

EDITORS' MESSAGE: There is a double barreled message this time. First and most important is the news that our county history, "Those Days Are Gone Away; Queen's County, N.B., 1643-1901" has gone to the printers. Written by Marion Gilchrist Reicker and published by the Queen's County Historical Society, this 280 page book covers most aspects of our history between the dates given. We anticipate that our book will sell for considerably less than \$10.00 and it may be ordered from the author or from any member past or present of the Society Executive. Look for its publication in midsummer. How exciting!

The second item is a plea for contributions of material from all members of the Society, or from non-members for that matter. To produce an interesting and balanced Newsletter we need stories and articles from all parts of the county. We are sure that each one of you knows some anecdote, some bit of information from the past, or some piece of folklore that could be passed on. In this issue as in the others you can read our biographies, articles, recipes, poems, book reviews, genealogical lists and queries. As you enjoy them please think about what you can contribute to coming Newsletters. Then let us hear from you. Thank you.

**M.D.B., A.P.H., G.W.S.

QUEEN'S COUNTY BIOGRAPHY: David Palmer, an Early County Poet

David Palmer was born February 28, 1789 at Douglas Harbour, Grand Lake. He was a descendent of the first Palmer in North America, John Palmer, a sergeant in the British Army who came to Rowley, Massachusetts in 1639. A few generations later (two or three) Daniel Palmer came from Rowley, Mass. to be one of the Maugerville settlers in 1763. His son, Daniel Palmer Junior, moved from Maugerville to Douglas Harbour in 1786 where he farmed and where young David was born. When David became old enough he farmed part of his father's property.

On July 30, 1818, David married Marion Hunter who had come from Glasgow, Scotland. They had one daughter and six sons. About the time of his marriage he built a large frame house on his farm and lived there until his death in 1866. This house has been owned and occupied by some of his descendents to the present day.

Although a pioneer in what was virtually a wilderness lacking schools, David Palmer acquired an excellent education, being mostly self-taught. At an early age he began writing poetry and continued throughout his life. He contributed both prose and poetry over a considerable period to the "Gospel Magazine", an English publication, and to other periodicals. In 1869 J. and A. McMillan, Saint John, N.B. printed a book of his poetry entitled "New Brunswick and Other Poems". Although the author died three years before this volume was published, it was apparently in preparation during his lifetime as he dedicated it to his children in the following words:

"To my children which God has graciously given me - Fruit
of my body, and the desire of my heart -
This volume
Is Affectionately Dedicated"

His obituary read in part: "David Palmer died June 1, 1866 beloved, honoured and respected by the many who knew him. He was buried on the farm that his father had partly cleared from the forest, which he inherited and upon which he lived and laboured throughout his long life, a pioneer; a poet; and a builder of his native province".

**A. P. Hetherington

COOPERING AND SHIPBUILDING, HE NEW THEM BOTH

Albert Perry (1817-98), grandfather of John M. Perry, Narrows, Queen's County, belonged to an age when New Brunswick knew no handouts.

It was at Cambridge, on the property where Gordon and Cora Perry now reside, that Albert Perry had his cooperage. The barrels made for holding salt fish had to be strong and watertight. This was during the period when New Brunswick exported salt fish to the West Indies in exchange for rum and

molasses.

One of Albert Perry's ship models is still in the possession of his grandson John, who well past the retirement age keeps busy working with wood and metal. If you have never examined a ship model, you would find it very interesting. From the row boat to the clipper the model was the builder's guide. Just read and apply the marks and numbers to your scale, and the hull of your vessel will ride the waves.

Albert Perry built ships for the Wilson family at Wilson's Cove, Cambridge, Queen's County.

"See them now with saw and broad ax,
The adze and chisel all sharp and true.
The smell of tar their nostrils knew.
The oxen strained on timbers to hew.
For the salty main their canvas did sew.
Their many tales we would love to know."

One of the last sea captains to carry on trade from the Washademoak to southern ports was Captain Burtis Wasson. Capt. Wasson owned and sailed both "The Chamberlain" and "The Rebecca Douglas". The latter was lost at sea in 1928. Their cargo out of the Washademoak was generally products of our woodlands. From the resources at hand they produced their products for use and trade.

May I express my gratitude to Mr. John Perry for the above information. If we are to preserve our heritage it will be with the help of those who know it. On behalf of those who come after, many thanks.

**G.W.S.

The "Daisy Queen"

This was another Washademoak vessel, built at Cambridge by the Robinsons about 1880. Mr. John Robinson to whom the letter is addressed was one of the owners, and a brother to the writer, George Robinson, the 22 year old Captain of the "Daisy Queen". George Robinson was the father of Victor Robinson of Cambridge. The Jim and Dan referred to are James Robinson and Daniel Wilson. Mel Jones, father of Elmer Jones was among the crew, as well as Gil Thorne. "Cape Porpise" is probably "Cape Porpoise."

The flag of the ill-fated "Daisy Queen" is still in the hands of the Robinson family at Cambridge.

"Portland Maine
Nov 16th 1886

Mr John Robinson

Dear Sir

I am very sorry to have to inform you that the "Daisy Queen" is ashore Cape Porpise about 25 miles to the westward of Portland. We were caught out in the big blow Friday night and had the mainsail blown and torn to pieces and the fore gaff broken. We made in Cape Porpise as far as could get with a piece of fore sail and gave her both anchors they only held her a few minutes the wind blew such a gail and she ashore on a rocky island at tip top high water spring tides.

Her keel is all pounded out and her bottom is pretty well mushed up. Don't know as there is more than a 1000 of lumber lost. Jim and Dan are looking after and ? the rest of us are on our way home. The British Consul forwards us tonight by train.

He is going to sell the lumber there if he can there was some men talking about buying it yesterday This is a bad mess but under the circumstances we done well to come off with our lives

I guess I will be in time to come up in the Boat on Thursday

if she is running

Yours truly

George Robinson

**Dorothy Hetherington
and Helen Robinson

The "Castalia"

The schooner Castalia was built at Jemseg, Queen's County by John Colwell. It was launched June 7, 1873 and its owners are listed as William Gale, master mariner of Saint John, and John Colwell, mariner of Jemseg.

The "Saint John Daily News" on December 27, 1876 states that the Castalia sailed from Saint John on December 8, with laths for New York. Apparently she had a crew of five; the Captain was Gilford D. Colwell of Jemseg, the cook was Marcus Akerley of Portland (Saint John) and the crew were Joseph Hatfield Colwell who was a brother of Gilford, a man named Worden, and a fifth person whose name is not recorded.

The Shipping Register of the Port of Saint John, Vol. 149, no. 29 states "Vessel was found wrecked on Marshall's Island, near Mount Desert, Maine, supposed to have been lost on the 18th December 1876 during snow storm. All hands perished. Three of the bodies found. Vessel was such a total wreck that she was only identified by the Off. No. & Tons on her Main Beam."

Oral tradition tells that one of the drowned men was found with a child's toy in his pocket, a gift supposedly for his young child at home. Also scraps of a ballad survive:

"Twas on the fifteenth of December
The wind blew chill and cold
When the Castalia left her native port
For New York bound we're told
Captain Colwell was commander
His brother Joe the mate
(line left out - forgotten)
Whose name we'll not relate
Tis certain their names
Were just as dear
To those they lately left
But we are unacquainted
With those who are bereft
Just three short days the schooner sailed
The wind arose, and storm prevailed
- - - -" no more is recorded

We, the editors, would be delighted to hear from anyone who knows more of this poem, or any other details about the wreck of the Castalia.

Joseph and Gilford Colwell were the sons of Charles B. and Elizabeth (Gardner) Colwell and were about 24 and 28 years old at the time of the tragedy. A minute book of the Jemseg Baptist Church includes this note: "These men were the sons of Charles Colwell and were drowned at sea - Hatfield's body was not found, but Gilford's body was brought to Jemseg for burial. Funeral sermon preached by the Rev. A.B. McDonald". In the Jemseg Cemetery there is a large grey granite obelisk in memory of Gilford D. Colwell "drowned at sea".

**Geraldine Scott and M.D.B.

THE GENEALOGISTS' SECTION: Census Time

At this time of census taking may we salute an enumerator who participated in this task 120 years ago. His name was Andrew M. Long and he took the census for the Parish of Johnston Part I in 1861. In the age of indifferent ink and quill pen, his penmanship was a thing of beauty and a joy to behold. The "i's" are dotted, the "t's" are crossed and the researcher never has to guess at a name or a figure. He meticulously recorded complete names when possible - "Mary Sanders Muir" and "William George Foster",

and when he came to the space for "race" and "where born" he wrote things like "Irish, Cole Bannachen", "Scotch, Greenock", "English, Plymouth" or "Native, Studholm, K.C." (King's County). Most enumerators merely wrote "native" and used ditto marks liberally with an occasional "Irish" or "Scotch". And he was equally meticulous in recording occupations like "farmer and army pensioner", and religions like "Calvinist Baptist", "Free Baptist" or "New Light Baptist".

Then with the agricultural survey taken at the same time he has added "The hail storm of September 1860 Destroyed about three-fourths of the Crop of Oats and Buckwheat in my District, consequently the Returns in that Particular are not what they would have been".

So Andrew M. Long, thank you for taking great care with your task. In this census year of 1981 your records are a joy to use. Will the same be said about us in 2101? It makes you think, doesn't it?

**M.D.B.

BOOK REVIEW: The Early Steamboats of the St. John River
by Captain Donald F. Taylor

This small book, a New Brunswick Museum Publication, will be welcomed by those who are interested in river steamboats.

The author, Captain Donald F. Taylor, a steamboat captain himself, bases the text of his book on the personal notes of his father, Captain C. C. Taylor, a lifelong captain of the steamboats on the St. John and the lakes. He deals with 24 steamboats in turn, from 1816 when the General Smythe made her maiden voyage on the river until the Belleisle was retired from service in 1892. There are no photographs of these early boats for the obvious reason so it is of interest that each description is accompanied by a drawing. These drawings are based on Captain Taylor's research as described to the artist. The artist, Allison "Mont" Colwell (1889-1963) was a native of Jemseg, Queens County.

This book was published in 1980 and costs \$5.95. A delightful little book. Don't miss it!

**M.B. D'Aoust

RECIPE: Blueberry Grunt - an old-fashioned recipe to use this summer.

2 cups blueberries	$\frac{1}{4}$ tsp. allspice	$\frac{1}{4}$ tsp. salt
$\frac{1}{2}$ cup water	1 cup flour	$\frac{1}{4}$ cup milk
$\frac{1}{2}$ cup sugar	2 tsp. baking powder	

Method: Mix together first 3 ingredients and set over medium heat. Mix next 5 ingredients into soft dough. When there is plenty of juice on the berries reduce heat and drop doughboy mixture on berries by tablespoonfuls. Cover and cook for 15 min. without removing cover. Serve with cream if desired.

**Melba F. Dykeman

QUERIES: (1) Records show that there was a tavern (an inn, likely) at Jemseg "near the entrance to the ferry". Does anyone have any information about this? Where was it located? Who was the proprietor, etc.?

(2) About 80 years ago Dr. Charles MacLean of Cambridge was co-owner of a candy factory at Norton. Does anyone have information about this business? Who was his partner?

**The Editors