND BY MID-AUGUST WERE OFF CAPE GASPÉ. IN HIS BOOK, "CHRONICLES OF THE ST.LAWRENCE", THE QUEBEC HISTORIAN, SIR JAMES McPHERSON LEMOINE, HAS WRITTEN :

"...WE NEXT (AUGUST 18th.,1711) FOLLOW THE ADMIRAL UP GASPÉ BAY, WITHIN A HARBOUR WHERE A FRENCH SHIP FROM BISCAY LAY UNRIGGED, WAITING TO LOAD A CARGO OF FISH FOR EUROPE. 'I SENT IN', REPORTED ADMIRAL WALKER, 'AND SEIZED HER, INTENDING TO RIG HER OUT'.

MEANWHILE, ON AUGUST 19th THE ROYAL NAVY SHIPS, "MONTAGUE-60 guns", "LEOPARD-54 guns" AND "SAPPHIRE-40 guns" CRUISED OFF GASPÉ; THE TWO LATTER WERE TO GO TO BONAVENTURE ISLAND TO DESTROY OR BRING AWAY THE FISHING BOATS OF THAT PLACE..."

THE FRENCH VESSEL CAPTURED IN GASPÉ HARBOUR WAS FIRED (BURNT)-

8.

THE CHANNEL BEING TOO INTRICATE TO FETCH HER OUT. ' I THEREFORE', STATED ADMIRAL WALKER, 'ORDERED HER TO BE BURNED, AS WELL AS THE HOUSES AND STAGES ASHORE, AND THE MEN TO BE BROUGHT ON BOARD PRISONERS'

ON AUGUST 21st., BEFORE A STIFF BREEZE, (LIKELY A NOR'WESTER) THE GREAT FLEET MADE SAIL AND EXITED GASPÉ BAY, UNAWARE OF THE TRAGEDY OF STORM AND SHIPWRECK THAT LAY JUST AHEAD BEYOND GASPÉ'S MAGNIFICENT HARBOUR.

THE GASPEE EXPEDITION

SCENE OF MANY HISTORIC EVENTS ACROSS THE YEARS, GASPÉ BAY WITNESSED DRAMATIC SCENES IN THE MONTH OF SEPTEMBER, 1758. IN THE PRECEDING MONTH THE GREAT, STRATEGIC FRENCH FORTRESS OF LOUISBOURG HAD FALLEN TO THE BRITISH. FROM THERE PART OF THE ROYAL NAVY FORCE INVOLVED, INCLUDING THE WARSHIPS "RIYAL WILLIAM", "BEDFORD", "VANGUARD", "DEVONSHIRE"; "JUNO" and "KENSINGTON", ESCORTED SIX TRANSPORT VESSELS BEARING THREE REGIMENTS UNDER THE COMMAND OF A RISING YOUNG ARMY OFFICER, JAMES WOLFE, TO GASPÉ BAY. THE OBJECTIVE WAS TO SEEK OUT AND LAY WASTE FRENCH SETTLEMENTS AND SHIPPING AT THE MOUTH OF THE GULF OF ST.LAWRENCE IN ANTICIPATION OF A SUBSEQUENT EXPEDITION AGAINST QUEBEC. THIS 1758 EXPEDITION, CALLED "THE GASPEE EXPEDITION" IN THE JOURNAL OF CAPTAIN BELL, A.D.C. TO GENERAL WOLFE, DOMINATED LIFE IN GASPÉ BAY FROM ARRIVAL ON SEPTEMBER 4th UNTIL DEPARTURE ON SEPTEMBER 27th. DETAILS OF SHORE ACTIVITIES, PRISONERS TAKEN AND DAMAGE DONE HAVE BEEN RECALLED IN THE "GASPÉ OF YESTERDAY" ARTICLE, "THE GASPEE EXPEDITION" PUBLISHED BY THE GASPESIAN NEWSPAPER "SPEC" AND IN A RELATED ARTICLE, "MORE ON BELL'S JOURNAL OF THE GASPEE EXPEDITION AND OTHER MATTERS-1758" BY DORIS AND DAVID McDOUGALL, ALSO PUBLISHED BY "SPEC".

IT IS OF INTEREST TO NOTE THAT WHILE GASPÉ BAY WAS THE BASE FOR THIS EXPEDITION, NAVAL AND MILITARY RAIDS WERE CONDUCTED ON MONT LOUIS, PABOS, GRAND RIVER AND MIRAMICHI. THUS GASPÉ BAY WAS THE SCENE OF THOSE PRELIMINARY EVENTS THAT CULMINATED THE FOLLOWING YEAR OF 1759 WITH THE SEIGE AND CAPTURE OF FORTRESS QUEBEC BY THE BRITISH.

BATTLE OF THE RESTIGOUCHE

ESTABLISHMENT OF THE BATTLE OF THE RESTIGOUCHE NATIONAL HISTORIC PARK NEAR CROSS POINT IN 1985 WAS EVIDENCE OF THE INFLUENTIAL AND HISTORIC NATURE OF THE NAVAL BATTLE FOUGHT AT RESTIGOUCHE IN THE SUMMER OF 1760.

FOLLOWING THE SURRENDER OF QUEBEC TO THE BRITISH IN 1759 AND RETREAT OF THE REMAINING FRENCH FORCES TO MONTREAL, THE OFFICIALS OF NEW FRANCE SENT AN URGENT APPEAL TO PARIS FOR REINFORCEMENTS AND SUPPLIES. IN RESPONSE THE FRENCH GOVERNMENT LOADED SOME 2000 TONS OF SUPPLIES AND 400 TROOPS ON A FLEET OF SIX SHIPS THAT SAILED BOUND FOR QUEBEC IN APRIL, 1760. ONE SHIP WAS LOST THROUGH STORM AND TWO OTHERS WERE CAPTURED BY ROYAL NAVY WARSHIPS ON PATROL OFF THE FRENCH COASTS. THE THREE REMAINING SHIPS, UNDER THE COMMAND OF CAPT. LE GIRAUDAIS REACHED THE GULF OF ST.LAWRENCE IN MID-MAY ONLY TO FIND THE SEAWAY TO QUEBEC EFFECTIVELY BLOCKED BY PATROLS OF ROYAL NAVY SHIPS. TO ESCAPE IMMINENT CAPTURE THE FRENCH SHIPS SAILED INTO BAY CHALEUR AND SOUGHT HAVEN AT RESTIGOUCHE. THEY WERE PURSUED BY A RIYAL NAVY SQUADRON COMMANDED BY CAPTAIN "FOULWEATHER JACK" BYRON AND DESTROYED. ACADIAN REFUGEES WHO HAD SOUGHT SANCTUARY ABOUT RESTIG- OUCHE WERE SUBSEQUENTLY DISPERSED.

IN 1768, TWO YEARS AFTER CHARLES ROBIN FIRST CAME TO BAY CHALEUR, GEORGE WALKER, A SCOT, WAS TRADING ON THE RESTIGOUCHE. HIS PARTNER, HUGH BAILLIE, ANOTHER SCOT, SOLD OUT HIS TRADING INTERESTS TO A LONDON MERCHANT, JOHN SHOOLBRED, WHO LATER ACQUIRED THE SHOOLBRED

SEIGNIORY OF SOME 10,000 ACRES ON THE QUEBEC SIDE OF THE RESTIGOUCHE ESTUARY. FROM SCOTLAND CAME FAMILIES THAT SETTLED THE RESTIGOUCHE LANDS - FAMILIES SUCH AS ADAMS; DUNCAN; McGREGOR; PRATT AND THE HUGUENOT FAMILY OF GERRARD ADDED A BRITISH DIMENSION TO THIS CORNER OF PRE-LOYALIST GASPESIA.

II. THE PRE-LOYALIST DECADES OF 1764-1784.

EARLY SETTLEMENT IN GASPE BAY.

THE PRE-LOYALIST DECADES OF 1764-1784 IN GASPESIA HAVE NOT, I SUBMIT, BEEN DONE JUSTICE BY THOSE PERSONS WHO HAVE WRITTEN UP THE HISTORY OF THE DISTRICT. YET IT WAS DURING THAT SIGNIFICANT PERIOD OF SOME TWENTY YEARS - A WHOLE GENERATION IN THE LIFE OF A FAMILY - THAT PIONEER BRITISH SETTLERS BEGAN TO SHAPE AND INFLUENCE GASPESIAN HISTORY. IT WAS AT THE VERY OUTSET OF THOSE DECADES THAT FELIX O'HARA, HIS WIFE MARTHA McCORMACK AND THEIR FAMILY ESTABLISHED THEIR HOME HERE AT GASPÉ BASIN AND REMAINED. A NATIVE OF IRELAND, FELIX O'HARA HAD MIGRATED TO THE BRITISH AMERICAN COLONIES, HAD MARRIED MARTHA, DAUGHTER OF THE McCORMACK FAMILY OF NEW JERSEY, AND HAD SERVED WITH THE BRITISH FORCES DURING THE SEVEN YEAR'S WAR IN AMERICA BEFORE SETTLING IN GASPE BASIN IN 1764. THROUGH AN ACTIVE AND INFLUENTIAL LIFETIME FELIX O'HARA HAD MANY ROLES - LANDOWNER; MERCHANT; LAND SURVEYOR; COLLECTOR OF CUSTOMS; JUSTICE OF THE PEACE; SEIGNIORIAL AGENT AND PIONEER JUDGE FOR THE DISTRICT OF GASPE. HIS SONS CONTINUED A TRADITION OF PUBLIC SERVICE AND INFLUENCE IN GASPE AND BEYOND.

TO THE SHORES OF GASPE BAY CAME OTHER PIONEER SETTLERS AS NEIGHBOURS TO THE O'HARA'S. RICHARD ASCAH, HIS WIFE AND FAMILY SETTLED AT PENINSULA; JOHN PATTERSON, HIS WIFE AND FAMILY TOOK UP LANDS ON THE YORK RIVER. OTHER FAMILIES WHOSE DESCENDANTS STILL LIVE HERE INCLUDED ADAMS; ANNETT; BOYLE; BAKER; COFFIN; MILLER.

TO THESE EARLY GASPÉ BAY SETTLERS THE AMERICAN REVOLUTIONARY WAR BROUGHT DIFFICULT AND ANXIOUS TIMES. ARMED AMERICAN PRIVATEERS PROWLED THE COAST OF GASPEZIA, SEIZING SHIPPING AND RAIDING ASHORE. FELIX O'HARA HIMSELF WAS CAPTURED, TAKEN ON BOARD SUCH A PRIVATEER AND RUDELY TREATED BEFORE BEING ALLOWED TO GO ASHORE. NO SETTLEMENT WAS SAFE AND IT WAS NOT UNTIL THE ROYAL NAVY COULD SPARE WARSHIPS TO REMAIN ON STATION THAT SOME MEASURE OF SECURITY WAS RESTORED.

IT MAY BE OF INTEREST TO NOTE THAT A NUMBER OF PRE-LOYALIST FAMILY HISTORIES HAVE BEEN PREPARED BY DESCENDANTS AND THAT SOUND RESEARCH AND INTERESTING WRITING HAS BEEN DONE ON THESE EARLY TIMES BY LOCAL HISTORIANS.

THE JERSEY FISHERY

THE CHANNEL ISLANDERS, PARTICULARLY THE MEN AND WOMEN OF THE ISLANDS OF JERSEY AND GUERNSEY, HAD A MAJOR INFLUENCE IN GASPEZIA FROM 1766 ONWARDS. LOCATED GEOGRAPHICALLY NEAR THE COAST OF FRANCE THE CHANNEL ISLANDS HAVE BEEN BRITISH SINCE WILLIAM, DUKE OF NORMANDY, THEIR FEUDAL LORD, INVADED ENGLAND IN 1066 A.D. AND FOLLOWING DECISIVE VICTORY AT THE BATTLE OF HASTINGS HAD RULED IN BRITAIN AS KING WILLIAM I. WITH THEIR NORSE BACKGROUND THE CHANNEL ISLANDERS WON A WELL-DESERVED REPUTATION AS SHIPBUILDERS, MARINERS, MERCHANT-TRADERS AND FISHERMEN IN DISTANT WATERS. MEN OF JERSEY AND GUERNSEY WERE AMONG THE ROYAL NAVY OFFICERS AND SEAMEN HERE IN GASPÉ WITH THE WOLFE EXPEDITION OF 1758 AND WERE WITH THE QUEBEC EXPEDITION OF 1759.

IN THE SPRING OF 1766 THE JERSEY MERCHANT FIRM OF ROBIN, PIPON CO. SENT ONE OF THEIR SHIPS, THE 41 TON "SEAFLOWER" TO BAY CHALEUR TO LOOK INTO THE POTENTIAL FOR FISHERY AND TRADE. WITH "SEAFLOWER" SAILED CHARLES ROBIN, THEN 23 YEARS OF AGE, WITH RESPONSIBILITY TO ASSESS THE SITUATION IN GASPEZIA AND REPORT UPON HIS RETURN. THUS

BEGAN AN ASSOCIATION OF THE NAME OF ROBIN WITH GASPESIA THAT HAS PERSISTED TO THIS DAY - 225 YEARS LATER. THE HISTORIAN, DAVID LEE, IN A VOLUME ENTITLED, "THE ROBINS IN GASPE - 1766-1825" HAS ABLY RECORDED THE RISE AND GROWTH TO 1825 OF THIS JERSEY FIRM. FROM THE CHARLES ROBIN CO. HEADQUARTERS AT PASPEBIAC THE INFLUENCE OF THE COMPANY EXTENDED TO MANY FISHING STATIONS ALONG THE COASTS OF BAY CHALEUR AND TO ATLANTIC CANADA. THE COMPANY'S STAUNCH, OCEAN-GOING VESSELS, BUILT HERE IN GASPESIAN SHIPYARDS, CARRIED GASPE COD TO WORLD MARKETS AND RETURNED WITH THE SUPPLIES AND PROVISIONS NEEDED TO MAINTAIN THE GASPÉ FISHERY. WITH TIME, MEN TRAINED IN THE COMPANY SYSTEM -THE LE BOUTILLIERS, THE JANVRINS, FRUING AND OTHERS BROKE AWAY TO ESTABLISH THEIR OWN FISHING FIRMS. CRITICS OF THE ROBIN COMPANY CONVENIENTLY OVERLOOK THE RISKS FACED IN EARLIER TIMES. MAJOR CAPITAL INVESTMENT WAS REQUIRED AND THIS FACED RISKS FROM THE FLUCTUATION OF MARKETS IN THE FACE OF INTERNATIONAL EVENTS SUCH AS WAR AND REVOLUTION AND OF PERILS AT SEA FROM STORM, PIRACY AND PRIVATEERING. IT IS INSTRUCTIVE TO REFLECT ON THE GREAT NUMBER OF ROBIN'S COMPETITORS WHO WENT BANKRUPT AND ON THE DISCIPLINE, SYSTEM AND ORDER THAT ENABLED THE ROBIN FIRM TO SURVIVE WHERE OTHERS FAILED.

THOSE FAMILIAR WITH FAMILY NAMES IN GASPESIA ARE AWARE THAT COUNTLESS JERSEY AND GUERNSEY NAMES - FROM AHIER TO VALPY - EXIST HERE. A WALK THROUGH MANY A PEACEFUL GASPÉ CEMETERY WILL REVEAL THAT MANY CHANNEL ISLANDERS LIE BURIED IN GASPESIAN SOIL FAR FROM THEIR CHANNEL ISLAND HOMELAND.

GUERNSEYMEN ON THE FORILLON

GASPÉ BAY, WHERE WE MEET TODAY, IS PROTECTED BY THE MOUNTAIN CHAIN THAT ENDS IN DRAMATIC FASHION AT CAPE GASPÉ. THIS "SPINE" OF THE PENINSULA, KNOWN AS THE FORILLON, HAS BEEN RESERVED AS A NATIONAL PARK OF CANADA. BUT IN THE LATE 18th CENTURY TO THE LITTLE COVES

CARVED BY THE SEA ON THE SOUTH SLOPE OF THIS FORILLON CAM FISHERMEN AND TRADERS FROM THE CHANNEL ISLAND OF GUERNSEY. THEY BUILT THEIR SNUG HOMES ON THE STEEP SLOPES AND USED THE COVES AS A BASE FOR THEIR FISHERY. FAMILY NAMES OF THIS GUERNSEY COMMUNITY INCLUDED SUCH AS SIMON; BICHARD; LE HUQUET; BROUARD; DENISS; etc. A REMARKABLE TRIBUTE TO THESE GUERNSEY FOLK AND THEIR LIFE-STYLE IS TO BE FOUND IN THE BOOK BY DR. JOHN MASON CLARKE ENTITLED "THE HEART OF GASPÉ". THE NOTARIAL RECORDS OF THAT PIONEER GASPESIAN NOTARY PUBLIC, MARTIN SHEPPARD, A GUERNSEYMAN BY BIRTH, REFLECT FASCINATING DETAILS OF FORILLON LIFE IN EARLIER DAYS.

IT IS A SAD EVENT OF MORE RECENT TIMES THAT SO MUCH WAS LOST AND DESTROYED IN THE EXPROPRIATION AND TRANSFER OF THE FORILLON/LANDS TO NEW OWNERSHIP BY THE NATIONAL PARKS SERVICE OF CANADA.

IMPACT OF THE WAR OF THE AMERICAN REVOLUTION.

DRAMATIC EVIDENCE OF THE IMPACT ON GASPESIA OF THE AMERICAN REVOLUTIONARY WAR AND OF BRITISH ACTION TO MEET THE THREAT IS TO BE FOUND IN THE ARCHIVAL RECORDS OF THE FIRST LIEUTENANT-GOVERNOR OF THE DISTRICT OF GASPÉ, MAJOR NICHOLAS COX, TOGETHER WITH THE CORRESPONDENCE AND RECORDS OF HIS CONTEMPORARIES IN GASPESIA. MORE THAN EIGHTY LETTERS AND REPORTS REFLECT THE OPINIONS, RECOMMENDATIONS AND EXPERIENCES OF SUCH MEN AS FELIX O'HARA; WILLIAM SMITH; HENRY SHOOLBRED; ROBERT ADAMS; CHARLES ROBIN AND OTHERS.

AMERICAN PRIVATEERS PROWLED THE SHORES OF GASPESIA SEIZING FISHERY CRAFT AND VESSELS LOADED WITH GOODS AND FISH, RAIDING ASHORE, TAKING PRISONERS AND GENERALLY STRIKING FEAR AMONG GASPESIANS. IN RESPONSE TO PLEAS FOR HELP THE BRITISH AUTHORITIES SENT ROYAL NAVY WARSHIPS AS AVAILABLE TO PATROL AND ATTEMPT TO INTERCEPT AND SEIZE SUCH AMERICAN PRIVATEERS. ACTION WAS ALSO TAKEN TO STRENGTHEN LOCAL

14.

MILITIA TO COUNTER SHORE RAIDS. WHILE THE "COX PAPERS" SHOULD BE READ IN ENTIRETY TO APPRECIATE THE DIFFICULTIES OF THE SITUATION AND THE MOOD OF THE TIME, THE FOLLOWING TWO, SHORT EXTRACTS, MAY SERVE TO ILLUSTRATE THE TIMES:

1778-OCTOBER 3. BONAVENTURE. WILLIAM SMITH TO GOVERNOR HALDIMAND.

"...THE COAST HAS BEEN REPEATEDLY THREATENED WITH DESTRUCTION BY THE ENEMY, WHICH HAD BEEN BAFFLED BY THE WATCHFULNESS OF THE ROYAL NAVY WARSHIPS UNTIL THE 27th., WHEN FOUR VESSELS WERE CAPTURED BY AN AMERICAN PRIVATEER, A SCHOONER CALLED THE "CONGRESS", SAMUEL HOBBS, COMMANDER. THE VESSELS CAPTURED ARE THE "BEE", WITH A VERY RICH CARGO OF CODFISH, PELTRY AND MERCHANDISE; THE "OTTER" WITH FISH, OIL AND PELTRY; THE "NORMAN" WITH FISH ONLY AND THE "FOX" WITH FISH, SALMON AND OIL, FLOUR AND STAVES...IT IS A MELANCHOLY SITUATION TO SEE ALL THIS PROPERTY WRESTED FROM THEM AT THEIR OWN DOOR... PROPOSE THAT TWO WARSHIPS SHOULD WINTER AT GASPE; ONE A FRIGATE, THE OTHER A TENDER OF FROM SIX TO TWELVE GUNS..."

1782. JUNE 19. GASPE. O'HARA TO HALDIMAND.

"...PERCÉ HAS BEEN ATTACKED BY TWO PRIVATEERS; THE CREW OF ONE LANDED, CAPTURED ALL THE CRAFT THERE, TOOK EVERYTHING VALUABLE, SPIKED THE TWELVE-POUNDER AND THREW IT OVER THE CLIFFS, CARRIED OFF THE FOUR-POUNDER, BURNED ALL THE CRAFT IN THE BAY. HE HIMSELF (O'HARA) WAS TAKEN PRISONER, TRIED ON BOARD, ACQUITTED OF THE CRIME OF BEING RICH, AND WAS ORDERED ASHORE WITH EVERY MARK OF DISRESPECT. AFTER THE MOST WANTON DESTRUCTION THE VESSELS DROPPED DOWN WITH THE TIDE; THEY STILL REMAIN THE THE BAY..."

THE PERCE FISHERY - 1777 CENSUS

THE ABBÉ C.E.ROY IN HIS 1947 BOOK. "PERCÉ-ITS NATURE-ITS HISTORY" INCLUDED AN INTERESTING AND SIGNIFICANT ANALYSIS OF THE 1777 CENSUS FOR PERCÉ. BASED BOTH ON THE FAMILY NAMES LISTED AND EVIDENCE OF PARTICIPATION IN THE FISHERY THE BRITISH INFLUENCE WAS STRIKING - EVEN MORE SO IN THAT THE CENSUS DID NOT INCLUDE EITHER THE CHANNEL ISLAND OR LOYALIST FACTORS.

HEADING THE PERCÉ LIST OF 1777 WAS PETER FRASER WITH A FISHING FLEET OF 26 BOATS AND 100 EMPLOYEES. A PETITION OF THIS PETER FRASER TO THE GOVERNOR OF LOWER CANADA STATED IN PART:

"...YOUR PETITIONER SERVED AS CAPTAIN OF MILITIA AT GASPÉ, WHERE, HAVING DISTRESSED THE ENEMY (AMERICANS DURING THE WAR OF THE AMERICAN REVOLUTION) AND RENDERED PROTECTION TO HIS MAJESTY'S SUBJECTS, HIS CONDUCT MET WITH THE APPROBATION OF THE COMMANDER-IN-CHIEF..."

THE CAREER OF CAPTAIN PETER FRASER HAS BEEN RECALLED IN ARTICLE NO. 210 OF MY "GASPÉ OF YESTERDAY" SERIES WHICH WAS PUBLISHED BY THE GASPESIAN NEWSPAPER "SPEC" JULY 10, 1990.

OTHER MAJOR PLAYERS IN THE PERCÉ FISHERY OF 1777 were:

| <u>NAME</u> | <u>NO. BOATS</u> | <u>EMPLOYEES</u> |
|-------------------|------------------|------------------|
| WILLIAM McFEE | 5 | 24 |
| GEORGE RICHARDSON | 4 | 20 |
| HEORGE GEDDES | 4 | 20 |
| PATRICK FLEMING | 4 | 20 |
| WILLIAM O'BRIAN | 4 | 20 |

OTHER PERCE FAMILIES OF THE TIME WERE: FERGUSON; CONNORS; CHURCHWARD; HAYDEN; McKENZIE; MacRAE; DUNN; ROBINSON; HENSLEY; RYAN; McDONALD; REARDON; WALSH; SMITH. IN FACT, TWO-THIRDS OF THE 1777 CENSUS NAMES INDICATE BRITISH ORIGIN.

LOYALIST AND VETERAN SETTLEMENT.

ON JUNE 7th., 1783 THE KING'S BRIG. "ST.PETER" SAILED INTO GASPÉ BAY FROM QUEBEC ON A MISSION THAT FORESHADOWED START OF A SIGNIFICANT NEW SETTLEMENT IN GASPEZIA OF UNITED EMPIRE LOYALISTS AND VETERANS (MILITARY AND NAVAL) OF THE REVOLUTIONARY WAR. ON BOARD "ST.PETER" WAS A DISTINGUISHED LOYALIST AND VETERAN OFFICER OF THE LOYAL RANGERS REGIMENT, CAPTAIN JUSTUS SHERWOOD, AND A NUMBER OF HIS ASSOCIATES. COMING ASHORE HERE AT GASPÉ BASIN HE PRESENTED FELIX O'HARA WITH A LETTER OF INTRODUCTION FROM GOVERNOR HALDIMAND WHICH READ IN PART: "...CAPTAIN SHERWOOD OF THE LOYAL RANGERS DOES NOT WISH TO RETURN TO THE COLONIES OR TO RISK THE ATTEMPT, AND BEING DESIROUS OF SETTLING ON THE SEACOAST, I SEND HIM DOWN, ACCOMPANIED BY OTHER LOYALISTS ATTACHED TO HIM, TO TAKE A VIEW OF THE BAY OF CHALEUR AND THAT QUARTER..." THAT CAPTAIN SHERWOOD DID MAKE A CAREFUL SURVEY OF POSSIBLE SITES FOR LOYALIST SETTLEMENT IS EVIDENT FROM HIS "JOURNAL" SUBMITTED TO THE GOVERNOR ON HIS RETURN TO QUEBEC IN AUGUST of 1783. HE ESTIMATED THAT IT MIGHT BE POSSIBLE TO SETTLE UPWARDS OF 1500 FAMILIES AT SUCH LOCATIONS AS THE NORTH AND SOUTH ARMS OF GASPÉ BAY, THE MOUTH OF THE ST.JOHN RIVER (DOUGLASTOWN), PABOS, PORT DANIEL, PASPEBIAC, CASCAPEDIA, CARLETON, NOUVELLE, AND RESTIGOUCHE.

WITH REMARKABLE LITTLE DELAY GOVERNMENT ACTION WAS TAKEN TO ADVISE LOYALISTS AND VETERANS OF LANDS AVAILABLE FOR THEM IN GASPEZIA AND TO ARRANGE FOR THE TRANSPORT OF AN INITIAL GROUP OF SOME 500 MEN, WOMEN AND CHILDREN FROM TEMPORARY CAMPS ON THE ST.LAWRENCE, THROUGH THE PORT OF QUEBEC TO BAY CHALEUR. ON JUNE 9th., 1784, FOUR OF THE KING'S SHIPS- THE BRIGS "ST.PETER" AND "POLLY", THE SNOW "LIBERTY", THE HOY "ST.JOHN" AND FOUR WHALEBOATS BROUGHT THE LOYALISTS TO GASPEZIA. AMONG THAT GROUP WERE FAMILY NAMES STILL FOUND ON THE COAST. THOSE INTERESTED IN DETAILS

OF THIS LOYALIST SETTLEMENT WILL FIND THE BOOK OF THE LATE A.D. FLOWERS "LOYALISTS OF BAY CHALEUR", PUBLISHED IN 1973, OF INTEREST. IN SUMMARY, THE PERIOD OF THE 1780's WAS MARKED BY A MAJOR INFUSION OF BRITISH SETTLERS WHO WOULD INFLUENCE GASPESIAN LIFE IN COMMUNITIES FROM GASPE BAY, ALONG BAY CHALEUR, TO THE RESTIGOUCHE.

IN TERMS OF MY TOPIC, THE SETTLEMENT OF THE UNITED EMPIRE LOYALISTS AND VETERANS IN GASPEZIA EXERTED BRITISH INFLUENCE IN SEVERAL WAYS. THE FIRST WAS IN EDUCATION. EVEN BEFORE THE LOYALISTS WHO SETTLED NEW CARLISLE HAD LEFT CAMP MACHICHE FOR BAY CHALEUR THEY HAD ORGANIZED A SCHOOL AND SUPPORTED A SCHOOLMASTER TO EDUCATE THEIR CHILDREN. FROM THE VERY OUTSET OF THEIR SETTLEMENT IN THE DISTRICT OF GASPÉ THEY TOOK STEPS, QUITE INDEPENDENTLY OF ANY GOVERNMENT POLICY OR ACTION, TO PROVIDE SCHOOLING. AMONG THE PIONEER TEACHERS OF THOSE DISTANT DAYS WE MIGHT RECALL BENJAMIN HOBSON OF NEW CARLISLE; MR. JEFFERY OF NEW RICHMOND; JOSIAH CASS OF CAPE COVE; JEREMIAH O'SHEA OF DOUGLASTOWN; JAMES MILLS AND CHARLES DAVIS OF GASPÉ BAY. THE IMPORTANCE OF THIS PROVISION OF PUBLIC EDUCATION HAS BEEN ABLY RECALLED AND DOCUMENTED BY GASPE HISTORIAN, DOROTHY PHILLIPS, IN HER RECENT BOOK, " A HISTORY OF THE SCHOOLS AROUND GASPÉ BAY".

A SECOND INFLUENCE CONCERNED THE SYSTEM OF JUSTICE. WHILE JUSTICES OF THE PEACE HAD ATTEMPTED FROM THE EARLIEST TIME TO MAINTAIN PEACE AND GOOD ORDER, DEMANDS FOR A JUSTICE SYSTEM NOW LED GRADUALLY TO THE ESTABLISHMENT OF A COURT SYSTEM WITH APPOINTED JUDGES, SHERIFFS, CLERKS AND JAILS. THE FIRST JUDGE APPOINTED IN THE DISTRICT WAS FELIX O'HARA OF GASPE BASIN. AMONG EARLY JUDGES WAS THE LOYALIST, ISAAC MANN WHILE AMASA BEEBE OF A LOYALIST FAMILY OF NEW CARLISLE SAW LONG SERVICE AS A CLERK OF THE CIRCUIT COURT. THOMAS MANN, A LOYALIST AND VETERAN SOLDIER, WAS THE FIRST SHERIFF OF THE DISTRICT OF GASPE.

ANOTHER INFLUENCE REFLECTED IN GASPEZIA WAS THE ESTABLISHMENT OF HIS MAJESTY'S CUSTOMS AND THE APPOINTMENT OF CUSTOMS OFFICERS AT GASPÉ

18.

AND OTHER PORTS OF CALL FOR INTERNATIONAL SHIPPING. IN THIS CONTEXT AN ARTICLE BY DR.DAVID McDOUGALL, "EDWARD MANWARING- GASPÉ'S FIRST CUSTOMS OFFICER", PUBLISHED BY "SPEC" ON OCT.18,1983, IS RELEVANT.

THERE WAS ALSO A NEW INFLUENCE IN GASPEZIA WITH RELATED TO RELIGIOUS ACTIVITY. THOUGH ROMAN CATHOLIC MISSIONARIES HAD A LONG RECORD OF FAITHFUL SERVICE FROM THE ERA OF THE FRENCH REGIME, THE SETTLEMENT OF LOYALISTS AND VETERANS, MAINLY BRITISH AND PROTESTANT, CREATED NEED FOR PROTESTANT CLERGY. PRIOR TO 1800 THE GUERNSEYMEN OF THE FORILLON HAD BROUGHT WESLEYAN METHODISM TO GASPÉ BAY AND THE REV.MATTHEW DRIPPS HAD MINISTERED TO SETTLERS AT NEW CARLISLE AND WESTWARD ALONG BAY CHALEUR TO RESTIGOUCHE. THE REV.JOHN YOUNG, BASED AT ATHOL, MINISTERED TO THE RESTIGOUCHE SETTLERS AND EASTWARD TO HOPE. THE REV.JOHN MITCHELL SERVED THE NEW CARLISLE AREA IN 1800. BUT IT WAS NOT UNTIL 1819 THAT GASPEZIA HAD ITS FIRST RESIDENT MINISTER WITH THE ARRIVAL AT GASPÉ BASIN OF THE REV.JOHN SUDDARD. HIS MISSIONARY DISTRICT COMPRISED THE VAST REGION FROM GASPÉ TO MATAPEDIA AND THE NEW BRUNSWICK COAST OF THE BAY CHALEUR. IN THIS CONNECTION THE REMARKABLE WORK OF A FELLOW GASPESIAN, M.GUY RICHARD, IN SEARCHING OUT AND RECORDING EARLY PROTESTANT RECORDS OF BAPTISM MARRIAGE AND BURIAL IS ACKNOWLEDGED.

SHIPBUILDING AND MARITIME ACTIVITY

IT IS DOUBTFUL IF ANY ONE PRESENT AT THIS CONGRESS CAME TO GASPÉ BY SEA. BUT IF YOUR ANCESTORS OF THE EARLY 1800'S CAME TO GASPÉ THEY WOULD NECESSARILY HAVE COME BY SEA AS THERE WAS NO OTHER PRACTICAL HIGHWAY OF ACCESS - NO ROADS, RAILWAY OR AIRWAY. GASPESIANS OF THE FIRST CENTURY OF THE BRITISH REGIME TOOK NATURALLY TO THE SEA AS FISHERMEN, WHALERS, MERCHANT-TRADERS AND TRAVELLERS TO THE OUTSIDE WORLD. AS A COROLLARY THEY DEVELOPED EXPERTISE AS SHIPBUILDERS AND MARINERS.

I HAVE REFERRED PREVIOUSLY TO THE SHIPYARD OF THE CHARLES ROBIN COMPANY AT PASPEBIAC POINT. THERE THE BRITISH BORN SHIPBUILDER, JAMES DAY, AND HIS ASSOCIATES INTRODUCED SKILLS AND WORKED TO STANDARDS THAT MADE THEIR GASPEIAN SHIPS THE EQUAL OF ANY BUILT IN THE WORLD OF THAT TIME. AN ACCOUNT OF THIS SHIPYARD CAN BE FOUND IN "APPENDIX #2" OF DAVID LEE'S BOOK, "THE ROBINS IN GASPÉ". NEARBY, AT NEW CARLISLE, LOYALISTS SUCH AS THE CALDWELL FAMILY BUILT A DOZEN OR MORE GASPEIAN SCHOONERS. OTHER FAMILIES - BILLINGSLEYS; SMITHS; STEWARTS; GARRETT'S; STARNES OF THE NEW CARLISLE AREA BUILT AND SAILED STURDY VESSELS. OTHER SHIPYARDS WERE TO BE FOUND AT BONAVENTURE; MARIA; CARLETON; NOUVELLE AND RESTIGOUCHE. EDWARD ISAAC MANN OF THE LOYALIST FAMILY OF RESTIGOUCHE, WILLIAM CUTHBERT OF NEW RICHMOND; MATTHEW STEWART OF SHOOLBRED AND HIS BROTHERS AND RICHARD NEVISON OF MARIA WERE TYPICAL OF THE MEN INVOLVED WITH SHIPBUILDING AND SHIPPING.

NATURALLY, THE GASPÉ BAY AREA WHERE WE MEET TODAY, WITH ITS MAGNIFICENT HARBOUR AND FINE STANDS OF TIMBER NEARBY, WAS AN EARLY SHIPBUILDING CENTER. IN COMMON WITH A NUMBER OF THEIR GASPE NEIGHBOURS MY OWN ANNETT ANCESTORS BUILT AND SAILED SEVERAL SCHOONERS - SOME OF THEM FOR WHALING. AMONG OTHER GASPE SHIPBUILDERS AND MARINERS WE FIND SUCH FAMILY NAMES AS BOYLE; BECHERVAISE; PATTERSON; ASCAH; COFFIN; ADAMS; BAKER; etc. BUT AS I UNDERSTAND THAT DR.DAVID MCDUGALL, AN AUTHORITY ON GASPE SHIPBUILDING AND SEAMEN, IS TO ADDRESS THIS CONGRESS I AM SURE HE WILL PROVIDE INTERESTING DETAILS FROM THE EXTENSIVE RESEARCH THAT HE HAS DONE ON THIS ASPECT OF EARLY GASPEIA.

THE STURDY VESSELS BUILT IN SHIPYARDS FROM GASPÉ TO THE HEAD OF BAY CHALEUR WERE EMPLOYED IN THE ESSENTIAL TRANSPORT OF GOODS AND PASSENGERS TO AND FROM SUCH MAJOR SEAPORTS AS HALIFAX AND QUEBEC. OPERATING IN AN ERA BEFORE ROADS OR RAILROADS THESE BUSY LITTLE SHIPS HAD THE IMPORTANT ROLE NOW PLAYED BY TRUCKS, TRAINS AND PLANES. WHILE MANY WERE EMPLOYED IN COASTAL VOYAGES, OTHERS SAILED FORTH TO PORTS

IN BRITAIN, FRANCE, ITALY, SPAIN, PORTUGAL, THE CARIBBEAN ISLANDS AND SOUTH AMERICA. MANY A GASPESEAN HOME TREASURED MOMENTOS BROUGHT BACK BY FAMILY MEMBERS WHO HAD SAILED TO FOREIGN PORTS. INTERESTING ACCOUNTS OF THE ROLE AND EXPERIENCES OF THESE SAILING SHIPS ARE TO BE FOUND IN THE DEEDS OF EARLY NOTARIES PUBLIC SUCH AS MARTIN SHEPPARD AND J.G.LEL - DEEDS RELATING TO CHARTERS; SALE OF VESSELS; TRANSFER OF OWNERSHIP AND PROTESTS BY CAPTAINS AND CREW MEMBERS OF SHIPWRECK AND DAMAGE TO CARGO.

A PARTICULAR ASPECT OF EARLY MARITIME ACTIVITY WAS THE WHALING INDUSTRY BASED IN GASPÉ BAY AND PURSUED IN THE GULF AND ESTUARY OF THE ST.LAWRENCE. TRADITION HOLDS THAT WHALING SKILLS WERE INTRODUCED TO GASPÉ BY MEMBERS OF THE COFFIN FAMILY FROM THE ISLAND OF NANTUCKET. A NUMBER OF CONTEMPORARY ACCOUNTS OF GASPÉ WHALING EXIST, INCLUDING THAT OF THE ABBE J.B.A.FERLAND WHO CAME TO GASPÉ WITH BISHOP TURGEON ON THE SCHOONER "SARA" IN 1836.

INFLOW AND INFLUENCE OF BRITISH CAPITAL INVESTMENT

WITH THE MAIN MARKETS FOR GASPÉ CODFISH IN EUROPE, THE CARIBBEAN AND SOUTH AMERICA, MAJOR CAPITAL INVESTMENT IN SHIPS, GOODS, EQUIPMENT AND PERSONNEL WAS REQUIRED TO DEVELOP AND MAINTAIN THE GASPÉ FISHERY ON A SOUND AND ONGOING BASIS. AS NOTED ABOVE VENTURE CAPITAL FOR THE FISHERY CAME FROM THE MERCHANT-INVESTORS OF THE CHANNEL ISLANDS. THAT IT WAS TRULY "VENTURE" CAPITAL WAS REVEALED IN THE FOLLOWING WORDS OF CHARLES ROBIN:

"...THE FIRST BRITISH MERCHANTS WHO SETTLED IN BAY CHALEUR...WERE SOME OF THE BEST QUEBEC HOUSES, SUCH AS MOORE AND FINLAY, ALEXANDER M'KINSAY, AND A FEW OTHERS, INCLUDING WILLIAM SMITH, BUT ON CHARLES ROBIN AND WILLIAM SMITH SETTLING IN THE BAY THEY FOUND THEIR PREDECESSORS, THE QUEBEC MERCHANTS, IN A STATE OF DECAY AND TWO YEARS AFTER THEY WERE BANKRUPT AND GONE. IN 1784 A GUERNSEY EMPLOY WAS SET UP IN GASPÉ BAY

UNDER THE AGENCY OF THOMAS LE MESURIER; SOON AFTER ANOTHER WAS SET UP AT PERCÉ BY NICHOLAS FIOTT AND CO; ANOTHER ON THE ISLAND OF BONAVENTURE BY HAMMOND, DUMARESQ AND CO; ONE AT MALBAY UNDER JOHNSON AND TWO AT POINT ST.PETER, THE GUERNSEY EMPLOY FINALLY GAVE UP BUSINESS AFTER HAVING INCURRED HEAVY LOSSES. IN BAY CHALEUR JOHN LEE, SUPPORTED BY LONDON CONNECTIONS, SET UP AN EMPLOY AND LOST UPWARDS OF £ 12,000 STERLING. MATTHEW STEWART AND CO. LOST FROM FIRST TO LAST AT LEAST AS MUCH. JOHN RIMPHOFF MET WITH THE SAME FATE WITH AN EQUAL LOSS... NUMBERLESS OTHER TRIALS FROM DIFFERENT QUARTERS IN DIFFERENT POSTS HAVE BEEN ATTEMPTED AND ALL HAVE FAILED EXCEPT DANIEL M'PHERSON'S FISHERY AT POINT ST.PETER, MALBAY AND DOUGLASTOWN WHICH HAS ANSWERED VERY WELL..."

COURAGEOUS AND ASTUTE BUSINESS DECISIONS AND RESERVES OF CAPITAL WERE REQUIRED TO COPE WITH LOSSES OF SHIPS AND CARGOES THROUGH STORM, PIRACY AND WAR AND TO MEET INEVITABLE MARKET FLUCTUATIONS. THE CHARLES ROBIN COMPANY SURVIVED THROUGH SUPERIOR BUSINESS MANAGEMENT AND SYSTEM. WITH TIME, MEN WHO HAD SERVED A TOUGH APPRENTICESHIP WITH THAT FIRM, JOHN LE BOUTILLIER, WILLIAM FRUING AND OTHERS, LEFT THE ROBIN FOLD TO ESTABLISH THEIR OWN FISHERY FIRMS. IN THE PARTICULAR CASE OF JOHN LE BOUTILLIER, WHOSE RESIDENCE AND COMPANY HEADQUARTERS WAS JUST ACROSS GASPÉ HARBOUR , IT WAS POSSIBLY CAPITAL LEFT TO HIS WIFE, ELIZABETH ROBIN, DAUGHTER OF PHILIP ROBIN, THAT HELPED HIM ESTABLISH A SUCCESSFUL, INDEPENDENT BUSINESS.

A LATER EXAMPLE OF THE INFUSION OF SUBSTANTIAL BRITISH CAPITAL IN GASPEZIA WAS THE "GASPÉ FISHERY AND COAL MINING COMPANY" INCORPORATED IN 1844 BY THE BRITISH AND CANADIAN PARLIAMENTS ON BEHALF OF LONDON BUSINESSMEN. THE COMPANY AIMED TO EXPAND BRITISH FISHERY AND TO DEVELOP THE FOREST AND MINERAL RESOURCES OF GASPEZIA. TO THAT END THE COMPANY ACQUIRED SOME 200,000 ACRES OF LAND IN THE SEIGNIORY OF PABOS AND TOWNSHIPS OF HAMILTON, HOPE, COX, NEWPORT AND PORT DANIEL

THE HEADQUARTERS OF THE COMPANY AT PABOS WAS A BUSTLING TOWNSITE WITH A SHIPYARD AND REPAIR FACILITIES AND EVEN A SMALL PRINTING PLANT: THOUSANDS OF POUNDS STERLING OF BRITISH CAPITAL WERE INVESTED IN THESE GASPEIAN OPERATIONS BUT, ALAS, AS WITH MANY OTHER VENTURES OVER TIME THE COMPANY EVENTUALLY FAILED.

THE TIMBER TRADE.

THE WAR AND BLOCKADE OF THE NAPOLEONIC ERA EFFECTIVELY CUT OFF THE FLOW OF BALTIC AND SCANDINAVIAN TIMBER INTO THE BRITISH ISLES AND LED TO AN INCREASING INTEREST AND INVESTMENT IN THE FOREST RESOURCES OF GASPEIA BY BRITISH IMPORTERS. SOON GASPEIAN RIVER VALLEYS RESOUNDED TO THE SOUNDS OF TIMBER CUTTING BY WOODSMEN. SPRING FRESHETS CARRIED THE LOGS TO THE RIVER ESTUARIES WHERE SAW MILLS SPRANG UP TO PRODUCE THE PLANKS, BOARDS, LATH ETC. LARGE SAILING SHIPS CAME TO GASPEIAN PORTS TO LOAD TIMBER BOUND FOR BRITISH MARKETS.

IN THE VAST MATAPEDIA-RESTIGOUCHE WATERSHED THE FAMILY NAMES OF FRASER; STEWART; GILMOUR; RANKIN; SHIVES; MOWAT AND OTHERS ARE LINKED HISTORICALLY WITH A FOREST INDUSTRY OF GROWING IMPORTANCE. AS MANY AS FIFTY VESSELS ONCE LOADED RESTIGOUCHE TIMBER IN SEASON. AT NEW RICHMOND THE SCOTCH FAMILY NAMES OF CUTHBERT AND MONTGOMERY WERE LINKED WITH THE LUMBER INDUSTRY OF THE CASCAPEDIA REGION. AT BONAVENTURE, PETER CULLEN WAS RESIDENT AGENT FOR HIS FATHER, JOHN CULLEN, LIVERPOOL MERCHANT AND IMPORTER OF BONAVENTURE RIVER TIMBER. AT THE MOUTH OF THE PORT DANIEL RIVER THE ESTABLISHMENT OF WILLIAM CARTER REFLECTED THE LUMBER RESOURCES OF THE PORT DANIEL RIVER WATERSHED. THESE WERE TYPICAL OF A GROWING INDUSTRY, FINANCED BY BRITISH INVESTMENT, ALONG BAY CHALEUR.

HERE IN THE GASPÉ BAY REGION LUMBERING AND SAW MILLING HAD BEGUN IN THE FRENCH REGIME FOR GENERAL WOLFE HAD REPORTED A SAW MILL ON THE RIVER YORK IN 1758. THE VALLEYS OF THE DARTMOUTH, ST. JOHN AND YORK RIVERS ALL HAD FINE STANDS OF TIMBER THAT WERE DEVELOPED BY SUCCESSIVE GENERATIONS

23.

OF LUMBERMEN FOR EXPORT TO EUROPE AND BEYOND. WRITING IN "SPEC" ELAINE COFFIN JONES OF GASPÉ HAS RECALLED THE OPERATION OF A PIONEER SAW MILL BY MEMBERS OF THE COFFIN FAMILY AT L'ANSE-AUX-COUSINS AND THE SUBSEQUENT DEVELOPMENT OF A MAJOR MILLING SITE ON THE ADJACENT POINT. THE LATE SENATOR EUGENE FORSEY, RECALLING HIS GREAT-GRANDFATHER, JOSEPH SHAW OF GASPÉ BASIN, REMEMBERED THE SHAW LUMBER MILL WHICH WAS LOCATED NEARBY ON THE SHORE OF GASPÉ BASIN. IN BRIEF, THE DIRECT AND INDIRECT INFLOW OF BRITISH CAPITAL RELATIVE TO THE GASPESIAN TIMBER TRADE WAS A SIGNIFICANT FACTOR IN THE EARLY GASPESIAN ECONOMY.

PETROLEUM SEARCH.

BEFORE EUROPEANS CAME TO GASPÉ THE NATIVE MICMAC INDIAN PEOPLE KNEW OF PETROLEUM SPRINGS. IN HIS BOOK, "THE CANADAS IN 1841", SIR RICHARD BONNYCASTLE, R.E., ON A VISIT TO GASPÉ WITH THE GOVERNOR, LORD AYLMER, WROTE:

"...THREE INDIANS...BROUGHT US A BOTTLE OF MINERAL OIL, SOME TROUT AND PARTRIDGES AND PLENTY OF BLUEBERRIES..."

THE RENOWNED GEOLOGIST, WILLIAM LOGAN, WHO SURVEYED GASPESIAN GEOLOGY IN 1843/44, IDENTIFIED PETROLEUM SPRINGS ON BOTH THE ST. JOHN AND YORK RIVERS. IN 1860 THE GASPÉ PETROLEUM COMPANY WAS INCORPORATED WITH INITIAL CAPITAL OF \$250,000 AND TEST WELLS DRILLED. PUBLICITY ON THE POTENTIAL FOR PETROLEUM IN GASPE WAS GIVEN BY A REPORT OF THE GEOLOGIST DR. T. STERRY HUNT, F.R.S., IN 1865

FROM 1860 TO 1913 SOME 57 WELLS, IDENTIFIED AND LISTED IN MY "GASPÉ OF YESTERDAY" ARTICLES ENTITLED "THE GOLDEN GOAL", PUBLISHED BY "SPEC" IN 1983, WERE DRILLED IN THE GASPÉ REGION. THE MAIN PLAYER IN THIS MAJOR SEARCH FOR PETROLEUM WAS THE PETROLEUM OIL TRUST, AN ENGLISH COMPANY REFERRED TO BY GASPESIANS AS THE "POT" : BRITISH INVESTORS, INCLUDING THE CHARING CROSS BANK OF LONDON PROVIDED SOME L 500,000 STERLING IN CAPITAL FUNDS. THE TRANSPORTATION OF DRILLING EQUIPMENT TO GASPÉ BY SEA, THE OPENING OF ROADS TO THE VARIOUS DRILLING

SITES, THE BUILDING OF DERRICKS AND THE PROCESS OF DRILLING GAVE EMPLOYMENT TO MANY GASPESIANS. THE IMPACT OF THIS EXTENDED, BUT FUTILE, SEARCH FOR PETROLEUM IN COMMERCIAL VOLUME ON THE GASPE ECONOMY WAS SIGNIFICANT.

RAILWAY BUILDING.

THE COMPLETION OF THE HISTORIC INTERCOLONIAL RAILWAY FROM MONTREAL TO HALIFAX VIA MATAPEDIA IN 1870 BROUGHT RAIL SERVICE TO THE WESTERN DOOR-STEP OF GASPE. IT LED TO A REMARKABLE PERIOD OF GASPESIAN RAILWAY BUILDING THAT REQUIRED FORTY YEARS TO EXTEND THE RAIL LINE FROM MATAPEDIA TO TIDE-WATER AT GASPÉ HARBOUR. WHILE THE COMPLEX EVENTS OF THAT FORTY YEAR PERIOD, RECALLED IN A SERIES OF THREE "GASPE OF YESTERDAY" ARTICLES PUBLISHED BY "SPEC", ARE BEYOND THE SCOPE OF THIS PAPER, IT IS PERTINENT TO NOTE THAT TWO OF THE MAJOR PROMOTORS, CHARLES ARMSTRONG AND ALFRED W. CARPENTER RELIED HEAVILY ON THE INVESTMENT OF BRITISH CAPITAL TO FINANCE THEIR RESPECTIVE PROJECTS. AS EXAMPLE, FOR THE BUILDING OF THE LINE FROM PASPEBIAC TO GASPÉ, THE CHARING CROSS BANK OF LONDON, ENGLAND PROVIDED SOME \$2,000,000 AND EXPERTISE FOR MARKETING THE BONDS OF THE "ATLANTIC, QUEBEC AND WESTERN RAILWAY". HOWEVER, THE COSTS OF THAT PART OF THE LINE SOARED TO ALMOST \$5,000,000 WITH THE RESULT THAT THE LONDON BANK WAS FORCED INTO BANKRUPTCY. TO COMPLETE THE FINAL FIFTY MILES OF TRACK TO GASPÉ HARBOUR ANOTHER BRITISH FIRM, HEADED UP BY THE EARL OF RANFURLY WAS INVOLVED.

BOTH IN THE CONSTRUCTION AND OPERATIONAL PHASES OF THE MATAPEDIA TO GASPE RAIL LINE THE COMPANIES RESPONSIBLE RELIED HEAVILY ON BRITISH CIVIL AND RAILWAY ENGINEERS AND MANAGERS. THUS WE FIND SUCH FAMILY NAMES AS SCOLLES; GORDON; MITCHELL; BRIMBLE; KNEELER; MUNROE AND OTHERS ASSOCIATED WITH THE GASPESIAN RAILWAY - PARTICULARLY IN ITS EARLIER YEARS.

CULTURAL INFLUENCES.

IF THE TOPIC OF BRITISH CULTURAL INFLUENCES HAS BEEN LEFT TO THE LAST IT IS PERHAPS BECAUSE OF A TENDENCY OF THE BRITISH PEOPLE TO TAKE THE WHOLE QUESTION OF THEIR CULTURE SOMEWHAT LESS ASSERTIVELY THAN OTHER PEOPLES. IT IS SIGNIFICANT THAT THE OXFORD DICTIONARY PROVIDES ONLY THE MOST GENERAL DEFINITION OF THE WORD "CULTURE" AS "IMPROVEMENT OR REFINEMENT OF MIND, MANNERS, ETC. BY EDUCATION AND TRAINING - OR AGAIN, "AS A PARTICULAR FORM OR TYPE OF INTELLECTUAL DEVELOPMENT OR CIVILIZATION". WEBSTER'S DICTIONARY IS SOMEWHAT MORE DEFINITE IN ITS DEFINITION AS "ENLIGHTENMENT AND EXCELLENCE OF TASTE ACQUIRED BY INTELLECTUAL AND AESTHETIC TRAINING"- OR AGAIN, " BEHAVIOUS OF A GROUP OR CLASS". JUST AS BRITAIN HAS EXISTED FOR ALMOST 1000 YEARS WITHOUT A WRITTEN CONSTITUTION YET HAS SEEN ITS PARLIAMENTARY SYSTEM ADOPTED WORLD-WIDE SO BRITISH CULTURE REMAINS VERY REAL THOUGH DIFFICULT TO DEFINE.

THROUGH EDUCATION.

THE ARRIVAL IN GASPEZIA OF LOYALISTS AND VETERAN SOLDIERS LED TO THE ESTABLISHMENT OF COMMUNITY SCHOOLS AS THEY BROUGHT WITH THEM THEIR TRADITIONS OF BRITISH AND BRITISH-AMERICAN SCHOOLING AND SOME AMONG THEM WERE COLLEGE GRADUATES. PRIOR TO THEIR ARRIVAL WE FIND REFERENCE TO THE LOCAL EDUCATION OF THE O'HARA CHILDREN BY A TUTOR, MR.MILLS, AND TO THE SUBSEQUENT EDUCATION OF O'HARA SONS IN DISTANT QUEBEC CITY. CHILDREN OF SOME OF THE FISHERY MANAGERS WERE SENT HOME TO THE CHANNEL ISLANDS TO ATTEND SCHOOL. AT CAPE COVE THE CHILDREN OF THE TUZO FAMILY WERE SENT TO THEIR NATIVE BERMUDA FOR SCHOOLING. THE LOYALISTS, WHO BROUGHT WITH THEM AN ESTABLISHED TRADITION OF THE COMMUNITY SCHOOL, HAD PROVIDED SCHOOLS EVEN WHEN IN TEMPORARY CAMPS AND THOSE SETTLING AT NEW CARLISLE HAD THEIR SCHOOLMASTER, BENJAMIN HOBSON, FROM THE TIME OF SETTLEMENT IN 1784.

THROUGHOUT THE CENTURY AND A HALF OF THE FRENCH REGIME (1608-1760) GOVERNMENT HAD NOT CONCERNED ITSELF WITH PUBLIC EDUCATION. A TRADITION OF PRIVATE INITIATIVE, WITH THE CLERGY AND RELIGIOUS ORDERS HAVING EXCLUSIVE JURISDICTION HAD BECOME FIRMLY ESTABLISHED. AS GASPESIA HAD REMAINED FAR DISTANT FROM AND ISOLATED FROM THE MAIN FRENCH SETTLEMENTS IN THE ST.LAWRENCE VALLEY AND AS ITS POPULATION WAS LARGELY SEASONAL BECAUSE OF THE FISHERIES, IT EXPERIENCED LITTLE, IF ANY, DEVELOPMENT OF PUBLIC EDUCATION.

IN 1787 THE BRITISH GOVERNOR, LORD DORCHESTER, ESTABLISHED A COMMISSION OF INQUIRY ON EDUCATION WHICH RECOMMENDED THAT A FREE PUBLIC SCHOOL SHOULD BE ESTABLISHED IN EACH PARISH OF QUEBEC AND A SECONDARY SCHOOL IN EACH COUNTY. THESE PROPOSALS DISTURBED THE ROMAN CATHOLIC AUTHORITIES AND CAME TO NOTHING IN THE FACE OF OPPOSITION. HOWEVER, IN 1801 A RENEWED GOVERNMENT PROPOSAL FOR A SYSTEM OF FREE ELEMENTARY SCHOOLS LED TO AN ACT CREATING THE ROYAL INSTITUTION FOR THE ADVANCEMENT OF LEARNING. AS GASPESIAN NOTARIAL DEEDS TESTIFY, SOME SCHOOLS IN THE DISTRICT OF GASPÉ THAT HAD BEEN ESTABLISHED EARLIER BY CONCERNED CITIZENS BECAME ROYAL INSTITUTION SCHOOLS UNDER THIS ACT AND BENEFITED FROM PROVINCIAL GRANTS. THUS, IN AUGUST, 1828, HERE IN GASPÉ, WE FIND HENRY O'HARA, CHARLES DAVIS, JAMES STEWART, BENJAMIN COFFIN AND THE REV. NORMAN TRANSFERRING THE SCHOOL HOUSE AT "SAW MILL COVE" (L'ANSE-AUX-COUSINS) ON THE LAND DONATED BY BENJAMIN COFFIN TO THE ROYAL INSTITUTION. LATER THAT SAME YEAR AT MALBAY, JACOB PACKWOOD, MICHAEL BUCKLEY, PHILIP PERREE AND JOHN EDEN WERE SIGNATORIES TO A DEED TRANSFERRING TO THE ROYAL INSTITUTION THE LOT AND SCHOOL HOUSE WHICH, IN THE WORDS OF THE DEED, "DIVERS INHABITANTS OF MALBAY, MOVED BY ZEAL FOR THE ADVANCEMENT OF LEARNING, DID BUILD AT THEIR OWN PROPER COST AND EXPENSE FOR THE SOLE AND ENTIRE PURPOSE OF EDUCATION"

OTHER NOTARIAL DEEDS REFER TO EARLY SCHOOLS OF COMMUNITIES ALONG BAY CHALEUR.

AS TO SECONDARY EDUCATION IT IS OF INTEREST TO NOTE THAT IT WAS IN THOSE COMMUNITIES WITH STRONG LOYALIST TRADITION SUCH AS NEW CARLISLE AND NEW RICHMOND THAT "ACADEMIES" OR "HIGH SCHOOLS" WERE FIRST ESTABLISHED TO PROVIDE EDUCATION BEYOND THE PRIMARY AND ELEMENTARY LEVELS.

IT WAS NOT UNTIL THE MIDDLE OF THE 19th CENTURY THAT THE QUEBEC GOVERNMENT APPOINTED ITS FIRST INSPECTOR OF SCHOOLS FOR GASPE IN THE PERSON OF THE LAWYER (LATER JUDGE) PETER WINTER. HIS REPORT PROVIDES A FASCINATING OVERVIEW OF THE STATE AND NEEDS OF PUBLIC EDUCATION IN THE WHOLE DISTRICT CIRCA 1850. HAD IT NOT BEEN FOR THE ACTION OF ENLIGHTENED CITIZENS, "MOVED BY ZEAL FOR THE EDUCATION OF YOUTH" THE EARLY PROGRESS OF EDUCATION IN GASPE WOULD HAVE BEEN SLOW INDEED.

THE CHURCHES - CULTURAL INFLUENCE.

WHILE CHAPLAINS MAY HAVE ACCOMPANIED THE GASPE EXPEDITION OF 1758 AND THE NAMES OF MORE THAN A DOZEN CHAPLAINS OF THE QUEBEC EXPEDITION OF 1759 ARE KNOWN, IT WAS NOT UNTIL JUNE 1789, FIVE YEARS AFTER THE SETTLEMENT OF THE LOYALIST AND VETERANS IN GASPE, THAT THE FIRST CHURCH OF ENGLAND BISHOP OF CANADA, THE RIGHT REVEREND CHARLES INGLIS OF HALIFAX, VISITED GASPE AS PASSENGER ON THE ROYAL NAVY FRIGATE, "H.M.S. DIDO", CAPTAIN CHARLES SANDYS, R.N., MASTER. BISHOP INGLIS WAS EN ROUTE TO QUEBEC. HIS "JOURNAL" FOR JUNE 2nd HAS THIS ENTRY:

"...WENT WITH CAPTAIN SANDYS TO SEE MR. O'HARA, THE PRINCIPAL MAGISTRATE OF THIS DISTRICT, WHICH IS A KIND OF SEPARATE GOVERNMENT IN THE PROVINCE OF QUEBEC AND OF WHICH MAJOR COX, WHO RESIDES AT CARLISLE IN THE BAY OF CHALEUR, IS LIEUT.-GOVERNOR.

" MR. O'HARA IS A PLAIN, SENSIBLE MAN AND MUCH BETTER INFORMED THAN MIGHT BE EXPECTED FROM A PERSON WHO HAS RESIDED IN THIS DESOLATE COUNTRY FOR 24 YEARS. HE WAS THE FIRST BRITISH SUBJECT TO SETTLE IN GASPEE...

THERE IS NO PLACE OF WORSHIP AT GASPEE...THE NUMBER OF SOULS THERE AND AT PIERCE (sic) ISLAND ABOUT 400 OR 500 AND IN A STATE OF HEATHENISM. FEW MEMBERS OF THE CHURCH OF ENGLAND AMONG THEM; THE GREATEST NUMBER CONSISTING OF PAPISTS AND PROTESTANT DISSENTERS..."

DURING THE THIRTY YEARS FOLLOWING THIS VISIT OF BISHOP INGLIS IN 1789 THE SETTLERS OF BRITISH AND MAINLY PROTESTANT BACKGROUND HAD LITTLE PASTORAL SERVICE FROM OCCASIONAL, ITINERANT CLERGYMEN. IN 1813 COLONEL HENRY JOHNSTON OF DOUGLASTOWN AND POINT-ST-PETER WROTE TO THE FIRST ANGLICAN BISHOP OF QUEBEC, RIGHT REV. JACOB MOUNTAIN, A VIVID AND MOVING ACCOUNT OF SETTLEMENTS WITHOUT BENEFIT OF CLERGY AND THE ATTENDANT PROBLEMS FOR BAPTISM, MARRIAGE AND BURIAL. IT WAS SIX YEARS LATER, IN 1819 WHEN THE FIRST RESIDENT PROTESTANT CLERGYMAN, REV. JOHN SUDDARD, CAME TO GASPÉ. IN 1824 AND AGAIN IN 1826 ARCHDEACON GEORGE JEHO. MOUNTAIN OF QUEBEC CAME TO VISIT THE VARIOUS GASPESIAN COMMUNITIES AND AS A RESULT OF HIS VISITS THE SITUATION GRADUALLY IMPROVED.

THIS LACK OF PROTESTANT CLERGY IN GASPEZIA FOR ALMOST HALF A CENTURY (1764-1819) OBLIGED THE EARLY FAMILIES TO TURN INWARDS UPON THEIR OWN RESOURCES OF FAITH AND RELIGIOUS PRACTICE. BAPTISMS, MARRIAGES AND FUNERALS WERE CONDUCTED BY JUSTICES OF THE PEACE OR LAYREADERS CHOSEN WITHIN THE COMMUNITY. IN THIS, AS IN OTHER ASPECTS OF EARLY LIFE IN GASPEZIA, CIRCUMSTANCES ELICITED THOSE QUALITIES OF SELF-RELIANCE, COMMUNITY CONCERN AND RESPECT FOR CULTURAL TRADITIONS THAT WERE EVIDENT TO VISITORS TO GASPEZIA.